AGENDA
Infrastructure Committee
Regular & Budget
Monday, October 3, 2022
@ 2:00 PM
Peoria County Courthouse, Room 403

1. **Call to Order**

2. **Approval of Minutes**
   - August 22, 2022

3. **Budget**
   *BUDGET BOOK (Pink Pages)*
   - Peoria County Highway Fund
   - County Highway Fund
   - County Bridge Fund
   - Township Bridge Fund
   - County Motor Fuel Tax Fund
   - Township Motor Fuel Tax Fund
   - County Matching Tax Fund
   - Facilities and Grounds Operations
   - Public Facility Sales Tax Fund
   - Capital Projects Fund
   - Parking Deck Fund
   - Veterans War Memorial Capital Project Fund
   - World War Veterans Memorial Fund

4. **Informational Items / Reports / Other Minutes / Updates**
   - Greater Peoria Sanitary District Minutes
   - Facilities Master Plan

5. **Resolutions**
   - Professional Engineering Services for Multiple Facility Projects
   - Cameron Lane Resurfacing Funding Application
   - Koerner Road Resurfacing Funding Application
   - Supplemental Preliminary Engineering Services Agreement for Phase II
     Preliminary Engineering of Old Galena Road
   - Joint Funding Agreement with State of Illinois for Graham Chapel Road
     Culvert Replacement
   - Annual IDOT County Motor Fuel Tax Maintenance Appropriation
   - Preliminary Engineering Agreement for Phase I & II Preliminary Engineering
     for Rehabilitation of Duncan Road bridge
   - Participation in IDOT’s 2023 County Engineer’s Salary Program

6. **Miscellaneous**

7. **Adjournment**
CALL TO ORDER
Chairman Salzer called the meeting to order at 2:04 p.m.

APPROVAL OF MINUTES
A motion to approve the minutes of July 25, 2022 was made by Mr. Reneau and seconded by Ms. Duncan. The motion carried unanimously (4-0).

INFORMATIONAL
- Greater Peoria Sanitary District (GPSD) Minutes
Mr. Johnson directed committee members to the submitted minutes of July 19, 2022 and stood for any questions. No comments or questions from committee.

- Facilities Master Plan
Mr. Sorrel advised that delivery of materials for the AV system upgrades for Conference Room 402 and the County Board Room are anticipated to arrive in the 4th quarter of 2022. He stated that a Purchase Order has been issued for repairs to the domestic hot water boiler at the Jail.

Mr. Sorrel advised that staff continues to work with Dewberry on office space for the Public Defender and IT Department.

RESOLUTIONS
- Guardrail Repair Bid Letting
A motion to approve was made by Mr. Reneau and seconded by Ms. Duncan. Mr. Gilles advised that bids were solicited for guardrail repair and replacement in 24 locations throughout Peoria County. He stated that staff recommends approval of the low bid of Northern Contracting, Inc., Sycamore, IL, in the amount of $156,703.69.

The motion to approve carried unanimously (4-0).

ADJOURNMENT
The meeting was adjourned by Chairman Salzer at 2:13 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, August 16, 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 9:32 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: Trustee Thomas Broadway Jr., Trustee Stephen M. Morris, and Trustee Heather L. McCord. The following individuals were present in person: Trustee Robert C. Gates, Trustee Matthew R. Bender, 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. 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. There being no response, the public participation period 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, July 19, 2022; payment of the list of bills totaling $2,524,356.47; approval of the Investment Committee’s recommendations for the following investment: Commerce Bank - US Treasury Note, in the amount of $2,000,000.00 for a term of 12 months with a 3.165% yield; authorization of delinquent accounts listed as Batch #213 Illinois American Water Company, Batch #112 Village of Peoria Heights, and Batch #111 Pleasant Valley Water Company be forwarded for disconnection from service in accordance with the applicable water shutoff arrangements; approval of Change Order No. 1-Final for National Power Rodding (Sewer Cleaning & Inspection Project 6) for a deduction of $84,522.29; approval of Change Order No. 2-Final for Miller & Son Construction Co. (GPSD Erosion Control Project 1C) for a deduction of $24,208.01; renewal of turbo-blower service agreement with APG-Neuros for three years: year 1=$38,450.00, year 2=$41,250.00, year 3=$44,850.00; renewal of plant power generator service agreement with Solar Turbines for five years: year 1=$11,375.30, year 2=$11,716.56, year 3=$12,068.06, year 4=$12,430.10, year 5=$12,803.00; authorization of budgeted purchase of Ventrac 4520P tractor with accessories from Burris Equipment Co. and trade in of District Toro Groundsmaster 328-D for the net price of $42,112.80; and authorization of budgeted purchase of two Ford F-150s from O’Brien Ford and trade in of two District GEMS for the net price of $92,011.72. Trustee McCord moved to approve the items on the Consent Agenda, seconded by Trustee Bender. Following discussion and upon
roll call vote being taken, Trustees Broadway, Morris, McCord, Gates, and Bender voted “Aye” and there were no “Nays”. Chairperson Gates declared the items on the Consent Agenda approved.

The Executive Director next recommended approval of Collective Bargaining Agreement with AFSCME-AFL-CIO, Council 31, Local 2519, effective for the period of May 1, 2022 through April 30, 2027. Trustee Bender moved to approve the agreement, seconded by Trustee McCord. Following discussion and on roll call, Trustees Broadway, Morris, McCord, Gates, and Bender voted “Aye” and there were no “Nays”. Chairperson Gates declared the motion approved.

The Executive Director next updated the trustees regarding various topics, including the Levee Grant, Utility Billing software update (postcard billing preference), and WWTP Solar Concept.

The Executive Director next informed the trustees about the Illinois Association of Wastewater Agencies Annual Meeting to be held September 21-22 at East Peoria, Illinois, with the Trustee Roundtable occurring on September 21 from 5:00 until 6:00 p.m.

There being no further business to come before the Board, the Chairperson declared the meeting adjourned at 10:11 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>Board Room &amp; 402 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 1st quarter 2023.</td>
<td></td>
</tr>
<tr>
<td>JAIL</td>
<td>Domestic Hot Water Boiler Repair</td>
<td>Another of the domestic hot water boilers at the Jail is leaking and needs to be repaired.</td>
<td>Repair</td>
<td>Purchase Order Issued, waiting on parts.</td>
<td></td>
</tr>
<tr>
<td>JAIL</td>
<td>2022 CLIP Project</td>
<td>HVAC energy savings opportunities at Peoria County Jail</td>
<td>Apply for 2022 CLIP Project, that upgrades VAV controls on AHU 13&amp;14 and upgrades chilled water system.</td>
<td>Approved at May County Board Meeting. PO has been issued. Parts are ordered.</td>
<td></td>
</tr>
<tr>
<td>Courthouse</td>
<td>IT Space Optimization &amp; Public Defender Office Space</td>
<td>Office Space for Public Defender &amp; Space Optimization for IT</td>
<td>Engage Dewberry in interior remodel study of recorder of deeds space for Public Defender and optimization of current IT space for IT.</td>
<td>Approved by County Board on July 14th. Design meetings currently going on between Dewberry, IT and Public Defender.</td>
<td></td>
</tr>
<tr>
<td>JDC</td>
<td>Water Softener Replacement</td>
<td>JDC water softener stopped working. After review it was determined to replace and not repair.</td>
<td>Replace JDC water softener</td>
<td>Project Complete</td>
<td></td>
</tr>
<tr>
<td>JAIL</td>
<td>Domestic Hot Water Boiler Repair</td>
<td>One of the domestic hot water boilers has failed at the Jail.</td>
<td>Issue PO to Ruyle for repair of boiler. Furnish &amp; install replacement hot water coils, plates, &amp; gaskets.</td>
<td>Completed</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>Project Complete</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, and 211 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 WWIII.</td>
<td>KVO Committee was created to define, fund raise, and construct a war memorial honoring all veterans that died in duty since WWIII.</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 3rd domestic hot water line that runs from the “Old Side” to the “New Side” of the Courthouse is leaking and needs to be replaced.</td>
<td>Replace the 3rd galvanized pipe and fittings with 3” PEX pipe and fittings.</td>
<td>Infrastructure Committee and Board approved the project in May with Iliini Plumbing. Work completed 05-29-20.</td>
<td></td>
</tr>
<tr>
<td>Brandywine Building</td>
<td>Election CommissionRelocation</td>
<td>The Election Commission needs to vacate the City owned facility. New accommodations need to be found and fit-out for this move. 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>Replace both FAS with a single code compliant and UL Listed system</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 system 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>
</tbody>
</table>
Jail Generator / Transfer Switch
Generator and transfer switch for 1985 Jail. There are no excess useful life and parts are not available. 24/365 power is necessary at the jail. No work done in 2015. Replace generator and transfer switch for 2015 Jail. Project Completed.

Jail Improvements
Mechanical systems in cells block of 1985 jail need replacement. Electrical, Plumbing, HVAC, and Locks will be replaced in 1 cell block per year for next 8 years. Amus 1-2 upgrades are completed. Five Alarm upgrade complete.

Jail Improvements
Cell locks at the jail are beyond their useful life and require replacement. Replace locks in batches as funds are appropriated. Ph # lock installation completed.

Jail Improvements
Cell locks at the jail are beyond their useful life and require replacement. Replace locks in batches as funds are appropriated. Ph # lock installation completed.

Jail Improvements
HDC 1-9 is original 1985 Jail equipment. They operate on DOS based operating system and have minimal operating controls. Upgrade the operating system to Automated Logic System that is used in HO and JDC. Upgrade control valves and install VFDs. Amus 1-2 upgrades are completed.

Jail
The original rolling/locking gates of the original Jail have exhausted their useful life. New gates are required. Replace the East Side rolling/locking gate in 2017. Budget for the West Side rolling/locking gate in 2018 Capital Budget.

Jail Fire Alarm Upgrade Phase I
Fire alarm panel, many detectors and related equipment is at or beyond its useful life. Phase I is to engage a consultant to design and develop specifications for a replacement system. Phase I completed. Phase II work awarded.

Jail Kitchen / Laundry Expansion
Needed expansion capacity. Study physical, operational and cost feasibility of expanding Jail. Delayed.

Ring Road Repair Phase 1
Wet weather this spring and summer has accelerated the life cycle replacement of the Jail’s ring road. Saw cut, remove, and replace multiple sections of concrete roadway. Ph # completed 10-30-15.

Ring Road Repair Phase 2
Wet weather this spring and summer has accelerated the life cycle replacement of the Jail’s ring road. Saw cut, remove, and replace multiple sections of concrete roadway. Ph # completed 12-01-17.

Ring Road Repair Phase 3
Wet weather has accelerated the life cycle replacement need of the Jail’s ring road and loading dock area. Saw cut, remove, and replace multiple sections of concrete roadway and loading dock area. C&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.

Masonry Tuck Pointing
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. Survey the exterior masonry walls, identify the areas that need attention, prepare and bid the repair work. MVEA to provide a Scope-Off. Work so we can bid exterior masonry repairs. Covid-19 has this project on hold.

Graf Ave Roof and Fascia
Sloped roof and vertical fascia are beyond warranty and useful life and leak. Replace sloped roof and vertical fascia. Project deferred due to funding.

JDC Parking Lot
Several areas of the JDC parking lot and driveway need to be milled, resurfaced, and striped. MB, resurface, and stripe the parking lot and driveway. Bid Package for this work delayed. Covid-19 has this project on hold.

Building Automation System
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. Design, procure, and install technology needed to achieve result. Project complete.

JDC Site Grading
Sally Port Road washes out / floods preventing transport. Regrade drainage areas. Completed October 2015.

Central Control Equipment Upgrade
Central Control equipment at JDC is the original equipment and controls doors, alarms, cameras. It provides the electronic backbone of security. Initial phase of project. Update control center. Work substantially complete.

Flooring Replacement
The carpet and hard surface flooring in the facility needs to be replaced. Most of the flooring is original to the facility. Bids Packages were issued twice. The second Bid Package was approved. Project proceeded. Project completed in May 2020.

PCAPS Quarantine
Isolation of sick animals. Create isolated area. Project complete.

PCAPS Entry
Separation of aggressive animals. Create new separate entry point. Project complete.

PCAPS Roof
Roof is beyond useful life and is leaking. Install new roof, gutters, and downspouts. Project complete.

PCAPS Parking Lot
Parking lot has multiple holes and needs to be milled and re-surfaced. MB, resurface, and stripe the parking lot. Project complete.

PCAPS Interior Remodel
Interior front office needs to be upgraded. Install ceiling, new HVAC and lighting into old, and new caret. Project completed.

Paper Records Storage
Record storage and management. Conduct in-depth analysis and study. Future Project

Haddington Oaks
Basement storage compartmentalization and security. See reference above to County-Wide study. Records moved from Gift Avenue to H.O.

Bel-Wood
Hazardous materials Abate and demolish this facility. Completed October 2015.

ALL
Space Utilization
Space utilization and operational efficiency. Conduct analysis/study. Completed

ALL
Life Safety Deficiencies

EMA
EMA Options
Physical environment no longer conducive to operational mission. Develop a short and long term facility replacement plan. Future Project

Future Use of HCWC
Property financial and legal liability for Peoria County. Sell property to entity approved by State of Illinois. Future Project. Discussion in progress with Federal Representatives.

Future Use of HCWC
Minimize as financial and legal liability. Demolish physical structures, clear land under County control and revert to natural prairie habitat. Front 5-Houses abated and demolished November 2014.
<table>
<thead>
<tr>
<th>Category</th>
<th>Item Description</th>
<th>Status/Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Future Use of HCWC Options</td>
<td>Eliminate as financial and legal liability. Revote ownership to State of Illinois</td>
<td>Future Project</td>
</tr>
<tr>
<td>Future Use of HCWC Options</td>
<td>Adaptive re-use as shooting range for Sheriff’s Office.</td>
<td>Future Project</td>
</tr>
<tr>
<td>Restroom and Mechanical Systems Replacement</td>
<td>5. Sub-standard restrooms and mechanical systems. Renovate restrooms and Upgrade mechanical systems.</td>
<td>Future Project</td>
</tr>
<tr>
<td>JDC</td>
<td>Roofs Replacement. Roofs at end of life cycle. Replace roofs.</td>
<td>Capital Funding issues affecting this work.</td>
</tr>
<tr>
<td>PCAPS</td>
<td>PCAPS Quarantine. Isolation of sick animals. Create isolated area.</td>
<td>Project complete.</td>
</tr>
<tr>
<td>West Campus</td>
<td>Bel-Wood Kitchen Use. Need expanded capacity and “newer” equipment. Study physical, operational and cost feasibility of renovating portions of Bel-Wood.</td>
<td>Project complete.</td>
</tr>
<tr>
<td>Bel-Wood</td>
<td>Bel-Wood Site Disposition. Future use and value. Demolish building and clear site of all improvements for outright sale or future alternate County use.</td>
<td>Completed October 2015.</td>
</tr>
<tr>
<td>Courthouse</td>
<td>County Boardroom Accessibility. Plan, design and remodel.</td>
<td>Future Project</td>
</tr>
<tr>
<td>Courthouse</td>
<td>County Admin Remodel. Operational inefficiencies and HIPPA privacy. Revise office plan layout and remodel.</td>
<td>Future Project</td>
</tr>
<tr>
<td>Courthouse</td>
<td>Courts Remodel. Multiple deficiencies per current courts standards. Study, reprogram, plan and design upgrades. Courtrooms 222, 322, 221, 123, and 121. Completed.</td>
<td>Future Project</td>
</tr>
<tr>
<td>Courthouse</td>
<td>Probation Remodel. Privacy and safe separation. Reconfigurable space to provide better public access.</td>
<td>Future Project</td>
</tr>
<tr>
<td>Courthouse</td>
<td>State’s Attorney Remodel. Lack of contiguous functional space. Close off corridor to eliminate office separation.</td>
<td>Future Project</td>
</tr>
<tr>
<td>Courthouse</td>
<td>Grand Jury Remodel. Grand Jury Room - upgrade quality of space. Renovate to create more professional and presentable space.</td>
<td>Future Project</td>
</tr>
<tr>
<td>ETSB</td>
<td>ETSB Remodel - ADA. Non-ADA compliant access. Replace existing access/egress ramp with ADA compliant access component.</td>
<td>Future Project</td>
</tr>
<tr>
<td>Coroner / CAC</td>
<td>Coroner’s Inquests Remodel. Sub-standard interior environment and public space for hearings. Renovate Inquest Room and integrate SA technologies for inquests and training uses.</td>
<td>Future Project</td>
</tr>
<tr>
<td>Coroner / CAC</td>
<td>Coroner Lobby Remodel. Sub-standard interior environment. Renovate lobby area.</td>
<td>Future Project</td>
</tr>
<tr>
<td>PCCHD</td>
<td>New Health Dept Facility. Building condition and configuration not conducive to effective and efficient delivery of services. Replace building at current location or relocate to Gift Avenue site.</td>
<td>Future Project</td>
</tr>
<tr>
<td>PCCHD</td>
<td>New Health Dept Facility. Explore opportunities to locate other County departments or agencies in new complex, i.e., Coroner’s Office. Conduct in depth analysis of programming needs, building, site and cost implications.</td>
<td>Future Project</td>
</tr>
<tr>
<td>Highway</td>
<td>Replace Maxwell Station. Sub-standard facilities. Developing short and long term facility replacement plan.</td>
<td>Future Project</td>
</tr>
<tr>
<td>Highway</td>
<td>Replace Fleet Garage. Sub-standard facility. Replace garage.</td>
<td>Future Project</td>
</tr>
<tr>
<td>Highway</td>
<td>Replace Maxwell Station Salt Dome. Sub-standard facility. Replace facility.</td>
<td>Future Project</td>
</tr>
<tr>
<td>Highway</td>
<td>Replace Maxwell Station Vehicle Storage. Sub-standard facilities. Replace facilities.</td>
<td>Future Project</td>
</tr>
<tr>
<td>Highway</td>
<td>Replace Fueling Station. Sub-standard fuel tanks and fueling station. Replace and relocate.</td>
<td>Future Project</td>
</tr>
<tr>
<td>Highway</td>
<td>Demolish Maxwell Station Yellow Bldg. Sub-standard facility. Abate hazardous materials, demolish and remove. Completed August 2015.</td>
<td>Future Project</td>
</tr>
<tr>
<td>Highway</td>
<td>Addition to North Station Vehicle Storage. Lack of vehicle storage space. Construct additional storage building and renovate old section of vehicle storage bay station. Moved old Bel-Wood out building to North station in early 2015.</td>
<td>Future Project</td>
</tr>
<tr>
<td>Highway</td>
<td>Salt Dome Upgrades. Need additional capacity and safer loading system. Construct additional domes and loading system.</td>
<td>Future Project</td>
</tr>
<tr>
<td>Jail</td>
<td>Jail Kitchen / Laundry Expansion. Capacity and operational deficiencies. Expand core support functional areas – food service, laundry, personal and evidence storage, recreational space. Deferred to cover higher bids for Jail Central Control and Jail Ring Road.</td>
<td>Future Project</td>
</tr>
<tr>
<td>Jail</td>
<td>Jail Night Court Addition. Bed capacity and operational efficiencies. Study feasibility and cost effectiveness of locating night court at Jail.</td>
<td>Future Project</td>
</tr>
<tr>
<td>Jail</td>
<td>Shooting Range. County controlled range. Study feasibility of developing range at Hanna City or Bel-Wood site.</td>
<td>Future Project</td>
</tr>
<tr>
<td>Courthouse</td>
<td>Department Relocation. Lack of natural light. Relocate offices to provide natural light.</td>
<td>Future Project</td>
</tr>
<tr>
<td>Courthouse</td>
<td>Department Relocation. Office location. Office location in courthouse not essential for effective operation. Explore optimum location for County needs.</td>
<td>Future Project</td>
</tr>
<tr>
<td>RRC / VAC</td>
<td>Office Remodel. Minimal public visibility. Add site/building signage. Owner added some signage.</td>
<td>Future Project</td>
</tr>
<tr>
<td>RRC / VAC</td>
<td>Office Remodel. More efficient office layout could accommodate additional small department. Space utilization analysis, and planning. RRC moved to PCCHD. “VAC” moved into their new space in parking building.</td>
<td>Future Project</td>
</tr>
<tr>
<td>West Campus</td>
<td>Property Disposal. Disposition of property. Sell property.</td>
<td>Future Project</td>
</tr>
<tr>
<td>One Tech Plaza</td>
<td>Property Disposal. Disposition of property. Sell property.</td>
<td>Future Project</td>
</tr>
<tr>
<td>West Campus</td>
<td>Develop Property. Optimize value and return for Peoria County. Sell property using proceeds for capital improvement projects.</td>
<td>Future Project</td>
</tr>
</tbody>
</table>
AGENDA BRIEFING

COMMITTEE: Infrastructure Committee  
LINE ITEM: 062-4-062-7-738-54303 $70,400  
062-4-062-3-301-54303 $318,100

MEETING DATE: October 03, 2022  
AMOUNT: $388,500

ISSUE:
Professional Engineering Services for Multiple Facility Projects

BACKGROUND/DISCUSSION:

Several Peoria County facility projects have approved funding for 2022 and others are proposed for 2023. Below is the list of projects and the proposed budgets and funding sources:

<table>
<thead>
<tr>
<th>Peoria County Facilities Projects</th>
<th>Project</th>
<th>Budget Year</th>
<th>Budget &amp; Proposed Budget</th>
<th>Budget Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Courthouse</td>
<td>Courthouse Plaza Steps Exterior Site</td>
<td>2022</td>
<td>65,500</td>
<td>CRF</td>
</tr>
<tr>
<td>Improvements</td>
<td>Peoria County Courthouse Roofs</td>
<td>2022</td>
<td>500,000</td>
<td>CRF</td>
</tr>
<tr>
<td>Jail</td>
<td>Peoria County Jail Tuckpointing</td>
<td>2022 and 2023</td>
<td>50,000, 50,000</td>
<td>CRF</td>
</tr>
<tr>
<td></td>
<td>Peoria County Jail Ring Road &amp; Back Door Concrete</td>
<td>2022, 2023, 2024, 2025</td>
<td>300,000, 500,000, 550,000, 800,000</td>
<td>CRF</td>
</tr>
<tr>
<td></td>
<td>Peoria County Jail Roof (1999 Addition)</td>
<td>2022</td>
<td>1,250,000</td>
<td>ARPA</td>
</tr>
<tr>
<td>Juvenile Detention Center</td>
<td>Juvenile Detention Center Parking Lot</td>
<td>2022</td>
<td>80,000</td>
<td>CRF</td>
</tr>
<tr>
<td></td>
<td>Juvenile Detention Center Roof</td>
<td>2023</td>
<td>1,250,000</td>
<td>ARPA</td>
</tr>
</tbody>
</table>

Midwest Engineering has proposed the professional engineering services for the projects. The professional services include:

- Topographical Survey
- Site Improvements Design
- Plans and Specifications
- Bidding Documents
- Construction Administration

The professional engineering service fees and schedule for the projects:

<table>
<thead>
<tr>
<th>Peoria County Facilities Projects Engineering Fees and Schedule</th>
<th>Project</th>
<th>Engineering Fees</th>
<th>Out to Bid</th>
<th>Purchase Order</th>
<th>Construction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Courthouse</td>
<td>Courthouse Plaza Steps Exterior Site</td>
<td>21,900</td>
<td>2022</td>
<td>2022</td>
<td>2023</td>
</tr>
<tr>
<td>Project Description</td>
<td>Amount (2022)</td>
<td>2022</td>
<td>2023</td>
<td>2024</td>
<td>2025</td>
</tr>
<tr>
<td>-----------------------------------------------------------------</td>
<td>---------------</td>
<td>--------</td>
<td>--------</td>
<td>--------</td>
<td>--------</td>
</tr>
<tr>
<td>Peoria County Courthouse Roofs</td>
<td>48,500</td>
<td>2022</td>
<td>2022</td>
<td>2023</td>
<td></td>
</tr>
<tr>
<td><strong>Jail</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Peoria County Jail Tuckpointing</td>
<td>22,500</td>
<td>2022</td>
<td>2022, 2023</td>
<td>2023</td>
<td></td>
</tr>
<tr>
<td>Peoria County Jail Ring Road &amp; Back Door Concrete</td>
<td>175,400</td>
<td>2022, 2023, 2024</td>
<td>2022, 2023, 2024, 2025</td>
<td>2023, 2024, 2025</td>
<td></td>
</tr>
<tr>
<td>Peoria County Jail Roof (1999 Addition)</td>
<td>48,500</td>
<td>2022</td>
<td>2022</td>
<td>2023</td>
<td></td>
</tr>
<tr>
<td><strong>Juvenile Detention Center</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Juvenile Detention Center Parking Lot</td>
<td>16,900</td>
<td>2022</td>
<td>2022</td>
<td>2023</td>
<td></td>
</tr>
<tr>
<td>Juvenile Detention Center Roof</td>
<td>54,800</td>
<td>2022</td>
<td>2023</td>
<td>2023</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>388,500</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**COUNTY BOARD GOALS:**

- Infrastructure Stewardship

**STAFF RECOMMENDATION:** Approve the County Administrator to issue a purchase order to Midwest Engineering Associates, Inc. for professional engineering services after review and approval from the Peoria County States Attorney Office. The project will be paid from line item 062-4-062-7-738-54303 and 062-4-062-3-301-54303 for a total of $388,500.

**COMMITTEE ACTION:**

**PREPARED BY:** Mark Little, Chief Information Officer  
**DEPARTMENT:** Facilities  
**DATE:** September 06, 2022
August 31st, 2022

Mr. Mark Little  
Chief Information Officer  
County of Peoria  
324 Main Street, Rm G11  
Peoria, Illinois 61602

RE: Peoria County Facility Projects Proposal

Dear Mark:

Thank you for the opportunity to provide our professional engineering services to Peoria County in support of multiple Peoria County facility projects starting in 2022 and continuing through 2025. From our site visit on July 13th, 2022, we have an understanding of the projects and below is a defined scope of work with corresponding fee for each project broken out by location.

Scope of Services:

PEORIA COUNTY COURTHOUSE

Plaza Steps Exterior Site Improvements

1. **Topographical Survey**  
   Complete a topographical survey of the plaza steps and associated sidewalk, planters, etc. on Hamilton Boulevard just east of the courthouse across from the street from the Hamilton Square Building main entrance. The topographical survey will be used to provide existing conditions and elevations necessary to address the design and construction of the proposed improvements. The topographical survey will be based on the USGS NAVD 88 and NAD 83 (2007) datums.

2. **Site Improvements Design**  
   Prepare designs for the project in accordance with the Illinois Department of Transportation’s, Peoria County’s, and City of Peoria’s current policies and standards. The construction plans shall be created electronically using AutoCAD / Civil3D.

   The proposed improvements will include:

   - Removal of the existing stairs, sidewalk, and curbs, as necessary. Removal of existing retaining walls or planters is not anticipated and not included in the scope of work.
   - Excavation of any existing unsuitable subgrades and replacement with properly compacted, engineered backfill to prevent future settling.
   - Reconstruction of the plaza steps, sidewalk, curbs, and planters to provide positive drainage away from the structure and to provide ADA compliance as required.
   - Re-Landscape Planters to match the remaining existing landscape.
3. **Plans and Specifications**
   Develop a separate set of plans and specifications consisting of the following:
   - Cover Sheet
   - General Notes and Legend
   - Special Provisions
   - Existing Conditions, Demolition, and Erosion Control Plan
   - Site Plan of Proposed Improvements
   - Layout and Grading Plan
   - Sidewalk and Stair Jointing Plan
   - Detail Sheets, as applicable
   - Landscaping Plan

4. **Bidding Documents**
   Create Contract Documents for the project utilizing the Engineers Joint Contract Documents Committee (EJCDC).

5. **Permitting**
   The Contractor will be responsible for acquiring and paying the necessary fees for the City of Peoria Sidewalk Permit. It is not anticipated that other permitting will be necessary.

---

**Peoria County Courthouse Roofs**

Please see attached Exhibit B for the Peoria County Courthouse Reroof project. Midwest Engineering Associates (MWEA) has contacted Keach Architectural Design, Inc. (Keach) to provide the architectural services for the roof projects. The two roof areas as denoted to the right are included in the scope of work.

Generally, it is understood that the reroof will be based on the previous reroof project that was recently completed. The approach will include providing the following phases: Schematic Design, Design Development, Construction Documents, Bidding, and Construction & Closeout.

---

**PEORIA COUNTY JAIL**

**Tuckpointing**

1. **Survey of the Building Exterior**
   Complete a walk-through survey of the existing jail building and identify the locations where exterior brick improvements are required. The survey will document the existing conditions and locations where specific improvements are necessary.
2. Design and Development of Tuckpointing Improvements
Prepare designs for the project in accordance with Peoria County’s and City of Peoria’s current policies and standards. The construction plans shall be created electronically using AutoCAD / Civil3D.

The proposed improvements will include:

- Removal of existing brick, mortar, other joint material, lintels, etc. as necessary.
- Repair details including locations, repair methodology, lintel details including specifications, etc.
- General notes will describe the improvements to the contractors to identify the scope of work required to be completed.

3. Plans and Specifications
Develop a separate set of plans and specifications consisting of the following:
- Cover Sheet
- General Notes and Legend
- Special Provisions
- Existing Conditions and Demolition
- Plan of Proposed Improvements
- Detail Sheets, as applicable

4. Permitting
The Contractor will be responsible for acquiring and paying the necessary permit fees.

Ring Road and Back Door Concrete & Drainage

1. Survey of the Existing Ring Road and Jail Back Door Concrete Areas
Complete a topographical survey of the existing Ring Road and back door concrete areas of the jail as shown in attached Exhibit A. The topographical survey will be used to provide existing topographical features and elevations necessary to address any drainage concerns and will be shown in the existing topo drawings to aid in the design of the proposed improvements. The topographical survey will be based on the USGS NAVD 88 and NAD 83 (2007) datums.

2. Condition Assessment of the Existing Ring Road and Jail Back Door Concrete Areas
Complete a condition assessment of the existing Ring Road and back door concrete areas of the jail as shown in attached Exhibit A. The condition assessment will assess pavement cracking, spalling, deterioration, pot-holes, settlement, and other factors to be used when determining areas that are a priority for improvements.

3. Site Improvements Design
Prepare designs for the project in accordance with the Illinois Department of Transportation’s, Peoria County’s, and City of Peoria’s current policies and standards. The construction plans shall be created electronically using AutoCAD / Civil3D.

The proposed improvements will include:

- Removal of the existing pavement, sidewalk, curbs, and other appurtenances as necessary.
- Excavation of any existing unsuitable subgrades and replacement with properly compacted, engineered backfill to prevent future settling or replacement of soft subgrade.
- Reconstruction of the proposed concrete areas including roadway, sidewalk, curbs, and other appurtenances to provide positive drainage as required.
• The pavement will be evaluated based on condition and prioritized. MWEA will evaluate available budget to determine how much of the existing roadway concrete and back door concrete can be completed over fiscal years 2023, 2024, and 2025. The plans will include unit prices for bidding to allow the concrete replacement to maximize the fiscal year dollars.

4. Plans and Specifications
Develop a separate set of plans and specifications consisting of the following:
• Cover Sheet
• General Notes and Legend
• Special Provisions
• Existing Conditions, Demolition, and Erosion Control Plan
• Site Plan of Proposed Improvements
• Layout and Grading Plan
• Pavement, Curb, and Sidewalk Jointing Plan
• Detail Sheets, as applicable

5. Permitting
The Contractor will be responsible for acquiring and paying the necessary permit fees. Since the project is not expected to increase impervious surface area, detention calculations are not anticipated. It is anticipated a stormwater erosion control permit will be required from Peoria County.

Peoria County Jail Roofs

Please see attached Exhibit C for the Peoria County Jail Roof Replacement project. Midwest Engineering Associates (MWEA) has contacted Keach Architectural Design, Inc. (Keach) to provide the architectural services for the roof projects. The areas of roof as denoted to the right are included in the scope of work.

Generally, it is understood that the reroof will be based on the previous reroof project that was recently completed for the north half of the existing roof. The approach will include providing the following phases: Schematic Design, Design Development, Construction Documents, Bidding, and Construction & Closeout.
PEORIA COUNTY JUVENILE DETENTION CENTER (JDC)

Parking Lot

1. Survey of the Existing Hot-Mix Asphalt Parking Lot and Roadway
   Complete a topographical survey of the existing parking lot and roadway areas as shown in attached Exhibit A. The topographical survey will be used to provide existing topographical features and elevations necessary to address any drainage concerns and will be shown in the existing topo drawings to aid in the design of the proposed improvements. The topographical survey will be based on the USGS NAVD 88 and NAD 83 (2007) datums.

2. Condition Assessment of the Existing Hot-Mix Asphalt Parking Lot and Roadway
   Complete a condition assessment of the existing HMA Parking Lot and Roadway areas of the JDC as shown in attached Exhibit A. The condition assessment will assess pavement cracking, deterioration, pot-holes, settlement, and other factors to be used when determining the appropriate repair methodologies.

3. Site Improvements Design
   Prepare designs for the project in accordance with the Illinois Department of Transportation’s, Peoria County’s, and City of Peoria’s current policies and standards. The construction plans shall be created electronically using AutoCAD / Civil3D. The tentative plan is to mill, patch, overlay, and restripe the existing parking lot.

   The proposed improvements will include:
   - Evaluation of the existing pavement to determine locations of full depth pavement patching.
   - Removal of the existing pavement via milling the surface course and full depth patching, where required. Removal of sidewalk, curbs, and other appurtenances as necessary to perform the work.
   - Excavation of any existing unsuitable subgrades and replacement with properly compacted, engineered backfill to prevent future settling and/or replacement of soft subgrade.
   - Patching and overlaying the proposed asphalt areas including roadway and parking lot. Also proposed sidewalk, curbs, and other appurtenances as necessary. ADA compliance issues will be evaluated for areas affected by the proposed construction only.
   - The pavement will be evaluated based on condition to determine if milling, patching and overlay are acceptable. If not, complete removal and replacement may be required. Based on the site visit, this is not anticipated.

4. Plans and Specifications
   Develop a separate set of plans and specifications consisting of the following:
   - Cover Sheet
   - General Notes and Legend
   - Special Provisions
   - Existing Conditions, Demolition, and Erosion Control Plan
   - Site Plan of Proposed Improvements
   - Layout and Grading Plan
   - Pavement, Curb, and Sidewalk Typical Sections and Details Plan
   - Miscellaneous Detail Sheets, as applicable
5. **Permitting**
The Contractor will be responsible for acquiring and paying the necessary permit fees. Since the project is not expected to increase impervious surface area, detention calculations are not anticipated.

**Peoria County JDC Roof**

Please see attached Exhibit C for the Peoria County Juvenile Detention Center Reroof project. Midwest Engineering Associates (MWEA) has contacted Keach Architectural Design, Inc. (Keach) to provide the architectural services for the roof project. The roof area as denoted to the right is included in the scope of work. This includes the overall roof of the JDC.

Generally, it is understood that the reroof will be based on the County Courthouse reroof project that was recently completed. The approach will include providing the following phases: Schematic Design, Design Development, Construction Documents, Bidding, and Construction & Closeout.

**Scope of Services for all projects**

**Bidding Documents**

Contract Documents for the project will utilize the Engineers Joint Contract Documents Committee (EJCDC) documents. The roofing projects will utilize AIA contract documents.

**Construction Administration**

MWEA personnel shall visit the project at appropriate intervals during construction to be generally familiar with the progress and quality of the Contractor’s work and to determine if the work is proceeding in general accordance with the Contract Documents. The Owner has not retained MWEA to make detailed tests or to provide continuous/daily project review and observation services. If the Owner desires more extensive project observation or full-time project representation, the Owner shall request such services to be provided by MWEA as Additional Services in accordance with the terms of this Agreement.

Construction Administration will include:
- Review of shop drawing submittals.
- Periodic site visits appropriate to the work being performed.
- Answer contractor questions during construction.
- Review and approve pay requests.
- Prepare a punch list and review completed punch list items.
Limited Construction Observation / Materials Testing

MWEA fee is based on providing a part-time (~2 to 4 hours per day) on-site construction observer for the Plaza Steps, Tuckpointing, Ring Road and Back Door Concrete Work, and the Parking Lot as noted above (site work) and the contractor’s compliance with the plans and specifications as construction proceeds. MWEA does not guarantee the performance of the contract by the contractor.

- MWEA will provide one part-time on-site staff member for:
  - Up to five (5) weeks at 4 hours per day for a maximum of 100 man-hours for the Plaza Steps construction observation.
  - Up to five (5) weeks at 2 hours per day for a maximum of 50 man-hours for Tuckpointing construction observation.
  - Up to thirty (30) weeks at 4 hours per day for a maximum of 600 man-hours for the Ring Road Concrete construction observation over a three-year period or as funding is applied.
  - Up to six (6) weeks at 3 hours per day for a maximum of 90 man-hours for the JDC Parking Lot construction observation.
  - Roofing projects are as defined in the Keach scope of work.

- MWEA will maintain a daily record of the contractor’s activities throughout construction including sufficient information to allow for verification of the nature and cost of changes in plans and authorized extras, should they occur.

- MWEA will perform revisions of contract drawings to reflect as built conditions.

- MWEA will prepare and submit to Peoria County all partial and final payment estimates, change orders, records and reports.

- MWEA will perform all compaction tests as required by the specifications and report promptly the same on forms prepared by the Illinois Department of Transportation’s Bureau of Materials and Physical Research.

- MWEA will perform testing of concrete mixtures on-site in accordance with the Illinois Department of Transportation’s “Manual of Instructions for Concrete Proportioning and Testing” issued by the Bureau of Materials and Physical Research.

Client Responsibilities:

The Client will be responsible for providing copies of original plans in CAD format or in PDF format for the work areas to be designed as part of this contract. The Client will also be responsible for providing copies of existing roofing plans for the most recent improvements at the courthouse and jail. MWEA will be provided the required county front end documents for inclusion into the bidding documents.

Additional Services:

Additional services that are not included in the proposed Scope of Work may include, but are not limited to:

- Additional meetings required beyond what is stated herein
- Boundary Survey
- Geotechnical Engineering
- Detention Calculations including Hydraulics/Hydrology for Stormwater Requirements
- Retaining wall and/or planter box design at the plaza steps area
- Mechanical, Electrical, and Plumbing Engineering
• Permitting more than noted above
• More extensive project construction observation or full-time project representation

Any additional services can be performed as needed with a scope, fee, and schedule to be identified and agreed upon by MWEA and Peoria County at a later time.

Fees:

Midwest Engineering Associates proposes to complete the above Scope of Services on a time and materials basis using our 2022 Consulting Services Rates with not to exceed fees as follows:

<table>
<thead>
<tr>
<th></th>
<th>Fees</th>
<th>Initial to Accept</th>
</tr>
</thead>
<tbody>
<tr>
<td>Courthouse Plaza Steps</td>
<td>$21,900</td>
<td></td>
</tr>
<tr>
<td>Exterior Site Improvements</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Peoria County Courthouse Roofs</td>
<td>$48,500</td>
<td></td>
</tr>
<tr>
<td>Peoria County Jail Tuckpointing</td>
<td>$22,500</td>
<td></td>
</tr>
<tr>
<td>Peoria County Jail Ring Road and Back Door Concrete</td>
<td>$175,400</td>
<td></td>
</tr>
<tr>
<td>Peoria County Jail Roofs</td>
<td>$48,500</td>
<td></td>
</tr>
<tr>
<td>Juvenile Detention Center Parking Lot</td>
<td>$16,900</td>
<td></td>
</tr>
<tr>
<td>Juvenile Detention Center Roof</td>
<td>$54,800</td>
<td></td>
</tr>
<tr>
<td><strong>Total Fees</strong></td>
<td><strong>$388,500</strong></td>
<td></td>
</tr>
</tbody>
</table>

MWEA subconsultants will also invoice on an hourly time and materials basis with a not to exceed fee. MWEA will not exceed these estimated fees without your written authorization and approval.

Schedule:

Midwest Engineering Associates can begin the project within a few weeks following receipt of an executed copy of this agreement. The schedules of each project are anticipated to be bid and constructed as noted below:

<table>
<thead>
<tr>
<th></th>
<th>Out to Bid</th>
<th>Construction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Courthouse Plaza Steps</td>
<td>Winter 2022</td>
<td>Summer 2023</td>
</tr>
<tr>
<td>Exterior Site Improvements</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Peoria County Courthouse Roofs</td>
<td>Winter 2022</td>
<td>Summer 2023</td>
</tr>
<tr>
<td>Peoria County Jail Tuckpointing</td>
<td>Winter 2022</td>
<td>Summer 2023</td>
</tr>
<tr>
<td>Peoria County Jail Ring Road and Back Door Concrete</td>
<td>Winter 2022</td>
<td>Summer 2023</td>
</tr>
<tr>
<td></td>
<td>Winter 2023</td>
<td>Summer 2024</td>
</tr>
<tr>
<td></td>
<td>Winter 2024</td>
<td>Summer 2025</td>
</tr>
<tr>
<td>Peoria County Jail Roofs</td>
<td>Winter 2022</td>
<td>Summer 2023</td>
</tr>
</tbody>
</table>
Juvenile Detention Center Parking Lot    Winter 2022  Summer 2023
Juvenile Detention Center Roof    Winter 2022  Summer 2023

Midwest Engineering Associates can begin the project within a few weeks following receipt of an executed copy of this agreement. The schedules of each project are anticipated to be bid and constructed as noted below:

Terms and Conditions:

We have attached to this proposal our General Conditions of Service, which are expressly incorporated into, and are an integral part of, our contract for professional services. Please indicate your acceptance of this proposal by having an authorized representative execute a complete copy and return it to our office.

Your acceptance of our proposal confirms that the terms and conditions are understood, including payment to Midwest Engineering Associates, Inc. upon receipt of the invoice, unless specifically arranged otherwise in writing. Of course, if you wish to discuss the terms, conditions, and provisions of our proposal, we would be pleased to do so.

Mark and Calvin, thank you for giving MWEA the opportunity to provide our professional engineering services to Peoria County.

Sincerely,

Nate Parrott, PLA, LEED® AP
Landscape Architect / Project Manager

David L. Horton, PE
Sr. Project Manager

cc: Calvin Kerley, Facilities Manager

Responsible for Payment and Accepted by:

Signature_____________________________

Name (please print) ____________________________

Title (please print)___________________________

Firm_______________________________________

Date_______________________________________

Attachments:
- Exhibit A – Peoria County Jail Ring Road and JDC Parking Lot
- Exhibit B – Keach Proposal for Peoria County Courthouse Roof Replacement
- Exhibit C – Keach Proposal for Peoria County Jail Roof Replacement
- Exhibit D – Keach Proposal for Peoria County JDC Roof Replacement
- Consultant Rates 2022
- General Conditions of Service
August 18, 2022

David Horton, Project Manager
Midwest Engineering Associates, Inc.
140 E. Washington St.,
East Peoria, IL 61611

Re: Proposal for Architectural Services
   Peoria County Courthouse Roof Replacement

Mr. Horton:

Thank you for the opportunity to provide you and Peoria County with Architectural design services for the reroofing for portions of the Peoria County Courthouse. This picture you provided me will serve as my understanding of the areas of scope of work represented by this proposal.

Generally, it is understood that the reroof will be based on the previous reroof project that was recently completed. Drawings and Specifications from that project will be available to Keach Architectural Design (KEACH) in the development of this set of bid documents for consistency. Keach will review the documents and advise on any other recommendations for consideration.
The understood schedule is for design bid documents to be developed and completed in the late fall through the end of the 2022 with bidding and award to be beginning of 2023. Construction schedule to be established with the owner, but assumed to be a Spring start through the summer.

PROPOSAL FOR SERVICES

The following design services will be provided as Basic Services for this project:

Part 1

1. Bid Documents:

   a Schematic Design:
      i. KEACH will review the previous set of design documents as a basis for developing this project’s design documents and make recommendations for owner consideration.
         1. Example: Complete tear off vs. recovery installation.
      ii. KEACH will survey the existing roof areas and field document the existing conditions with pictures.
         1. Identify any unique details to the building that are to be considered in the design of flashings, counter flashings, copings, masonry repair, etc…
         2. Review existing mechanical systems and infrastructure affected by reroofing.
         3. Review energy code requirements as it applies to the project.
      iii. KEACH will produce a schematic roof plan of the existing conditions.
         1. Any available drawings files available from the owner will be utilized.
      iv. KEACH will meet with owner for up to 2 meetings to review scope and review the project.

   b Design Development:
      i. KEACH will produce design development set of drawings which will include minimally a Roof Demolition Plan and a Roof Plan with developed keyed notes of the scope of work on the drawings, tapered insulation layout, equipment walk pad paths, and general notes for the project.
         1. Perimeter termination details of critical significance to the project will be started for review with owner.
      ii. KEACH will develop a staging plan and site access plan based on input from the owner.
      iii. KEACH will create a table of contents of a project manual.
      iv. KEACH will meet with the owner up to 2 meetings to review the project.

   c Construction Documents:
      i. KEACH will complete a set of bid documents for the project outlining a scope of work for Roofing Contractors to bid as prime contractors.
         1. Drawings set:
            a. Roof Demolition Plan
            b. Roof Plan
            c. Roof Details for edge terminations and flashings.
* If mechanical scope of work is required to accommodate the reroof, it is assumed MEA will provide the required drawings and details for the affected work.

ii. KEACH will produce a project manual that includes the “front end” General Conditions (Div. 0&1) for the contract and the technical specifications for the work to be completed (Div. 2-16).
   1. It is assumed that an AIA contract between owner & contractor will be used for the project.
      a. Keach will review the requirements for supplementary conditions from the owner.

iii. KEACH will meet with the owner up to 2 meetings to review the project with one of these serving as a 95% review prior to issuing bid documents.

Part 2

2. Bidding:
   a. KEACH will administrate the bidding process:
      i. Utilize owners preferred print shop for document management as a plan holder. Or utilize other owner preferred method for bid document distribution.
      ii. Provide owner with Bid Advertisement to be published.
      iii. Conduct a Pre-bid Meeting and Tour for interested bidders.
      iv. Receive Contractor questions and respond according to the parameters of the bid documents.
      v. Issue Addenda.
      vi. Conduct and assist the owner with a bid opening.
      vii. Issue Notice of Award and prepare AIA contract for the project between owner and contractor.

Part 3

3. Construction & Closeout
   a. Construction Phase:
      i. KEACH will conduct a pre-construction meeting with the awarded contractor with owner.
      ii. KEACH will administrate the contract as follows:
         1. Attend regular progress meetings with contractor and owner on a bi-weekly basis.
         2. Review submittals of contractor proposed materials and roof system.
         3. Review contractor pay applications.
         4. Review contractor proposed details for existing conditions.
         5. Review and write change orders for the contract.

4. Close Out:
   a. KEACH will produce a punch list and certificate of substantial completion form to determine warranty date for roof.
   b. KEACH will review O&M manuals and warranty information.
   c. KEACH will receive Final Pay Application and associated closeout forms for review and provide to owner.
COST OF SERVICES PROVIDED BY
KEACH ARCHITECTURAL DESIGN, INC.

Basic Services will be provided as indicated below and billed monthly as time is accrued for each part based on attached hourly rates.

Part 1 Total: Professional hourly Rate Basis **Not to Exceed $32,000.00**
- Part 1a: Professional hourly Rate Basis estimated at $7,500.00.
- Part 1b: Professional hourly Rate Basis estimated at $7,500.00.
- Part 1c: Professional hourly Rate Basis estimated at $17,000.00.

Part 2 Total: Professional hourly Rate Basis **Not to Exceed $5,000.00**

Part 3 Total: Professional hourly Rate Basis **Not to Exceed $9,240.00**

Consultants if needed and Reimbursable expenses will be billed at 105% of direct cost. Reimbursable expenses will be limited to mileage or printing costs related to meetings, presentations, and construction documents. Additional services may include but are not limited to:

- Additional meetings required beyond stated above.
- Mechanical, Electrical, and Plumbing Engineering which if needed are assumed to be by MEA.
- Changes in the original scope of the project or professional service.

If you have any questions, please feel free to call with any questions.

Sincerely,

Lee Gerrietts, Principal
Keach Architectural Design, Inc.
August 31, 2022

David Horton, Project Manager
Midwest Engineering Associates, Inc.
140 E. Washington St.,
East Peoria, IL 61611

Re: Proposal for Architectural Services
   Peoria County Jail Roof Replacement

Mr. Horton:

Thank you for the opportunity to provide you and Peoria County with Architectural design services for the reroofing for portions of the Peoria County Jail. This picture you provided me will serve as my understanding of the areas of scope of work represented by this proposal.
Generally, it is understood that the reroof will be based on the previous reroof project that have been recently completed at the County Jail. Drawings and Specifications from that project will be available to Keach Architectural Design (KEACH) in the development of this set of bid documents for consistency. Keach will review the documents and advise on any other recommendations for consideration.

The understood schedule is for design bid documents to be developed and completed at the beginning of 2023 with bidding and award to be within the calendar year of 2023. Construction schedule to be established with the owner but assumed to be completed in 2023 or 2024.

PROPOSAL FOR SERVICES

The following design services will be provided as Basic Services for this project:

Part I

1. Bid Documents:
   a. Schematic Design:
      i. KEACH will review the previous set of design documents as a basis for developing this project’s design documents and make recommendations for owner consideration.
         1. Example: Complete tear off vs. recovery installation.
      ii. KEACH will survey the existing roof areas and field document the existing conditions with pictures.
         1. Identify any unique details to the building that are to be considered in the design of flashings, counter flashings, copings, masonry repair, etc…
         2. Review existing mechanical systems and infrastructure affected by reroofing.
         3. Review energy code requirements as it applies to the project.
      iii. KEACH will produce a schematic roof plan of the existing conditions.
         1. Any available drawings files available from the owner will be utilized.
      iv. KEACH will meet with owner for up to 2 meetings to review scope and review the project.
   b. Design Development:
      i. KEACH will produce design development set of drawings which will include minimally a Roof Demolition Plan and a Roof Plan with developed keyed notes of the scope of work on the drawings, tapered insulation layout, equipment walk pad paths, and general notes for the project.
         1. Perimeter termination details of critical significance to the project will be started for review with owner.
      ii. KEACH will develop a staging plan and site access plan based on input from the owner.
      iii. KEACH will create a table of contents of a project manual.
      iv. KEACH will meet with the owner up to 2 meetings to review the project.
   c. Construction Documents:
i. KEACH will complete a set of bid documents for the project outlining a scope of work for Roofing Contractors to bid as prime contractors.
   1. Drawings set:
      a. Roof Demolition Plan
      b. Roof Plan
      c. Roof Details for edge terminations and flashings.
      * If mechanical scope of work is required to accommodate the reroof, it is assumed MEA will provide the required drawings and details for the affected work.

ii. KEACH will produce a project manual that includes the “front end” General Conditions (Div. 0&1) for the contract and the technical specifications for the work to be completed (Div. 2-16).
   1. It is assumed that an AIA contract between owner & contractor will be used for the project.
      a. Keach will review the requirements for supplementary conditions from the owner.

iii. KEACH will meet with the owner up to 2 meetings to review the project with one of these serving as a 95% review prior to issuing bid documents.

Part 2

2. Bidding:
   a. KEACH will administrate the bidding process:
      i. Utilize owners preferred print shop for document management as a plan holder. Or utilize other owner preferred method for bid document distribution.
      ii. Provide owner with Bid Advertisement to be published.
      iii. Conduct a Pre-bid Meeting and Tour for interested bidders.
      iv. Receive Contractor questions and respond according to the parameters of the bid documents.
      v. Issue Addenda.
      vi. Conduct and assist the owner with a bid opening.
      vii. Issue Notice of Award and prepare AIA contract for the project between owner and contractor.

Part 3

3. Construction & Closeout
   a. Construction Phase:
      i. KEACH will conduct a pre-construction meeting with the awarded contractor with owner.
      ii. KEACH will administrate the contract as follows:
         1. Attend regular progress meetings with contractor and owner on a bi-weekly basis.
         2. Review submittals of contractor proposed materials and roof system.
         3. Review contractor pay applications.
         4. Review contractor proposed details for existing conditions.
         5. Review and write change orders for the contract.

4. Close Out:
a. KEACH will produce a punch list and certificate of substantial completion form to determine warranty date for roof.

b. KEACH will review O&M manuals and warranty information.

c. KEACH will receive Final Pay Application and associated closeout forms for review and provide to owner.

**COST OF SERVICES PROVIDED BY KEACH ARCHITECTURAL DESIGN, INC.**

Basic Services will be provided as indicated below and billed monthly as time is accrued for each part based on attached hourly rates.

<table>
<thead>
<tr>
<th>Part 1 Total:</th>
<th>Professional hourly Rate Basis <strong>Not to Exceed $32,000.00</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Part 1a:</td>
<td>Professional hourly Rate Basis estimated at $9,500.00.</td>
</tr>
<tr>
<td>Part 1b:</td>
<td>Professional hourly Rate Basis estimated at $7,500.00.</td>
</tr>
<tr>
<td>Part 1c:</td>
<td>Professional hourly Rate Basis estimated at $15,000.00.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Part 2 Total:</th>
<th>Professional hourly Rate Basis <strong>Not to Exceed $5,000.00</strong></th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Part 3 Total:</th>
<th>Professional hourly Rate Basis <strong>Not to Exceed $9,240.00</strong></th>
</tr>
</thead>
</table>

Consultants if needed and Reimbursable expenses will be billed at 105% of direct cost. Reimbursable expenses will be limited to mileage or printing costs related to meetings, presentations, and construction documents. Additional services may include but are not limited to:

- Additional meetings required beyond stated above.
- Mechanical, Electrical, and Plumbing Engineering which if needed are assumed to be by MEA.
- Changes in the original scope of the project or professional service.

If you have any questions, please feel free to call with any questions.

Sincerely,

Lee Gerriets, Principal
Keach Architectural Design, Inc.
August 18, 2022

David Horton, Project Manager
Midwest Engineering Associates, Inc.
140 E. Washington St.,
East Peoria, IL 61611

Re: Proposal for Architectural Services
Peoria County Juvenile Detention Center Roof Replacement

Mr. Horton:

Thank you for the opportunity to provide you and Peoria County with Architectural design services for the reroofing for portions of the Peoria County Juvenile Detention Center. This picture you provided me will serve as my understanding of the areas of scope of work represented by this proposal.
Generally, it is understood that the reroof will be based on the previous reroof project that have been recently completed at the County Jail. Drawings and Specifications from that project will be available to Keach Architectural Design (KEACH) in the development of this set of bid documents for consistency. Keach will review the documents and advise on any other recommendations for consideration.

The understood schedule is for design bid documents to be developed and completed in the late fall through the end of the 2022 with bidding and award to be beginning of 2023. Construction schedule to be established with the owner, but assumed to be a Spring start through the summer.

**PROPOSAL FOR SERVICES**

The following design services will be provided as Basic Services for this project:

**Part 1**

1. Bid Documents:
   a. Schematic Design:
      i. KEACH will review the previous set of design documents as a basis for developing this project’s design documents and make recommendations for owner consideration.
         1. Example: Complete tear off vs. recovery installation.
      ii. KEACH will survey the existing roof areas and field document the existing conditions with pictures.
         1. Identify any unique details to the building that are to be considered in the design of flashings, counter flashings, copings, masonry repair, etc…
         2. Review existing mechanical systems and infrastructure affected by reroofing.
         3. Review energy code requirements as it applies to the project.
      iii. KEACH will produce a schematic roof plan of the existing conditions.
         1. Any available drawings files available from the owner will be utilized.
      iv. KEACH will meet with owner for up to 2 meetings to review scope and review the project.
   b. Design Development:
      i. KEACH will produce design development set of drawings which will include minimally a Roof Demolition Plan and a Roof Plan with developed keyed notes of the scope of work on the drawings, tapered insulation layout, equipment walk pad paths, and general notes for the project.
         1. Perimeter termination details of critical significance to the project will be started for review with owner.
      ii. KEACH will develop a staging plan and site access plan based on input from the owner.
      iii. KEACH will create a table of contents of a project manual.
      iv. KEACH will meet with the owner up to 2 meetings to review the project.
   c. Construction Documents:
i. KEACH will complete a set of bid documents for the project outlining a scope of work for Roofing Contractors to bid as prime contractors.
   1. Drawings set:
      a. Roof Demolition Plan
      b. Roof Plan
      c. Roof Details for edge terminations and flashings.
      * If mechanical scope of work is required to accommodate the reroof, it is assumed MEA will provide the required drawings and details for the affected work.

ii. KEACH will produce a project manual that includes the “front end” General Conditions (Div. 0&1) for the contract and the technical specifications for the work to be completed (Div. 2-16).
   1. It is assumed that an AIA contract between owner & contractor will be used for the project.
      a. KEACH will review the requirements for supplementary conditions from the owner.

iii. KEACH will meet with the owner up to 2 meetings to review the project with one of these serving as a 95% review prior to issuing bid documents.

Part 2

2. Bidding:
   a. KEACH will administrate the bidding process:
      i. Utilize owners preferred print shop for document management as a plan holder. Or utilize other owner preferred method for bid document distribution.
      ii. Provide owner with Bid Advertisement to be published.
      iii. Conduct a Pre-bid Meeting and Tour for interested bidders.
      iv. Receive Contractor questions and respond according to the parameters of the bid documents
      v. Issue Addenda.
      vi. Conduct and assist the owner with a bid opening.
      vii. Issue Notice of Award and prepare AIA contract for the project between owner and contractor.

Part 3

3. Construction & Closeout
   a. Construction Phase:
      i. KEACH will conduct a pre-construction meeting with the awarded contractor with owner.
      ii. KEACH will administrate the contract as follows:
         1. Attend regular progress meetings with contractor and owner on a bi-weekly basis.
         2. Review submittals of contractor proposed materials and roof system.
         3. Review contractor pay applications.
         4. Review contractor proposed details for existing conditions.
         5. Review and write change orders for the contract.

4. Close Out:
a KEACH will produce a punch list and certificate of substantial completion form to determine warranty date for roof.
b KEACH will review O&M manuals and warranty information.
c KEACH will receive Final Pay Application and associated closeout forms for review and provide to owner.

COST OF SERVICES PROVIDED BY KEACH ARCHITECTURAL DESIGN, INC.

Basic Services will be provided as indicated below and billed monthly as time is accrued for each part based on attached hourly rates.

<table>
<thead>
<tr>
<th>Part</th>
<th>Professional hourly Rate Basis</th>
<th>Not to Exceed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Part 1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Part 1a</td>
<td>Professional hourly Rate Basis</td>
<td>$38,000.00</td>
</tr>
<tr>
<td>Part 1b</td>
<td>estimated at $9,500.00.</td>
<td></td>
</tr>
<tr>
<td>Part 1c</td>
<td>Professional hourly Rate Basis</td>
<td>$7,500.00</td>
</tr>
<tr>
<td>Part 1c</td>
<td>estimated at $21,000.00.</td>
<td></td>
</tr>
<tr>
<td>Part 2</td>
<td>Professional hourly Rate Basis</td>
<td>$5,000.00</td>
</tr>
<tr>
<td>Part 3</td>
<td>Professional hourly Rate Basis</td>
<td>$9,240.00</td>
</tr>
<tr>
<td>Part 3</td>
<td>Not to Exceed $9,240.00</td>
<td></td>
</tr>
</tbody>
</table>

Consultants if needed and Reimbursable expenses will be billed at 105% of direct cost. Reimbursable expenses will be limited to mileage or printing costs related to meetings, presentations, and construction documents. Additional services may include but are not limited to:

- Additional meetings required beyond stated above.
- Mechanical, Electrical, and Plumbing Engineering which if needed are assumed to be by MEA.
- Changes in the original scope of the project or professional service.

If you have any questions, please feel free to call with any questions.

Sincerely,

Lee Gerrietts, Principal
Keach Architectural Design, Inc.
The following schedule is for normal design and consulting services provided on an hourly basis.

**Engineer/Surveyor/Scientist/Technician/Administrative Positions**

- Principal $190.00
- Sr. Structural Engineer $195.00
- Sr. Civil/Transportation Engineer $188.00
- Sr. Electrical Engineer $175.00
- Sr. Mechanical/Plumbing Engineer $172.00
- Sr. Project Manager $170.00
- Project Manager $160.00
- Structural Engineer II $158.00
- Professional Land Surveyor II $149.00
- Civil/Transportation Engineer III $148.00
- Landscape Architect/Wetlands Specialist $140.00
- Sr. Designer $135.00
- Construction Services Manager $133.00
- Mechanical/Electrical Engineer III $132.00
- Civil/Transportation Engineer II $124.00
- Structural Engineer I $120.00
- Professional Land Surveyor I $115.00
- Field Technician III $115.00
- Mechanical/Electrical Engineer II $114.00
- Designer/Sr. Technician $105.00
- Civil/Transportation Engineer I $103.00
- Field Technician II $101.00
- Mechanical/Electrical Engineer I $95.00
- CAD Technician $91.00
- Field Technician I/Materials Tester $85.00
- Administrative Assistant II $82.00
- Administrative Assistant I $68.00
- Intern II $60.00
- Intern I $48.00

1. Rates are subject to change and may be superseded by a new schedule on or about January 1, 2023.
2. Charges for special services, expert testimony, etc. will be negotiated.
3. The above rates cover straight time only. Overtime directed by the client will be surcharged by 25 percent.
4. Charges for outside consultants and contractors will be at invoice cost plus 10 percent.
5. All direct job expenses and materials other than normal office supplies will be charged at cost plus 10 percent.
6. Mileage charges for automobile = Federal Rate per mile. Mileage charges for survey truck = $0.75 per mile.
7. Services will be billed monthly, and at the completion of the project. There will be an additional charge of 1-1/2 percent per month compounded on amounts outstanding more than 30 days.
Midwest Engineering Associates, Inc.
General Conditions Agreement for Professional Services

To assure an understanding of matters related to mutual responsibilities, these General Conditions are made a part of the Agreement.

1. **WARRANTY**
   a. In performing its professional services hereunder, the services of Midwest Engineering Associates, Inc. will be of the kind and quality designated and will be performed by qualified personnel, under similar circumstances, by reputable members of its profession currently practicing in the same or similar locality. No other warranties, express or implied, is made or intended by Midwest Engineering Associates, Inc.’s undertaking herein or its performance of services hereunder.

2. **REUSE OF DOCUMENTS**
   a. All documents including drawings and specifications prepared by Midwest Engineering Associates, Inc. pursuant to this Agreement are instruments of service. They are not intended or represented to be suitable for reuse by Client or others on extensions of the Project, or any other project. Any reuse without specific written verification or adaptation by Midwest Engineering Associates, Inc. will be at Client’s sole risk and without liability or legal exposure to Midwest Engineering Associates, Inc.; and Client shall indemnify and hold harmless Midwest Engineering Associates, Inc. from all claims, damages, losses and expenses including attorney’s fees arising out of or resulting from its reuse of documents. Any such verification or adaptation will entitle Midwest Engineering Associates, Inc. to further compensations at rates to be agreed upon by Client and Midwest Engineering Associates, Inc.

3. **CONFIDENTIALITY**
   a. Each party shall retain as confidential all information and data furnished to it by the other party which are designated in writing by such other party as confidential at the same time of transmission and said party shall not reveal such information to any third party, unless required to do so by law or court order.

4. **PAYMENT**
   a. Payment for services rendered shall be made monthly in accordance with invoices rendered by Midwest Engineering Associates, Inc. If payment is to be on a Lump Sum basis, monthly invoices will be based on the portion of the total services completed during the month as estimated by Midwest Engineering Associates, Inc. If payment is to be on a Standard Hourly basis, or a Multiplier or direct labor basis, monthly invoices will be computed from the actual effort applied during the month. If Client requires work beyond the standard 40 hour work week overtime rates shall apply. Overtime shall be time and a half of applicable labor rate or direct multiplier. If Client does not accept new Standard Hourly Rate schedules adopted by Midwest Engineering Associates, Inc. on an annual basis, Midwest Engineering Associates, Inc. may terminate the Agreement and/or cease performing services under the Agreement until paid in full.

   b. Any and all changes or deviations in the scope of work defined ordered by Client must be in writing, the contract sum being increased or decreased accordingly by Midwest Engineering Associates, Inc. Any claims for increases in the cost of the work must be presented by Midwest Engineering Associates, Inc. to the Client in writing, and written approval of the Client shall be obtained by Midwest Engineering Associates, Inc. before proceeding with the ordered change or revision.

   c. Invoices, or parts thereof, which are not paid within 60 days after the date of their issue shall be assessed a service charge at the rate of 1% per month. Client will pay on demand all collection costs, legal expenses and attorneys’ fees incurred or paid by Midwest Engineering Associates, Inc. in collecting payment for services rendered. Non-payment of invoices shall be cause for suspension of services by Midwest Engineering Associates, Inc.
5. **SUBCONTRACTING**  
a. Neither party has the right to subcontract all services, duties, or obligations of the Agreement without the prior written authorization of the other party.

6. **TERMINATION**  
a. At any time, either Midwest Engineering Associates, Inc. or the Client may terminate, with or without cause, by giving seven days advance written notice to the other party. If Midwest Engineering Associates, Inc. terminates its consulting relationship with the Client, the Client shall have the option, in its complete discretion, to terminate Midwest Engineering Associates, Inc. immediately without the running of any notice period. In the event of termination, Midwest Engineering Associates, Inc. shall be compensated by Client for all services rendered to the date of termination plus reasonable termination costs to organize Midwest Engineering Associates, Inc.’s files and any reasonable expenses incurred by Midwest Engineering Associates, Inc. to coordinate efforts with another party.

7. **USE OF WORK PRODUCT**  
a. Except as specifically set forth in writing and signed by both Midwest Engineering Associates, Inc. and Client, Midwest Engineering Associates, Inc. shall have all copyright and patent rights with respect to all materials developed under this contract, and Midwest Engineering Associates, Inc. is hereby granted a non-exclusive license to use and employ such materials within Midwest Engineering Associates, Inc. business.

8. **CONSTRUCTION RESPONSIBILITY**  
a. Midwest Engineering Associates, Inc. shall not be responsible for the means, methods, procedures, techniques, or sequences of construction, nor safety on the job site, nor shall Midwest Engineering Associates, Inc. be responsible for the Contractor’s failure to carry out the work in accordance with the contract documents.

9. **OPINIONS OF COST**  
a. Since Midwest Engineering Associates, Inc. has no control over the cost of labor, materials, or equipment, or over a Contractor’s method of determining prices, or over competitive bidding or market conditions, the opinions of probable project cost or construction that may be provided will be based solely on Midwest Engineering Associates, Inc.’s own experience and represent his best judgment as a design professional familiar with the construction industry, but Midwest Engineering Associates, Inc. cannot, and does not, guarantee that proposals, bids or the construction cost will vary from opinions of probable cost prepared by Midwest Engineering Associates, Inc.

10. **LAW OF STATE OF ILLINOIS**  
a. The parties to this contract expressly agree that it is governed by the laws of the State of Illinois. Any action in regard to the contract or arising out of its terms and conditions shall be instituted and litigated in the Circuit Court of Peoria County, State of Illinois. In accordance, the Contractor submits to the jurisdiction of the Courts in the State of Illinois.

11. **COMPLIANCE WITH CODES AND STANDARDS**  
a. In the performance of all services to be provided hereunder, Midwest Engineering Associates, Inc. and Client agree to put forth reasonable professional efforts to comply with codes, regulations and laws in effect as of this Agreement date.

12. **STANDARD OF CARE**  
a. Services performed by MIDWEST under this Agreement will be conducted in a manner consistent with that level of care and skill ordinarily exercised by members of the profession currently practicing under similar conditions. No other representation expressed or implied, and no warranty or guarantee is included or intended in this Agreement, or in any report, opinion, document, or otherwise.

13. **HAZARDOUS MATERIALS**  
a. Any hazardous or toxic substances encountered by associated with services provided by Midwest Engineering Associates, Inc. for the Project shall at no time be or become the property of Midwest Engineering Associates, Inc. Arrangements for handling the hazardous or toxic substances, which are made by Midwest Engineering Associates, Inc., shall be made solely and exclusively on Client’s behalf and benefit and Client shall indemnify and hold harmless Midwest Engineering Associates, Inc. from and against any and all liability which arises out of the hazardous or toxic substance handling.
TO THE HONORABLE COUNTY BOARD

COUNTY OF PEORIA, ILLINOIS

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

RE: Professional Engineering Services for Multiple Facility Projects

RESOLUTION

WHEREAS, several Peoria County facility projects have approved funding for 2022 and others are proposed for 2023.

WHEREAS, the projects included are:
- Courthouse Plaza steps
- Courthouse roofs
- Jail tuckpointing
- Jail ring road and back door concrete
- Juvenile Detention Center parking lot
- Juvenile detention Center roof

WHEREAS, Midwest Engineering has proposed the professional engineering services for the projects. The professional services include:
- Topographical Survey
- Site Improvements Design
- Plans and Specifications
- Bidding Documents
- Construction Administration

WHEREAS Midwest Engineering professional engineering fees total $388,500.

NOW THEREFORE BE IT RESOLVED, the Peoria County Board, approve the County Administrator to issue a purchase order to Midwest Engineering Associates, Inc. for professional engineering services after review and approval from the Peoria County States Attorney Office. The project will be paid from line items 062-4-062-7-738-54303 and 062-4-062-3-301-54303 for a total of $388,500.

RESPECTFULLY SUBMITTED,
INFRASTRUCTURE COMMITTEE
AGENDA BRIEFING

COMMITTEE: Infrastructure
LINE ITEM: 036-2-036-5-514-54419
MEETING DATE: October 3, 2022
AMOUNT: $260,085

ISSUE: Resolution for financial commitment of local funds for Cameron Lane Resurfacing funding application through the Tri-County Regional Planning Commission.

BACKGROUND/DISCUSSION: Cameron Lane from IL Route 116 to Smithville Road carries 3,100 vehicles per day and has a Pavement Condition Index (PCI) of 54 out of 100. Cameron Lane is a Major Collector that is used by motorists traveling to the Peoria Motorcycle Club, Limestone Walters School, and Coyote Creek Golf Club. Additionally, Cameron Lane is a key route for grain being hauled to the Illinois River. The Highway Department intends to apply for Federal Surface Transportation Block Grant (STBG) funds through the Tri-County Regional Planning Commission for resurfacing of the roadway.

As a part of the application process, the County is required to provide a resolution of support to provide a minimum of a 20% local match for the project if the project is selected for funding. However, the maximum amount of Federal Funds for the project is capped at $820,000. Construction of the project is currently estimated at $1,080,083 and the local match is estimated to be $260,085.

COUNTY BOARD GOALS:

Infrastructure Stewardship

STAFF RECOMMENDATION: Approve the Resolution.

COMMITTEE ACTION:

PREPARED BY: Jeffrey D. Gilles
DEPARTMENT: Highway
DATE: 8/23/2022
Your Infrastructure Committee does hereby recommend the passage of the following Resolution:

RE: Financial Commitment of Local Funds for Reconstruction of Cameron Lane

RESOLUTION

WHEREAS, Peoria County is desirous to resurface Cameron Lane from Illinois Route 116 to Smithville Road; and

WHEREAS, Peoria County is eligible to apply for a Federal Surface Transportation Block Grant through the Tri-County Regional Planning Commission; and

WHEREAS, Federal Surface Transportation Block Grant funds required local agency matching funds; and

WHEREAS, a resolution to provide local matching funds for the project is required as part of the application.

NOW THEREFORE BE IT RESOLVED, that Peoria County does hereby commit local funding to match any Federal Surface Transportation Block Grant funds received for the resurfacing of Cameron Lane between Illinois 116 and Smithville Road.

Respectfully Submitted,

Infrastructure Committee
ISSUE: Resolution for financial commitment of local funds for Koerner Road Resurfacing funding application through the Tri-County Regional Planning Commission.

BACKGROUND/DISCUSSION: Koerner Road from Charter Oak Road to Illinois Route 8 carries 2,000 vehicles per day and has a Pavement Condition Index (PCI) of 72 out of 100, but is very rough. Koerner Road is a Minor Collector that is used by motorists traveling to the Shoppes at Grand Prairie, Hy-Vee Grocery Store, Louisville Sports Complex and several other businesses. Additionally, Koerner Road is a key route for trash being hauled to the Peoria City / County Landfill. The Highway Department intends to apply for Federal Surface Transportation Block Grant (STBG) funds through the Tri-County Regional Planning Commission for resurfacing of the roadway.

As a part of the application process, the County is required to provide a resolution of support to provide a minimum of a 20% local match for the project if the project is selected for funding. Construction of the project is currently estimated at $669,705 and the local match is estimated to be $133,941.

COUNTY BOARD GOALS: Infrastructure Stewardship

STAFF RECOMMENDATION: Approve the Resolution.

COMMITTEE ACTION:

PREPARED BY: Jeffrey D. Gilles
DEPARTMENT: Highway
DATE: 8/23/2022
KOERNER ROAD RESURFACING LOCATION MAP
PAGE 2 OF 2
TO THE HONORABLE COUNTY BOARD

COUNTY OF PEORIA, IL

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

**RE: Financial Commitment of Local Funds for Reconstruction of Koerner Road**

**RESOLUTION**

WHEREAS, Peoria County is desirous to resurface Koerner Road from Charter Oak Road to Illinois Route 8; and

WHEREAS, Peoria County is eligible to apply for a Federal Surface Transportation Block Grant though the Tri-County Regional Planning Commission; and

WHEREAS, Federal Surface Transportation Block Grant funds require local agency matching funds; and

WHEREAS, a resolution to provide local matching funds for the project is required as part of the application.

NOW THEREFORE BE IT RESOLVED, that Peoria County does hereby commit local funding to match any Federal Surface Transportation Block Grant funds received for the resurfacing of Koerner Road from Charter Oak Road to Illinois Route 8.

Respectfully Submitted,

Infrastructure Committee

BACKGROUND/DISCUSSION:  Peoria County entered into an agreement with Midwest Engineering in May 2021 to provide Preliminary Engineering of Old Galena Road from Boy Scout Road to IL Route 29. Due to Midwest’s workload, they have decided to use two sub-consultants to perform environmental reviews and land acquisition work. IDOT requires the creation of a Supplemental Agreement in order to allow the sub-consultants to perform the work. There will be no increase to the cost of the Preliminary Engineering.

This resolution allows Peoria County to enter into a Supplemental Agreement with Midwest Engineering Associates, Inc. to add two sub-consultants to provide Phase II Preliminary Engineering for Old Galena Road from Boy Scout Road to State Street, and from State Street to IL Route 29.

COUNTY BOARD GOALS:

INFRASTRUCTURE STEWARDSHIP

STAFF RECOMMENDATION:  Approve the Resolution

COMMITTEE ACTION:

PREPARED BY:  Jeffrey D. Gilles

DEPARTMENT:  Highway  DATE:  8/24/2021
Using Federal Funds? ☐ Yes  ☑ No

Agreement For  MFT PE  Agreement Type  Supplement  Number  001

LOCAL PUBLIC AGENCY

Local Public Agency  Peoria County Highway Department
County  Peoria  Section Number  16-00058-10-PV  Job Number

Project Number  Contact Name  Jeffrey D. Gilles
Phone Number  (309) 697-6400  Email  jgilles@peoriacounty.org

SECTION PROVISIONS

Local Street/Road Name  Old Galena Road
Key Route  FAS 1387  Length  0.48 mi  Structure Number  N/A
Location Termini  Old Galena Road From Boy Scout Road to State Street

SECTION PROVISIONS

Local Street/Road Name  Old Galena Road
Key Route  FAS 384  Length  0.18  Structure Number  N/A
Location Termini  Old Galena road from Illinois Route 29 to State Street

Project Description
Preparation of construction plans for the reconstruction of FAS 1387 (CH 60/ Old Galena Road) from Boy Scout Road south past Engine Drive to the State Street roundabout and FAS 384 (Old Galena Road) just south of State Street to Illinois Route 29 in Mossville, Illinois.

Engineering Funding  ☑ MFT/TBP  ☐ State  ☐ Other
Anticipated Construction Funding  ☐ Federal  ☑ MFT/TBP  ☐ State  ☐ Other

AGREEMENT FOR

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

CONSULTANT

Consultant (Firm) Name  Midwest Engineering Associates
Contact Name  David Horton
Phone Number  (309) 222-8592  Email  dhorton@mweainc.com

Address  1904 NE Monroe Street
City  Peoria  State  IL  Zip Code  61603

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:

Completed 08/23/22
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

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

- EXHIBIT A: Scope of Services
- EXHIBIT B: Project Schedule
- EXHIBIT C: Direct Costs Check Sheet
- EXHIBIT D: Qualification Based Selection (QBS) Checklist
- EXHIBIT E: Cost Estimate of Consultant Services Worksheet (BLR 05513 or BLR 05514)
- EXHIBIT F: MANHOURS
- EXHIBIT G: GZA Agreement
- EXHIBIT H: Subconsultant Agreement with Volkert

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
- [ ] Specific Rate
- [x] 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 indicted 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 contract or grant and to post the statement in a prominent place in the workplace.
(d) Notifying the contracting, or granting agency within ten (10) days after receiving notice under part (b) of paragraph (3) of subsection (a) above from an employee or otherwise, receiving actual notice of such conviction.
(e) Imposing a sanction on, or requiring the satisfactory participation in a drug abuse assistance or rehabilitation program.
(f) Assisting employees in selecting a course of action in the event drug counseling, treatment and rehabilitation is required and indicating that a trained referral team is in place.

Making a good faith effort to continue to maintain a drug free workplace through implementation of the Drug Free Workplace Act, the ENGINEER, LPA and the Department agree to meet the PROJECT SCHEDULE outlined in EXHIBIT B. Time is of the essence on this project and the ENGINEER's ability to meet the PROJECT SCHEDULE will be a factor in the LPA selecting the ENGINEER for future 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.

<table>
<thead>
<tr>
<th>AGREEMENT SUMMARY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prime Consultant</td>
</tr>
<tr>
<td>Midwest Engineering Associates, Inc.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Subconsultants</th>
<th>TIN/FEIN/SS Number</th>
<th>Agreement Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Volkert</td>
<td>63-0247014</td>
<td>$12,100.00</td>
</tr>
<tr>
<td>GZA GeoEnvironmental, Inc.</td>
<td>36-3044842</td>
<td>$18,993.00</td>
</tr>
<tr>
<td>Subconsultant Total</td>
<td></td>
<td>$31,093.00</td>
</tr>
<tr>
<td>Prime Consultant Total</td>
<td></td>
<td>($31,093.00)</td>
</tr>
<tr>
<td>Total for all work</td>
<td></td>
<td>$0.00</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>AGREEMENT SIGNATURES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Executed by the LPA:</td>
</tr>
<tr>
<td>Local Public Agency Type</td>
</tr>
<tr>
<td>County</td>
</tr>
<tr>
<td>Attest:</td>
</tr>
</tbody>
</table>

Completed 08/23/22
<table>
<thead>
<tr>
<th>Name of Local Public Agency</th>
<th>Local Public Agency Type</th>
<th>Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>Peoria County Highway Dep</td>
<td>County Clerk</td>
<td></td>
</tr>
</tbody>
</table>

(Seal)

Executed by the ENGINEER:

<table>
<thead>
<tr>
<th>Consultant (Firm) Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Midwest Engineering Associates</td>
</tr>
</tbody>
</table>

Attest:

<table>
<thead>
<tr>
<th>Robert D. Culp</th>
</tr>
</thead>
<tbody>
<tr>
<td>Digitally signed by Robert D. Culp</td>
</tr>
<tr>
<td>Date: 2022-08-23 15:15:04 -05'00'</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sr. Project Manager</td>
</tr>
</tbody>
</table>

By (Signature & Date)

<table>
<thead>
<tr>
<th>David Horton</th>
</tr>
</thead>
<tbody>
<tr>
<td>Digitally signed by David Horton</td>
</tr>
<tr>
<td>DN: cn=David Horton, o=Midwest Engineering Associates, inc., ou=President, email=<a href="mailto:dhorton@meweinc.com">dhorton@meweinc.com</a>, c=US</td>
</tr>
<tr>
<td>Date: 2022-08-23 15:00:11 -05'00'</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sr. Project Manager</td>
</tr>
</tbody>
</table>

APPROVED:

<table>
<thead>
<tr>
<th>Regional Engineer, Department of Transportation</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Signature &amp; Date)</td>
</tr>
</tbody>
</table>
EXHIBIT A
SCOPE OF SERVICES

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:

The work to complete the PESA shall be removed from MWEA Scope of work. Work to Complete the PESA and PSI shall be completed by GZA.

The work to complete the research for the Waiver Valuations shall be removed from MWEA Scope of work and shall be completed by Volkert.

Volkert shall assist MWEA with Land Acquisition negotiations.
EXHIBIT B
PROJECT SCHEDULE

The Project is scheduled for the following:
- A November 2022 Letting Date
- R.O.W Certified October 31, 2022
- Final PS&E August 1, 2022
- Pre-Final PS&E June 1, 2022
- Engine Drive IDS January 2022
- ESR December 12, 2021
- PSI/PESA Update by IDOT
- PESA Update (LA) within 6 months of the letting date
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>
<td></td>
</tr>
<tr>
<td>Air Fare</td>
<td>Coach rate, actual cost, requires minimum two weeks' notice, with prior IDOT approval</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vehicle Mileage (per GOVERNOR'S TRAVEL CONTROL BOARD)</td>
<td>Up to state rate maximum</td>
<td>500</td>
<td>$0.56</td>
<td>$280.00</td>
</tr>
<tr>
<td>Vehicle Owned or Leased</td>
<td>$32.50/half day (4 hours or less) or $65/full day</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vehicle Rental</td>
<td>Actual cost (Up to $55/day)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tolls</td>
<td>Actual cost</td>
<td></td>
<td></td>
<td></td>
</tr>
<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>
<td></td>
<td></td>
<td></td>
</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>25</td>
<td>$7.65</td>
<td>$191.25</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>8</td>
<td>$15.00</td>
<td>$120.00</td>
</tr>
<tr>
<td>Photo Processing</td>
<td>Actual Cost</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2-Way Radio (Survey or Phase III Only)</td>
<td>Actual Cost</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Telephone Usage (Traffic System Monitoring Only)</td>
<td>Actual Cost</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CADD</td>
<td>Actual cost (Max $15/hour)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Web Site</td>
<td>Actual cost (Submit supporting documentation)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Advertisements</td>
<td>Actual cost (Submit supporting documentation)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public Meeting Facility Rental</td>
<td>Actual cost (Submit supporting documentation)</td>
<td></td>
<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>
<td></td>
</tr>
<tr>
<td>Recording Fees</td>
<td>Actual Cost</td>
<td>6</td>
<td>$57.00</td>
<td>$342.00</td>
</tr>
<tr>
<td>Transcriptions (specific to project)</td>
<td>Actual Cost</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Courthouse Fees</td>
<td>Actual Cost</td>
<td>25</td>
<td>$10.00</td>
<td>$250.00</td>
</tr>
<tr>
<td>Storm Sewer Cleaning and Televising</td>
<td>Actual cost (Requires 2-3 quotes with IDOT approval)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Traffic Control and Protection</td>
<td>Actual cost (Requires 2-3 quotes with IDOT approval)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aerial Photography and Mapping</td>
<td>Actual cost (Requires 2-3 quotes with IDOT approval)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Utility Exploratory Trenching</td>
<td>Actual cost (Requires 2-3 quotes with IDOT approval)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Testing of Soil Samples</td>
<td>Actual Cost</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lab Services</td>
<td>Actual Cost (Provide breakdown of each cost)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Equipment and/or Specialized Equipment Rental</td>
<td>Actual Cost (Requires 2-3 quotes with IDOT approval)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Miovision Traffic Count Analysis</td>
<td>Actual Cost</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Title Commitments</td>
<td>Actual Cost</td>
<td>4</td>
<td>$183.75</td>
<td>$735.00</td>
</tr>
<tr>
<td>Comparisons for Waiver Valuations</td>
<td>Actual Cost</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total Direct Costs</strong></td>
<td></td>
<td></td>
<td></td>
<td>$1,918.25</td>
</tr>
</tbody>
</table>
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.

<table>
<thead>
<tr>
<th>No</th>
<th>Yes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Do the written QBS policies and procedures discuss the initial administration (procurement, management and administration) concerning engineering and design related consultant services?</td>
</tr>
<tr>
<td>2.</td>
<td>Do the written QBS policies and procedures follow the requirements as outlined in Section 5-5 and specifically Section 5-5.06 (e) of the BLRS Manual?</td>
</tr>
<tr>
<td>3.</td>
<td>Was the scope of services for this project clearly defined?</td>
</tr>
<tr>
<td>4.</td>
<td>Was public notice given for this project?</td>
</tr>
<tr>
<td>5.</td>
<td>Do the written QBS policies and procedures cover conflicts of interest?</td>
</tr>
<tr>
<td>6.</td>
<td>Do the written QBS policies and procedures use covered methods of verification for suspension and debarment?</td>
</tr>
<tr>
<td>7.</td>
<td>Do the written QBS policies and procedures discuss the methods of evaluation?</td>
</tr>
<tr>
<td>8.</td>
<td>Do the written QBS policies and procedures discuss the method of selection?</td>
</tr>
</tbody>
</table>

Selection committee (titles) for this project

<table>
<thead>
<tr>
<th>Top three consultants ranked for this project in order</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
</tr>
<tr>
<td>2</td>
</tr>
<tr>
<td>3</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>No</th>
<th>Yes</th>
</tr>
</thead>
<tbody>
<tr>
<td>9.</td>
<td>Was an estimated cost of engineering for this project developed in-house prior to contract negotiation?</td>
</tr>
<tr>
<td>10.</td>
<td>Were negotiations for this project performed in accordance with federal requirements.</td>
</tr>
<tr>
<td>11.</td>
<td>Were acceptable costs for this project verified?</td>
</tr>
<tr>
<td>12.</td>
<td>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?</td>
</tr>
<tr>
<td>13.</td>
<td>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)?</td>
</tr>
<tr>
<td>14.</td>
<td>QBS according to State requirements used?</td>
</tr>
<tr>
<td>15.</td>
<td>Existing relationship used in lieu of QBS process?</td>
</tr>
<tr>
<td>16.</td>
<td>LPA is a home rule community (Exempt from QBS).</td>
</tr>
</tbody>
</table>
Instructions for BLR 05530 - Page 1 of 3
Form instructions are not to be submitted with the form

This form shall be used for a Local Public Agency (LPA) to enter into an agreement with an Engineering firm in connection with a project funded with Federal, State, and/or Motor Fuel Tax (MFT) funds. Based on the selection of type of engineering agreement and funding type, the form will change. For more information refer to the Bureau of Local Roads and Streets Manual (BLRS) Chapter 5. For signature requirements refer to Chapter 2, Section 3.05(b) of the BLRS manual.

This form can also be used for structure inspections.

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

Using Federal Funds? The user must select yes or no. Based on the selection, a drop-down menu will appear. The language of the form changes based on the selection.
Selecting yes indicates federal funds will be used to fund all or a portion of the engineering for this phase of this project.
Selecting no indicates no federal funds will be used to fund any engineering for this phase of the project.

Agreement For If yes was selected for using Federal Funds, select Federal PE or Federal CE from the drop-down.
If no was selected for using Federal Funds, select MFT PE, MFT CE, or MFT PE-CE.

Agreement Type From the drop down, select the type of agreement, types to choose from are: Original or Supplemental

Number If the agreement is for a supplemental, insert the number of the supplemental using number 1 for the first supplemental, and increase the numbering as the supplementals increase.

Local Public Agency
Name of Local Public Agency Insert the name of the LPA.
County Insert the name of the county in which the LPA is located.
Section Number Insert the section number applied to this project without dashes, dashes are automatically inserted.
Job Number Insert the job number assigned for the project, if applicable.
Project Number Insert the project number assigned for this project, if applicable.
Contact Name Insert the name of the LPA contact for this project.
Phone Number Insert the phone for the LPA contact listed to the left without dashes.
Email Insert the email for the LPA contact listed to the left.

Section Provisions
Location Use the add location button to add additional locations, if needed, for up to a total of five locations. If there are more than five locations, use various.
Local Street/Road Name Insert the local street/road name.
Key Route Insert the key route of the street/road listed to the left, if applicable.
Length Insert the length in miles as it pertains to the location listed to the left. For a structure insert 0.01.
Existing Structure Number(s) Insert the existing structure number(s) for this project.
Location Terminii Insert the beginning and ending terminii as it pertains to this location for this project.
Add Location Use this button to add additional locations
Project Description Insert a description of the work to be accomplished by this project.
Engineering Funding Check all boxes that apply, if type other is checked, insert the type of other funding in the box following "other." The form will change based on the box(es) checked.
Anticipated Construction Funding Check all boxes that apply, if type other is checked, insert the type of other funding in the box following "other."
Instructions for BLR 05530 - Page 2 of 3

Agreement For
Select the check box for the type of engineering the agreement is for. Phase I for Preliminary Engineering, Phase II for Design Engineering, Phase III for Construction Engineering. When Federal Funds are used, Phase I and Phase II can be selected when the agreement is for Federal PE. When Federal CE is selected, only Phase III can be selected. For MFT, the Phases can be selected based on the original selection at the top of the form for the agreement type.

Consultant

Firm Name
Insert the name of the consultant firm.

Address
Insert the address of the firm listed to the left.

Contact Name
Insert the name of the contact for the firm listed to the left.

Phone Number
Insert the phone number for the contact listed to the left, without dashes.

Email
Insert the email of the contact listed to the left.

Agreement Exhibits
Check all that apply, for boxes checked that do not have a description, insert the name of the exhibit.

LPA Agrees

Method of Compensation
Select the method of compensation for this agreement by checking the applicable box.
If Percent is checked (this is only available when agreement is for MFT funds.), insert in the box the applicable percentage.
If Lump Sum is checked, complete the box after lump sum showing the lump sum compensation amount. For agreements funded with federal funds the lump sum shall be determined by using the Cost Plus Fixed Fee formula.
If Specific Rate is checked, insert the specific rate in the box. The specific rate cannot exceed $150,000. For a federal project this is limited to testing services only.
If Cost Plus Fixed Fee is checked, select the type of raise the agreement will use: Anniversary or Fixed. If this method is selected, BLR 05513 or BLR 05514 must be included in the exhibits.

Agreement Summary

Prime
Insert the name of the Prime Consultant

TIN/FEIN/SS
Insert the Prime Consultant's Taxpayer Identification Number (TIN), Federal Employer Identification Number (FEIN) or Social Security Number (SS).

Agreement Amount
Insert the maximum agreement amount.

Subconsultant
As applicable, for each sub consultant listed, insert the name of the subconsultant

TIN/FEIN/SS
Insert the Subconsultant's Taxpayer Identification Number (TIN), Federal Employer Identification Number (FEIN) or Social Security Number (SS).

Agreement Amount
Insert the maximum agreement amount for the subconsultant listed to the left.

Add Subconsultant
If additional lines are needed for additional subconsultants, insert lines as needed and complete the required information.

Subconsultant Total
This field is automatically completed, it is the sum of all the agreement amounts for all subconsultants listed.

Prime Total
This field is automatically completed, it is the amount of the prime consultant fee as listed above.

Total for All
This field is automatically completed, it is the sum of the subconsultant and the prime total.
Instructions for BLR 05530 - Page 3 of 3

Agreement Signatures

Executed by LPA

Local Public Agency Type  From the drop down, select the type of LPA. Types to choose from are: City, County, Town, or Village.

Name of Local Public Agency  Insert the name of the LPA.

By  The LPA clerk will sign here.

By  The LPA official authorized to sign this agreement will sign and date here.

Name of Local Public Agency  Insert the name of the Local Public Agency.

Local Public Agency Type  Insert the type of LPA.

Seal of LPA  The LPA will seal the document here.

Title  Insert the title of the LPA official who signed above.

Executed by the Engineer

Engineering Firm Name  Insert the name of the engineering firm the agreement is with.

By  The person(s) authorized to sign this agreement from the engineering firm will sign and date here.

Title  Insert the title of the person signing above.

For Agreement using MFT or State Funds only:

Regional Engineer  Upon approval the Regional Engineer will sign and date here.

Exhibit A  Insert the scope of services covered by this agreement for this project.

Exhibit B  Insert the project schedule that applies to this agreement.

Exhibit C  Insert Exhibit C, Direct Costs and complete the exhibit. Only items checked and completed will be allowed as a direct cost.

Exhibit D  Qualification Based Selection Checklist (QBS) process must be followed when the value of engineering will meet and/or exceed the threshold in 50 ILCS 510. If process does not apply, check the form not applicable box. If process applies and using federal funds, complete items 1 through 13. If applies and using state funds, complete items 14 through 16.

Exhibit E  Cost Plus Fixed Fee Estimate of Consultant Services Worksheet (BLR 05513 or BLR 05514). If the method of compensation was checked as Cost Plus Fixed Fee (Anniversary or Fixed Raise) in the agreement, then select this box and attach the correct BLR form: BLR 05514 for fixed raise, or BLR 05513 for Anniversary Raises.

Exhibit  Use the remaining boxes and lines to add additional exhibits as needed.

A minimum of four (4) signed originals must be submitted to the Regional Engineer's District office.

Following approval, distribution will be as follows:

Central Office (only for Projects using State and/or Federal Funds)

District

Engineer (Municipal, Consultant or County)

Local Public Agency Clerk
TO THE HONORABLE COUNTY BOARD

COUNTY OF PEORIA, ILLINOIS

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

RE: SUPPLEMENTAL PRELIMINARY ENGINEERING AGREEMENT TO DESIGN ROADS WITHIN PEORIA COUNTY

RESOLUTION

WHEREAS, Old Galena Road (C.H. R60) from Boy Scout Road (C.H. D29) to State Street (C.H. R59) and from State Street (C.H. R59) to Illinois Route 29 is in need of reconstruction; 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 Supplemental Preliminary Engineering Services Agreement for preliminary engineering to design roads using the Motor Fuel Tax Fund for:

Supplemental Phase II preliminary engineering for the reconstruction of Old Galena Road (C.H. R60), designated as Section 16-00058-10-PV, at a cost not to exceed $0.00 with Midwest Engineering Associates, 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 the County Treasurer be authorized to issue checks from the Motor Fuel Tax 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:** October 3, 2022  
**AMOUNT:** $180,000

## ISSUE: Resolution for Joint Funding Agreement with the State of Illinois for Graham Chapel Road Culvert Replacement

**BACKGROUND/DISCUSSION:** Structure Number 072-3075 is a double 8’x11’ concrete box culvert located on Graham Chapel Road (C.H. D41). The structure was constructed in 1955 and has a Sufficiency Rating of 40.5. There are 525 vehicles per day that travel over the structure. The structure is posted for Legal Loads Only, is structurally deficient, and is in need of replacement.

The bridge replacement project is scheduled for the November 18, 2022 IDOT bid letting. Federal STP-Br funds account for 80% of the cost of the construction, with the remaining 20% of the cost being paid for with County Bridge Funds. Total estimated cost of Construction is $900,000 ($720,000 Federal / $180,000 County).

This Resolution allows the County to enter into an agreement with IDOT to use Federal Funding for the replacement of the Graham Chapel Road culvert.

This project is located in County Board District # 16 (Windish).

## COUNTY BOARD GOALS:

| Infrastructure Stewardship |

## STAFF RECOMMENDATION: Approve the Resolution.

## COMMITTEE ACTION:

| PREPARED BY: Jeffrey D. Gilles |
| DEPARTMENT: Highway | DATE: September 8, 2022 |
072-3075 GRAHAM CHAPEL RD., 9-18-2019

ROAD ALIGNMENT FACING WEST

STREAM BED FACING NORTH

S.E. HEADWALL

EAST BARREL
WEST BARREL

CRACK IN CENTER WALL

S.W. WING WALL

EAST WALL
Joint Funding Agreement for State-Let Construction Work

LOCAL PUBLIC AGENCY

<table>
<thead>
<tr>
<th>Fund Type</th>
<th>ITEP, SRTS, HSIP Number(s)</th>
<th>MPO Name</th>
<th>MPO TIP Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>STP-Br</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

Construction

State Job Number | Project Number
C-94-018-22 | AYS0(285)

☐ Construction on State Letting ☐ Construction Engineering ☐ Utilities ☐ Railroad Work

This Agreement is made and entered into between the above local public agency, hereinafter referred to as the "LPA" and the State of Illinois, acting by and through its Department of Transportation, hereinafter referred to as "STATE". The STATE and LPA jointly propose to improve the designated location as described below. The improvement shall be consulted in accordance with plans prepared by, or on behalf of the LPA and approved by the STATE using the STATE's policies and procedures approved and/or required by the Federal Highway Administration, hereinafter referred to as "FHWA".

LOCATION

<table>
<thead>
<tr>
<th>Local Street/Road Name</th>
<th>Key Route</th>
<th>Length From</th>
<th>Length To</th>
</tr>
</thead>
<tbody>
<tr>
<td>Graham Chapel Road</td>
<td>FAS 1389</td>
<td>0.01 mi.</td>
<td>02.91</td>
</tr>
</tbody>
</table>

Stationing

Location Termini
0.6 Mile West of Stone School Road at Tributary West Fork of Kickapoo Creek

PROJECT DESCRIPTION

Replace existing concrete double box culvert (SN 072-3075) with a new double 11’ x 10’ concrete box culvert (SN 072-3159)

LOCAL PUBLIC AGENCY APPROPRIATION - REQUIRED FOR STATE LET CONTRACTS

By execution of this Agreement the LPA attests that sufficient moneys have been appropriated or reserved by resolution or ordinance to fund the LPA share of project costs. A copy of the authorizing resolution or ordinance is attached as an addendum.

METHOD OF FINANCING - (State-Let Contract Work Only)

Check One

☐ METHOD A - Lump Sum (80% of LPA Obligation ________________ )
Lump Sum Payment - Upon award of the contract for this improvement, the LPA will pay the STATE within thirty (30) calendar days of billing, in lump sum, an amount equal to 80% of the LPA's estimated obligation incurred under this agreement. The LPA will pay to the STATE the remainder of the LPA's obligation (including any nonparticipating costs) in a lump sum within thirty (30) calendar days of billing in a lump sum, upon completion of the project based on final costs.

☐ METHOD B - __________ Monthly Payments of ________________ due by the __________ of each successive month.
Monthly Payments - Upon award of the contract for this improvement, the LPA will pay to the STATE a specified amount each month for an estimated period of months, or until 80% of the LPA's estimated obligation under the provisions of the agreement has been paid. The LPA will pay to the STATE the remainder of the LPA's obligation (including any nonparticipating costs) in a lump sum, upon completion of the project based upon final costs.

☒ METHOD C - LPA's Share $180,000 divided by estimated total cost multiplied by actual progress payment.
Progress Payments - Upon receipt of the contractor's first and subsequent progressive bills for this improvement, the LPA will pay to the STATE within thirty (30) calendar days of receipt, an amount equal to the LPA's share of the construction cost divided by the estimated total cost multiplied by the actual payment (appropriately adjust for nonparticipating costs) made to the contractor until the entire obligation incurred under this agreement has been paid.
Failure to remit the payment(s) in a timely manner as required under Methods A, B, or C shall allow the STATE to internally offset, reduce, or deduct the arrearage from any payment or reimbursement due or about to become due and payable from the STATE to the LPA on this or any other contract. The STATE at its sole option, upon notice to the LPA, may place the debit into the Illinois Comptroller's Offset System (15 ILCS 405/10.05) or take such other and further action as may be required to recover the debt.

THE LPA AGREES:

1. To acquire in its name, or in the name of the STATE if on the STATE highway system, all right-of-way necessary for this project in accordance with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and established State policies and procedures. Prior to advertising for bids, the LPA shall certify to the STATE that all requirements of Titles II and III of said Uniform Act have been satisfied. The disposition of encroachments, if any, will be cooperatively determined by representatives of the LPA, the STATE, and the FHWA if required.

2. To provide for all utility adjustments and to regulate the use of the right-of-way of this improvement by utilities, public and private, in accordance with the current Utility Accommodation Policy for Local Public Agency Highway and Street Systems.

3. To provide for surveys and the preparation of plans for the proposed improvement and engineering supervision during construction of the proposed improvement.

4. To retain jurisdiction of the completed improvement unless specified otherwise by addendum (addendum should be accompanied by a location map). If the improvement location is currently under road district jurisdiction, a jurisdictional addendum is required.

5. To maintain or cause to be maintained the completed improvement (or that portion within its jurisdiction as established by addendum referred to in item 4 above) in a manner satisfactory to the STATE and the FHWA.

6. To comply with all applicable Executive Orders and Federal Highway Acts pursuant to the Equal Employment Opportunity and Nondiscrimination Regulations required by the U.S. Department of Transportation.

7. To maintain for a minimum of 3 years after final project close out by the STATE, adequate books, records and supporting documents to verify the amounts, 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 STATE. The LPA agrees to cooperate fully with any audit conducted by the Auditor General, the STATE, and to provide full access to all relevant materials. Failure to maintain the books, records, and supporting documents required by this section shall establish presumption in favor of the STATE for recovery of any funds paid by the STATE under the contract for which adequate books, records and supporting documentation are not available to support their purported disbursement.

8. To provide if required, for the improvement of any railroad-highway grade crossing and rail crossing protection within the limits of the proposed improvement.

9. To comply with Federal requirements or possibly lose (partial or total) Federal participation as determined by the FHWA.

10. To provide or cause to be provided all of the initial funding, equipment, labor, material, and services necessary to complete locally administered portions of the project.

11. (Railroad Related Work) The LPA is responsible for the payment of the railroad related expenses in accordance with the LPA/railroad agreement prior to requesting reimbursement from the STATE. Requests for reimbursement should be sent to the appropriate IDOT District Bureau of Local Roads and Streets Office. Engineer's Payment Estimates shall be in accordance with the Division of Cost.

12. Certifies to the best of its knowledge and belief that it's officials:
   a. are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any Federal department or agency;
   b. have not within a three-year period preceding this agreement been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State anti-trust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements receiving stolen property;
   c. are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, Local) with commission of any of the offenses enumerated in item (b) of this certification; and
   d. have not within a three-year period preceding the agreement had one or more public transactions (Federal, State, Local) terminated for cause or default.

13. To include the certifications, listed in item 12 above, and all other certifications required by State statutes, in every contract, including procurement of materials and leases of equipment.

14. That execution of this agreement constitutes the LPA’s concurrence in the award of the construction contract to the responsible low bidder as determined by the STATE.

15. That for agreements exceeding $100,000 in federal funds, execution of this agreement constitutes the LPA's certification that:
   a. No federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a member of congress, an officer or employee of congress, or any employee of a member of congress in connection with the awarding of any federal contract, the making of any cooperative agreement, and the extension, continuation, renewal, amendment or
THE STATE AGREES:

1. To provide such guidance, assistance, and supervision to monitor and perform audits to the extent necessary to assure validity of the LPA's certification of compliance with Title II and III Requirements.

2. To receive bids for construction of the proposed improvement when the plans have been approved by the STATE (and FHWA, if required) and to award a contract for construction of the proposed improvement after receipt of a satisfactory bid.

3. To provide all initial funding and payments to the contractor for construction work let by the STATE. The LPA will be invoiced for their share of contract costs per the method of payment selected under Method of Financing based on the Division of Costs shown on Addendum 2.

4. For agreements with federal and/or state funds in construction engineering, utility work and/or railroad work:
   a. To reimburse the LPA for federal and/or state share on the basis of periodic billings, provided said billings contain sufficient cost information and show evidence of payments by the LPA;
   b. To provide independent assurance sampling and furnish off-site material inspection and testing at sources normally visited by STATE inspectors for steel, cement, aggregate, structural steel, and other materials customarily tested by the STATE.

IT IS MUTUALLY AGREED:

1. Construction of the project will utilize domestic steel as required by Section 106.01 of the current edition of the Standard Specifications for Road and Bridge Construction and federal Buy America provisions.

2. That this Agreement and the covenants contained herein shall become null and void in the event that the FHWA does not approve the proposed improvement for Federal-aid participation within one (1) year of the date of execution of this agreement.

3. This agreement shall be binding upon the parties, their successors, and assigns.

4. For contracts awarded by the LPA, the LPA shall not discriminate on the basis of race, color, national origin or sex in the award and performance of any USDOT-assisted contract or in the administration of its DBE program or the requirements of 49 CFR part 26. The LPA shall take all necessary and reasonable steps under 49 CFR part 26 to ensure nondiscrimination in the award and administration of USDOT-assisted contracts. The LPA's DBE program, as required by 49 CFR part 26 and as approved by USDOT, is incorporated by reference in this agreement. Upon notification to the recipient of its failure to carry out its approved program, the STATE 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.). In the absence of a USDOT-approved LPA DBE Program or on state awarded contracts, this agreement shall be administered under the provisions of the STATE's USDOT-approved Disadvantaged Business Enterprise Program.

5. In cases where the STATE is reimbursing the LPA, obligation of the STATE shall cease immediately without penalty or further payment being required if, in any fiscal year, the Illinois General Assembly or applicable federal funding source fails to appropriate or otherwise make available funds for the work contemplated herein.

6. All projects for the construction of fixed works which are financed in whole or in part with funds provided by this agreement and/or amendment shall be subject to the Prevailing Wage Act (820 ILCS 130/0.01 et seq.) unless the provisions of the act exempt its application.

FISCAL RESPONSIBILITIES:

1. Reimbursement Requests: For reimbursement requests the LPA will submit supporting documentation with each invoice. Supporting documentation is defined as verification of payment, certified time sheets or summaries, vendor invoices, vendor receipts, cost plus fee invoice, progress report, personnel and direct cost summaries, and other documentation supporting the requested reimbursement amount (Form BLR 05621 should be used for consultant invoicing purposes). LPA invoice requests to the STATE will be submitted with sequential invoice numbers by project.

2. Financial Integrity Review and Evaluation (FIRE) program: LPA's and the STATE must justify continued federal funding on inactive projects. 23 CFR 630.106(a)(5) defines an inactive project as a project which no expenditures have been charged against Federal funds for the past twelve (12) months. To keep projects active, invoicing must occur a minimum of one time within any given twelve (12) month period. However, to ensure adequate processing time, the first invoice shall be submitted to

Printed 09/26/22
the STATE within six (6) months of the federal authorization date. Subsequent invoices will be submitted in intervals not to exceed six (6) months.

3. **Final Invoice**: The LPA will submit to the STATE a complete and detailed final invoice with applicable supporting documentation of all incurred costs, less previous payments, no later than twelve (12) months from the date of completion of work or from the date of the previous invoice, whichever occurs first. If a final invoice is not received within this time frame, the most recent invoice may be considered the final invoice and the obligation of the funds closed. Form BLR 05613 (Engineering Payment Record) is required to be submitted with the final invoice for engineering projects.

4. **Project Closeout**: The LPA shall provide the final report to the appropriate STATE district office within twelve (12) months of the physical completion date of the project so that the report may be audited and approved for payment. If the deadline cannot be met, a written explanation must be provided to the district prior to the end of the twelve (12) months documenting the reason and the new anticipated date of completion. If the extended deadline is not met, this process must be repeated until the project is closed. Failure to follow this process may result in the immediate close-out of the project and loss of further funding.

5. **Project End Date**: The period of performance (end date) for state and federal obligation purposes is five (5) years for projects under $1,000,000 or seven (7) years for projects over $1,000,000 from the execution date of the agreement. Requests for time extensions and joint agreement amendments must be received and approved prior to expiration of the project end date. Failure to extend the end date may result in the immediate close-out of the project and loss of further funding.

6. **Single Audit Requirements**: If the LPA expends $750,000 or more a year in federal financial assistance, they shall have an audit made in accordance with 2 CFR 200. LPA’s expending less than $750,000 a year shall be exempt from compliance. A copy of the audit report must be submitted to the STATE (IDOT’s Office of Internal Audit, Room 201, 2300 South Dirksen Parkway, Springfield, Illinois, 62764) within 30 days after the completion of the audit, but no later than one year after the end of the LPA’s fiscal year. The CFDA number for all highway planning and construction activities is 20.205. Federal funds utilized for construction activities on projects let and awarded by the STATE (federal amounts shown as “Participating Construction” on Addendum 2) are not included in a LPA’s calculation of federal funds expended by the LPA for Single Audit purposes.

7. **Federal Registration**: LPA’s are required to register with the System for Award Management or SAM, which is a web-enabled government-wide application that collects, validates, stores, and disseminates business information about the federal government’s trading partners in support of the contract award and the electronic payment processes. To register or renew, please use the following website: https://www.sam.gov/SAM/

8. **Required Uniform Reporting**: For work not included on a state letting, the Grant Accountability and Transparency Act (30 ILCS 708) requires a uniform reporting of expenditures. Uniform reports of expenditures shall be reported no less than quarterly using IDOT’s BoBS 2832 form available on IDOT’s web page under the “Resources” tab. Additional reporting frequency may be required based upon specific conditions or legislation as listed in the accepted Notice of State Award (NOSA). Specific conditions are based upon the award recipient/grantee’s responses to the Fiscal and Administrative Risk Assessment (ICQ) and the Programmatic Risk Assessment (PRA).

NOTE: Under the terms of the Grant Funds Recovery Act (30 ILCS 705/4.1), “Grant agencies may withhold or suspend the distribution of grant funds for failure to file requirement reports” if the report is more than 30 calendar days delinquent, without any approved written explanation by the grantee, the entity will be placed on the Illinois Stop Payment List. (Refer to the Grantee Compliance Enforcement System for detail about the Illinois Stop Payment List: https://www.illinois.gov/sites/GATA/Pages/ResourceLibrary.aspx)

**ADDENDA**

Additional information and/or stipulations are hereby attached and identified below as being a part of this agreement.

- Location Map
- Division of Cost
- Resolution*
- Resolution for Signature Authority

*Appropriation and signature authority resolution must be in effect on, or prior to, the execution date of the agreement.
The LPA further agrees as a condition of payment, that it accepts and will comply with the applicable provisions set forth in this agreement and all Addenda indicated above.

APPROVED

Local Public Agency

Name of Official (Print or Type Name)
Scott Sorrel

Title of Official
County Administrator

Signature

Date

The above signature certifies the agency's TIN number is 376001763 conducting business as a Governmental Entity.

DUNS Number 071436208

UEI EZL3KSS6S5L5

APPROVED

State of Illinois
Department of Transportation

Omer Osman, P.E., Secretary of Transportation

Date

By:

George A. Tapas, P.E., S.E., Engineer of Local Roads & Streets

Date

Stephen M. Travia, P.E., Director of Highways PI/Chief Engineer

Date

Yangsu Kim, Chief Counsel

Date

Vicki Wilson, Chief Fiscal Officer

Date

NOTE: A resolution authorizing the local official (or their delegate) to execute this agreement and appropriation of local funds is required to be attached as an addendum. The resolution must be approved prior to, or concurrently with, the execution of this agreement. If BLR 09110 or BLR 09120 are used to appropriate local matching funds, attach these forms to the signature authorization resolution.

Please check this box to open a fillable Resolution Form within this Addenda.
### ADDENDA NUMBER 2

<table>
<thead>
<tr>
<th>Local Public Agency</th>
<th>County</th>
<th>Section Number</th>
<th>State Job Number</th>
<th>Project Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Peoria County</td>
<td>Peoria</td>
<td>18-00072-00-BR</td>
<td>C-94-018-22</td>
<td>AYSO(285)</td>
</tr>
</tbody>
</table>

#### DIVISION OF COST

<table>
<thead>
<tr>
<th>Type of Work</th>
<th>Federal Funds</th>
<th>State Funds</th>
<th>Local Public Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Fund Type</td>
<td>Amount</td>
<td>%</td>
</tr>
<tr>
<td>Participating Construction</td>
<td>STP-Br</td>
<td>$720,000.00</td>
<td>80%</td>
</tr>
</tbody>
</table>

**NOTE:** The costs shown in the Division of Cost table are approximate and subject to change. The final LPA share is dependent on the final Federal and State participation. The actual costs will be used in the final division of cost for billing and reimbursement.

If funding is not a percentage of the total place an asterisk (*) in the space provided for the percentage and explain below:

Total: $720,000.00

Total: $180,000.00

Total: $900,000.00
ADDENDA NUMBER 3

Resolution No. __________

A Resolution for:
Section Number 18-00072-00-BR
State Job Number C-94-018-22
Project Number AYS0(285)

WHEREAS, the [missing text] is proposing to

WHEREAS, the above stated improvement will necessitate the use of funding provided through the Illinois Department of Transportation (IDOT); and signee
WHEREAS, the use of these funds requires a joint funding agreement (AGREEMENT) with IDOT; and
WHEREAS, the improvement requires matching funds; and

NOW, THEREFORE, be it resolved by the _______________

Section 1: The _______________ hereby appropriates _______________ or as much as may be needed to match the required funding to complete the proposed improvement from _______________ and furthermore agree to pass a supplemental resolution if necessary to appropriate additional funds for completion of the project.

Section 2: The _______________ is hereby authorized to execute an AGREEMENT with IDOT for the above-mentioned project.

Section 3: This resolution will become Attachment 3 of the AGREEMENT.

Section 4: The _______________ Clerk of _______________ and Resolution to IDOT District ______ Bureau of Local Roads and Streets.

I, _______________, Clerk in and for _______________, Illinois, and keeper of the records and files thereof, as provided by statute, do hereby certify the forgoing to be a true, perfect and complete copy of the resolution approved by the _______________, Illinois, and keeper of the records at its meeting on the _____ day of _______________, 20 ___.

INTESTIMONY WEREOF; I have unto set my hand and seal, at my office, this _____ day of _______________, 20 ___.

(seal)
NOTE: Form instructions should not be included when the form is submitted.
This form shall be used when a local public agency (LPA) project involves Federal-Aid, with or without state funds and this standard form is sufficient to describe all details of the agreement. For more information refer to the Bureau of Local Roads and Streets (BLRS) Manual, Chapter 5. 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.

Local Public Agency

Name of LPA
Insert the name of the LPA.

County
Insert the name of the county in which the LPA is located.

Section Number
Insert the section number applied to this project.

Fund Type
Insert the funding type(s) being used for this project (e.g. STU, STR, ITEP, etc.).

ITEP, SRTS, HSIP, Number
Insert the ITEP, SRTS, HSIP number assigned to this project.

MPO Name
From the drop-down choose the MPO in which the project is located. If the project is not located within an MPO, select N/A. Types to choose from are:

- Bi-State Regional Commission
- Chicago Metropolitan Planning Organization
- Champaign/Urbana Urban Area Transportation Study
- Danville Area Transportation Study
- Dubuque
- DeKalb/Sycamore Area Transportation Study
- Decatur Urbanized Area Transportation Study
- East-West Gateway Council of Governments
- Kankakee Area Transportation Study
- McLean County Regional Planning Commission
- Peoria/Pekin Urban Area Transportation Study
- Region 1 Planning Council
- Springfield Area Transportation Study
- South East Metropolitan Planning Organization
- Southern Illinois Metropolitan Planning Organization
- State Line Area Transportation Study

MPO Tip Number
Insert MPO Tip Number assigned to this project, this is required for all projects located within the MPO planning boundaries if applicable. If not, insert "N/A"

Construction

Job Number
Insert the job number assigned for the construction portion, the number will begin with a "C"

Project Number
Insert the project number assigned to the construction portion of this project.

Construction on State Letting
Check this box if the construction portion of this project will be on a state held letting.

Construction Engineering
Check this box if the construction portion of this project will involve construction engineering.

Utilities
Check this box if the construction portion of this project will involve utility work.

Railroad Work
Check this box if the construction portion of this project will involve railroad work.

Location
Use the add location button to add additional locations if needed for up to a total of five locations. If there are more than five locations, use various.

Local Street/Road Name
Insert the local street/road name.

Key Route
Insert the key route of the street/road listed above.

Length
Insert the length in miles as it pertains to the location listed above. For a structure insert 0.01.

Station
From
Insert the beginning station of the project as it pertains to the key route for this location for this project

To
Insert the ending station of the project as it pertains to the key route for this location for this project.

Location Termini
Insert the beginning and ending termini as it pertains to this location for this project.

Existing Structure Number(s)
Insert the existing structure number(s) for this project.

Add Location
Use this button to add additional locations. A total of four additional locations can be added. If there are more than 5 locations, do not add each location. Instead insert "Various" in the first location field.

Project Description
Insert a description of the work to be accomplished by this project.

Method of Financing
This area is for state-let contract only. Check one.

Method A
If this box is checked, insert the dollar amount equal to 80% of the LPA's total obligation.

Method B
If this box is checked, insert the number of monthly payments needed to repay 80% of the LPA's estimated obligation.
Instructions for BLR 05310C Page 2 of 3

Method C  If this box is checked, insert the dollar amount of the LPA's share of the construction costs for this project.

For State-Let Construction Projects

Addenda

Within the addenda table, check the box as applicable. Insert the item number of the addenda and a description of the item.

1. Location Map — Attach a location map to this agreement showing all locations being improved by this project.
2. Division of Cost — Insert the division of cost age (see separate instructions for completing this document).
3. LPA Resolution — The LPA must pass an appropriation resolution covering the local share of the project and must grant signature authority to the signee. Attach the resolution as Addendum 3. If BLR 09110 or BLR 09120 are used to appropriate local fund, attach these forms to the signature authorization resolution.
4. IDOT Fiscal Approval Signature Page.

Approved

Local Public Agency  The appropriate LPA official shall insert their name, sign, and date. Insert the LPA’s TIN number, DUNS Number, and the UEI (note the UEI will be replacing the DUNS Number [https://sam.gov/content/duns-uei]).

Illinois Dept. of Transportation  The appropriate IDOT official shall sign and date here.

Division of Cost Table

When the LPA desires to use one or more lump-sum amounts before the federal percentage is calculated, specify the order in which it should be used and the "not to exceed" amount. The following provides an example of the wording that may be used:

Lump-sum $60,000 TARP funds not to exceed 50% of final cost of project credited to the project to be utilized first.
Lump-sum to be utilized second not to exceed $20,000 EDP funds.
Lump-sum to be utilized third not to exceed $40,000 SMA funds.

These specified amounts will be used in sequence, with the federal and local percentages calculated after they are deducted.

When the LPA desires to use a percent "not to exceed" commitment, the federal and state funds will be used concurrently at the specified percentages up the "not to exceed" amount.

Example:  Maximum STR participation 80% not to exceed $100,000.
Lump-sum SMA not to exceed $20,000 to be used as a match to the federal funds.

Be advised that the "not to exceed" amount specified under a percentage commitment will be tied up and unavailable for programming until the project is closed out and a documentation review has been completed by IDOT or FHWA, if required.

Division of Cost Table

Use a separate line for each type of work as it relates to the fund type for federal, state and/or LPA funds.

<table>
<thead>
<tr>
<th>Type of Work</th>
<th>Choose the type of work from the drop-down list. Types to choose from are: Participating Construction, Non-Participating Construction, Construction Engineering, Railroads, Utilities, and Materials.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Funds</td>
<td>If federal funds are being used on this project complete the following for federal funds.</td>
</tr>
<tr>
<td>Fund Type</td>
<td>Choose the type of federal fund type from the drop-down.</td>
</tr>
<tr>
<td>Amount</td>
<td>Insert the amount of federal funds for the type of listed under fund type.</td>
</tr>
<tr>
<td>%</td>
<td>Insert the percentage of federal funds for this type.</td>
</tr>
<tr>
<td>State Funds</td>
<td>If state funds are being used on this project complete with following for state funds.</td>
</tr>
<tr>
<td>Fund Type</td>
<td>Choose the type of state fund type from the drop-down.</td>
</tr>
<tr>
<td>Amount</td>
<td>Insert the amount of state funds for the type of listed under fund type.</td>
</tr>
<tr>
<td>%</td>
<td>Insert the percentage of state funds for this type.</td>
</tr>
<tr>
<td>Local Public Agency Funds</td>
<td>Choose the type of LPA funds from the drop-down.</td>
</tr>
<tr>
<td>Fund Type</td>
<td>Insert the amount of LPA funds for the type of listed under fund type.</td>
</tr>
<tr>
<td>%</td>
<td>Insert the percentage of LPA funds for this type.</td>
</tr>
<tr>
<td>Explanation</td>
<td>Insert any necessary additional information as to how the funding is being applied for this project.</td>
</tr>
</tbody>
</table>

A minimum of three (3) originals executed by the LPA must be submitted to the District through its Regional Engineer’s Office. Distribution will be as follows:

District file
Bureau of local Roads Central Office (2)

Printing Instructions  For the document to print properly, please make sure "Orientation" is set to "Auto" (see image below) within the print dialog window. If this setting is not chosen, then some pages may be cut off during the printing process.

Orientation:
- [ ] Auto
- [ ] Portrait
- [ ] Landscape
Sample Resolution

RESOLUTION No: _____________

A Resolution for:
Section No: _______________
Job No: ________________
Project No: ______________

WHEREAS, the [city, village, town, county] of ________________ is proposing to
_____________________________________________________________.

WHEREAS, the above stated improvement will necessitate the use of funding provided through the
Illinois Department of Transportation (IDOT); and signee

WHEREAS, the use of these funds requires a joint funding agreement (AGREEMENT) with IDOT; and

WHEREAS, the improvement requires matching funds; and

NOW, THEREFORE, be it resolved by the __{Board}__:

Section 1: The __{Board}__ hereby appropriates $____________, _______________ or as much as
may be needed to match the required funding to complete the proposed improvement from
___{Local fund source}___ and furthermore agree to pass a supplemental resolution if
necessary to appropriate additional funds for completion of the project.

Section 2: The ______{Local Official or delegate}____ is hereby authorized to execute an
AGREEMENT with IDOT for the above-mentioned project.

Section 3: This resolution will become Attachment 3 of the AGREEMENT.

Section 4: The ______ Clerk of ________ is directed to transmit 3 (three) copies of the
AGREEMENT and Resolution to IDOT District __ Bureau of Local Roads and Streets.

I, _____________, ___________ Clerk in and for ____________, Illinois, and keeper of the records and files thereof, as
provided by statute, do hereby certify the foregoing to be a true, perfect and complete copy of the
resolution approved by the ________________ at its meeting on the ______ day of _____________. 20__.

IN TESTIMONY WEREOF; I have unto set my hand and seal, at my office, this ______ day of _____________.
20__.

________________________________________________________
_______________________________
(seal)
_______________________________
TO THE HONORABLE COUNTY BOARD

COUNTY OF PEORIA, ILLINOIS

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

**Joint Funding Agreement with the State of Illinois for Culvert Replacement on Graham Chapel Road**

RESOLUTION

WHEREAS, Structure Number 072-3075 on Graham Chapel Road is scheduled for replacement; and

WHEREAS, PEORIA COUNTY is eligible to receive a total of $720,000 in Federal funding towards the project.

NOW, THEREFORE BE IT RESOLVED, that the attached Joint Funding Agreement for State-Let Construction Work with the Illinois Department of Transportation is hereby approved; and

BE IT FURTHER RESOLVED, that the County Administrator be authorized to sign the Joint Funding Agreement for State-Let Construction Work; and

BE IT FURTHER RESOLVED, that the sum of $180,000 is hereby appropriated from the County Bridge Fund for construction for the replacement of Structure Number 072-3075, designated as Section Number 18-00072-00-BR; and

BE IT FURTHER RESOLVED, Peoria County will cover expenses above the Federal portion as stated in the attached Joint Funding Agreement for State-Let Construction Work for the replacement of Structure Number 072-3075; and

BE IT FURTHER RESOLVED, that the County Treasurer is authorized to issue checks from the County Bridge Fund in payment of estimates for the construction.

Respectfully submitted,

Infrastructure Committee
AGENDA BRIEFING

COMMITTEE: Infrastructure  LINE ITEM: Various
MEETING DATE: October 3, 2022  AMOUNT: $3,000,000

ISSUE: Resolution for the annual IDOT County Motor Fuel Tax Maintenance Appropriation

BACKGROUND/DISCUSSION: This resolution allows for the annual appropriation of MFT funds for County Highway Department maintenance activities in accordance with Illinois Department of Transportation regulations for calendar year 2023.

COUNTY BOARD GOALS:

INFRASTRUCTURE STEWARDSHIP

STAFF RECOMMENDATION: Approve the Resolution

COMMITTEE ACTION:

PREPARED BY: Mark Gilles
DEPARTMENT: Highway  DATE: September 9, 2022
### Estimate of Maintenance Costs

**Local Public Agency**: Peoria County  
**County**: Peoria  
**Section Number**: 23-00000-00-GM

**Beginning**: 01/01/23  
**Ending**: 12/31/23

<table>
<thead>
<tr>
<th>Maintenance Operation</th>
<th>Maint Eng Category</th>
<th>Insp. Req.</th>
<th>Material Categories/ Point of Delivery or Work Performed by an Outside Contractor</th>
<th>Unit</th>
<th>Quantity</th>
<th>Unit Cost</th>
<th>Cost</th>
<th>Total Maintenance Operation Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aggregate</td>
<td>III</td>
<td></td>
<td>Aggregate</td>
<td>TON</td>
<td>135,600</td>
<td>$3.50</td>
<td>$474,600.00</td>
<td>$474,600.00</td>
</tr>
<tr>
<td>Patching</td>
<td>III</td>
<td></td>
<td>Asphalt Patching Materials</td>
<td>TON</td>
<td>2,700</td>
<td>$140.00</td>
<td>$378,000.00</td>
<td>$378,000.00</td>
</tr>
<tr>
<td>Liquid Asphalt</td>
<td>III</td>
<td></td>
<td>Liquid Asphalt Materials</td>
<td>TON</td>
<td>790</td>
<td>$375.00</td>
<td>$296,250.00</td>
<td>$296,250.00</td>
</tr>
<tr>
<td>Culvert Pipe</td>
<td>IIA</td>
<td></td>
<td>Culvert Pipe</td>
<td>FT</td>
<td>14,000</td>
<td>$7.28</td>
<td>$101,920.00</td>
<td>$101,920.00</td>
</tr>
<tr>
<td></td>
<td>IIA</td>
<td></td>
<td>End Sections</td>
<td>EA</td>
<td>250</td>
<td>$17.50</td>
<td>$4,375.00</td>
<td>$4,375.00</td>
</tr>
<tr>
<td></td>
<td>IIA</td>
<td></td>
<td>Connecting Bands</td>
<td>EA</td>
<td>470</td>
<td>$5.32</td>
<td>$2,500.40</td>
<td>$2,500.40</td>
</tr>
<tr>
<td>Pipe Liners</td>
<td>IIA</td>
<td></td>
<td>Pipe Liners</td>
<td>FT</td>
<td>5,900</td>
<td>$1.87</td>
<td>$11,033.00</td>
<td>$11,033.00</td>
</tr>
<tr>
<td>Erosion Control</td>
<td>IIA</td>
<td></td>
<td>Erosion Control fabric/blanket</td>
<td>SQYD</td>
<td>40,000</td>
<td>$0.05</td>
<td>$2,000.00</td>
<td>$2,000.00</td>
</tr>
<tr>
<td></td>
<td>IIA</td>
<td></td>
<td>Erosion Control Seed</td>
<td>LBS</td>
<td>3,500</td>
<td>$0.85</td>
<td>$2,975.00</td>
<td>$2,975.00</td>
</tr>
<tr>
<td>Traffic Control</td>
<td>IIA</td>
<td></td>
<td>Traffic Signs / Poles / Hardware</td>
<td>EA</td>
<td>2,753</td>
<td>$7.00</td>
<td>$19,271.00</td>
<td>$19,271.00</td>
</tr>
<tr>
<td></td>
<td>IIA</td>
<td></td>
<td>Barricades / Cones / Drums</td>
<td>EA</td>
<td>600</td>
<td>$10.00</td>
<td>$6,000.00</td>
<td>$6,000.00</td>
</tr>
<tr>
<td>Hot Poured Joint Sealer</td>
<td>IIA</td>
<td></td>
<td>Joint Sealer</td>
<td>LBS</td>
<td>20,000</td>
<td>$0.10</td>
<td>$2,000.00</td>
<td>$2,000.00</td>
</tr>
<tr>
<td>Bulk De-icing</td>
<td>IIA</td>
<td></td>
<td>Rock Salt</td>
<td>TON</td>
<td>12,000</td>
<td>$45.00</td>
<td>$540,000.00</td>
<td>$540,000.00</td>
</tr>
<tr>
<td>Concrete</td>
<td>III</td>
<td></td>
<td>Liquid De-Icer</td>
<td>GAL</td>
<td>127,500</td>
<td>$0.50</td>
<td>$63,750.00</td>
<td>$63,750.00</td>
</tr>
<tr>
<td>Pavement Markings</td>
<td>III</td>
<td></td>
<td>Various PCC</td>
<td>CY</td>
<td>200</td>
<td>$90.00</td>
<td>$18,000.00</td>
<td>$18,000.00</td>
</tr>
<tr>
<td></td>
<td>III</td>
<td></td>
<td>High Performance Mod Urethane / Epoxy Catalyst</td>
<td>GAL</td>
<td>22,500</td>
<td>$5.00</td>
<td>$112,500.00</td>
<td>$112,500.00</td>
</tr>
<tr>
<td></td>
<td>I</td>
<td></td>
<td>Glass Beads Type B</td>
<td>LBS</td>
<td>50,000</td>
<td>$0.50</td>
<td>$25,000.00</td>
<td>$25,000.00</td>
</tr>
<tr>
<td></td>
<td>IIA</td>
<td></td>
<td>Thermoplastic Sheathing</td>
<td>LF</td>
<td>10,000</td>
<td>$0.30</td>
<td>$3,000.00</td>
<td>$3,000.00</td>
</tr>
<tr>
<td></td>
<td>IIA</td>
<td></td>
<td>Preformed Thermoplastic Sheathing</td>
<td>EA</td>
<td>560</td>
<td>$5.00</td>
<td>$2,800.00</td>
<td>$2,800.00</td>
</tr>
<tr>
<td>Liquid Asphalt</td>
<td>III</td>
<td></td>
<td>Liquid Asphalt Materials</td>
<td>GAL</td>
<td>2,500</td>
<td>$160.00</td>
<td>$400,000.00</td>
<td>$400,000.00</td>
</tr>
<tr>
<td>Erosion Control</td>
<td>IIA</td>
<td></td>
<td>Silt Fence</td>
<td>FT</td>
<td>500</td>
<td>$5.00</td>
<td>$2,500.00</td>
<td>$2,500.00</td>
</tr>
<tr>
<td>Erosion Control</td>
<td>IIA</td>
<td></td>
<td>Silt Fence Stakes</td>
<td>EA</td>
<td>200</td>
<td>$2.00</td>
<td>$400.00</td>
<td>$400.00</td>
</tr>
<tr>
<td>Pavement Markings</td>
<td>IIA</td>
<td></td>
<td>Glass Beads Type 4</td>
<td>LBS</td>
<td>44,000</td>
<td>$0.64</td>
<td>$28,160.00</td>
<td>$28,160.00</td>
</tr>
</tbody>
</table>

**Total Operation Cost**: $2,497,034.40
## Estimate of Maintenance Costs

**Submittal Type:** Original

<table>
<thead>
<tr>
<th>Local Public Agency</th>
<th>County</th>
<th>Section</th>
<th>Maintenance Period</th>
</tr>
</thead>
<tbody>
<tr>
<td>Peoria County</td>
<td>Peoria</td>
<td>23-00000-00-GM</td>
<td>01/01/20 to 12/31/23</td>
</tr>
</tbody>
</table>

### Maintenance Costs Summary

<table>
<thead>
<tr>
<th>Maintenance</th>
<th>MFT Funds</th>
<th>RBI Funds</th>
<th>Other Funds</th>
<th>Estimated Costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local Public Agency Labor</td>
<td>$400,000.00</td>
<td>$400,000.00</td>
<td>$25,000.00</td>
<td>$652,014.40</td>
</tr>
<tr>
<td>Local Public Agency Equipment</td>
<td>$25,000.00</td>
<td>$25,000.00</td>
<td>$652,014.40</td>
<td>$1,845,020.00</td>
</tr>
<tr>
<td>Materials/Contracts (Non Bid Items)</td>
<td>$652,014.40</td>
<td>$652,014.40</td>
<td>$1,845,020.00</td>
<td>$2,922,034.00</td>
</tr>
<tr>
<td>Materials/Deliver &amp; Install/Materials Quotations (Bid Items)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Formal Contract (Bid Items)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Maintenance Total</strong></td>
<td><strong>$2,922,034.00</strong></td>
<td><strong>$2,922,034.00</strong></td>
<td><strong>$2,922,034.00</strong></td>
<td></td>
</tr>
</tbody>
</table>

**Remarks**

**SUBMITTED**

<table>
<thead>
<tr>
<th>Local Public Agency Official</th>
<th>Date</th>
</tr>
</thead>
</table>

**Title**

**APPROVED**

<table>
<thead>
<tr>
<th>Regional Engineer</th>
<th>Date</th>
</tr>
</thead>
</table>

| Department of Transportation | Date |

---

**Maintenance Engineering Costs Summary**

<table>
<thead>
<tr>
<th>Maintenance Engineering</th>
<th>MFT Funds</th>
<th>RBI Funds</th>
<th>Other Funds</th>
<th>Total Est Costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>$75,000.00</td>
<td>$75,000.00</td>
<td>$75,000.00</td>
<td></td>
</tr>
<tr>
<td>Engineering Inspection</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Material Testing</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Advertising</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bridge Inspection Engineering</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Maintenance Engineering Total</strong></td>
<td><strong>$75,000.00</strong></td>
<td><strong>$75,000.00</strong></td>
<td><strong>$75,000.00</strong></td>
<td></td>
</tr>
</tbody>
</table>

**Total Estimated Maintenance**

<table>
<thead>
<tr>
<th>Total Estimated Maintenance</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>$2,997,034.00</strong></td>
<td><strong>$2,997,034.00</strong></td>
</tr>
</tbody>
</table>
BE IT RESOLVED, by the Board of the County of Peoria in Illinois that there is hereby appropriated the sum of Three Million Dollars ($3,000,000.00) of Motor Fuel Tax funds for the purpose of maintaining streets and highways under the applicable provisions of Illinois Highway Code from 01/01/23 to 12/31/23.

BE IT FURTHER RESOLVED, that only those operations as listed and described on the approved Estimate of Maintenance Costs, including supplemental or revised estimates approved in connection with this resolution, are eligible for maintenance with Motor Fuel Tax funds during the period as specified above.

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.

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal this ____________________ day of ____________________, 2022.

Clerk Signature & Date

APPROVED

Regional Engineer Signature & Date

Completed 09/30/22
Instructions for BLR 14220

This form shall be used when a Local Public Agency (LPA) wants to perform maintenance operations using Motor Fuel Tax (MFT) funds. Refer to Chapter 14 of the Bureau of Local Roads and Streets Manual (BLRS Manual) for more detailed information. This form is to be used by a Municipality or a County. Road Districts will use BLR 14221. 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.

Resolution Number

Insert 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 covered by the resolution.

Governing Body Type

From the drop down box choose the type of administrative body. Choose Board for County; Council or President and Board of Trustees for a City, Village or Town.

LPA Type

From the drop down box choose the LPA body type; County, City, Town or Village.

Name of LPA

Insert the name of the LPA.

Resolution Amount

Insert the dollar value of the resolution for maintenance to be paid for with MFT funds in words, followed by the same amount in numerical format in the ()

Beginning Date

Insert the beginning date of the maintenance period. Maintenance periods must be a 12 or 24 month consecutive period.

Ending Date

Insert the ending date of the maintenance period.

LPA Type

From the drop down box choose the LPA body type; County, City, Town or Village.

Name of LPA

Insert the name of the LPA.

Name of Clerk

Insert the name of the LPA Clerk.

Governing Body Type

From the drop down box choose the type of administrative body. Choose Board for County; Council or President and Board of Trustees for a City, Village or Town.

Name of LPA

Insert the name of the LPA.

Date

Insert the date of the meeting.

Day

Insert the day the Clerk signed the document.

Month, Year

Insert the month and year of the clerk's signature.

Clerk Signature

Clerk shall sign here.

Approved

The Department of Transportation representative shall sign and date here upon approval.

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

Completed 09/30/22
AGENDA BRIEFING

COMMITTEE: Infrastructure  LINE ITEM: 034-2-034-5-511-54303
MEETING DATE: October 3, 2022  AMOUNT: $198,900.00

ISSUE: Resolution for Preliminary Engineering Agreement with Hanson Professional Services for Phase I & II Preliminary Engineering for the Rehabilitation of Structure Number 072-3127 on Duncan Road.

BACKGROUND/DISCUSSION: Structure Number 072-3127 is a 96’ long precast, prestressed concrete deck beam bridge that was built in 1991. The structure has a Sufficiency Rating of 30.8 and carries 275 vehicles per day.

The 2021 Routine Inspection of the bridge found several beams were cracked and spalled, which necessitated the bridge being load posted.

Federal Funding is available to rehabilitate the bridge in the summer of 2024. Rehabilitation will include the replacement of the deck beams, replacement of the guardrail, and replacement of the slopewall protection under the bridge. Rehabilitation costs are estimated at $1,000,000. Federal Funds will account for 80% of the cost of the construction.

This resolution will allow Peoria County to enter into a Preliminary Engineering Agreement with Hanson Professional Services to design the rehabilitation of S.N. 072-3127 on Duncan Road.

COUNTY BOARD GOALS:

INFRASTRUCTURE STEWARDSHIP

STAFF RECOMMENDATION: Approve the Resolution

COMMITTEE ACTION:

PREPARED BY: Jeffrey D. Gilles
DEPARTMENT: Highway  DATE: September 9, 2022
072-3127 Duncan Road 9/16/21

Road Looking South

Stream Looking East

Second Beam From West, North Span

North Face of North Pier Cap
072-3127 Duncan Road 9/16/21

Fifth Beam From East, North Span

East Edge Beam, North Span

Fifth Beam From East

North Pier
South Abutment

South Face of South Pier Cap

South Face of South Pier Cap

South Face of South Pier Cap, Anchor Dowel
Third Beam From West, South Span Cracking

Third Beam From West, South Span Cracking

Forth Beam From West, South Span Cracking

East Edge Beam, Center Span Crack
Local Public Agency
Engineering Services Agreement

Using Federal Funds? ☒ Yes ☐ No

Agreement For: MFT PE
Agreement Type: Original

LOCAL PUBLIC AGENCY

<table>
<thead>
<tr>
<th>Local Public Agency</th>
<th>County</th>
<th>Section Number</th>
<th>Job Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Peoria County</td>
<td>Peoria</td>
<td>21-00052-00-BR</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Project Number</th>
<th>Contact Name</th>
<th>Phone Number</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Jeff Gilles</td>
<td>(309) 697-6400</td>
<td><a href="mailto:jgilles@peoriacounty.org">jgilles@peoriacounty.org</a></td>
</tr>
</tbody>
</table>

SECTION PROVISIONS

<table>
<thead>
<tr>
<th>Local Street/Road Name</th>
<th>Key Route</th>
<th>Length</th>
<th>Structure Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Duncan Road/ CH R35</td>
<td>FAS 0374</td>
<td>0.11</td>
<td>072-3127</td>
</tr>
</tbody>
</table>

Location Termin
250 ft north and south of the structure

Project Description

Rehabilitation of the structure consisting of removal and replacement of the existing deck beams, installation of new bridge rail and guardrail, removal of revetment mat, installation of new wearing surface course and riprap, and minimal approach roadway work.

Engineering Funding
☒ MFT/TBP ☐ State ☐ Other

Anticipated Construction Funding
☒ Federal ☒ MFT/TBP ☐ State ☐ Other

AGREEMENT FOR
☒ Phase I - Preliminary Engineering ☒ Phase II - Design Engineering

CONSULTANT

<table>
<thead>
<tr>
<th>Prime Consultant (Firm) Name</th>
<th>Contact Name</th>
<th>Phone Number</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hanson Professional Services Inc.</td>
<td>Lucinda Loos</td>
<td>(309) 713-1402</td>
<td><a href="mailto:cloos@hanson-inc.com">cloos@hanson-inc.com</a></td>
</tr>
</tbody>
</table>

Address: 7625 N. University St., Suite 200
City: Peoria
State: IL
Zip Code: 61614

THIS AGREEMENT IS MADE between the above Local Public Agency (LPA) and Consultant (ENGINEER) and covers certain professional engineering services in connection with the improvement of the above SECTION. Project funding allotted to the LPA by the State of Illinois under the general supervision of the State Department of Transportation, hereinafter called the "DEPARTMENT," will be used entirely or in part to finance ENGINEERING services as described under AGREEMENT PROVISIONS.

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

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

Regional Engineer: Deputy Director, Office of Highways Project Implementation, Regional Engineer, Department of Transportation

Resident Construction Supervisor: Authorized representative of the LPA in immediate charge of the engineering details of the construction PROJECT

In Responsible Charge Contractor: A full time LPA employee authorized to administer inherently governmental PROJECT activities Company or Companies to which the construction contract was awarded

Completed 09/29/22
AGREEMENT EXHIBITS

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

- EXHIBIT A: Scope of Services
- EXHIBIT B: Project Schedule
- EXHIBIT C: Qualification Based Selection (QBS) Checklist
- EXHIBIT D: Cost Estimate of Consultant Services (BLR 05513 or BLR 05514)
- EXHIBIT: Direct Costs Check Sheet (attach BDE 436 when using Lump Sum on Specific Rate Compensation)
- EXHIBIT E: Legal0250 Rev. 2 General Conditions (C/S)

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 DIRECT COST tab in BLR 05513 or BLR 05514).

II. THE LPA AGREES,

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

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.

Completed 09/29/22
Page 2 of 14
BLR 05530 (Rev. 07/08/22)
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
☐ 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 documents required by this section shall establish a presumption in favor of the DEPARTMENT for the recovery of any funds paid by the DEPARTMENT under the contract for which adequate books, records and supporting documentation are not available to support their 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 indicted 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, or 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 or 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 contract or grant and to post the statement in a prominent place in the workplace.

(d) Notifying the contracting, or granting agency within ten (10) days after receiving notice under part (b) of paragraph (3) of subsection (a) above from an employee or otherwise, receiving actual notice of such conviction.

(e) Imposing a sanction on, or requiring the satisfactory participation in a drug abuse assistance or rehabilitation program.

(f) Assisting employees in selecting a course of action in the event drug counseling, treatment and rehabilitation is required and indicating that a trained referral team is in place.

Making a good faith effort to continue to maintain a drug free workplace through implementation of the Drug Free Workplace Act, the ENGINEER, LPA and the Department agree to meet the PROJECT SCHEDULE outlined in EXHIBIT B. Time is of the essence on this project and the ENGINEER's ability to meet the PROJECT SCHEDULE will be a factor in the LPA selecting the ENGINEER for future 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.

<table>
<thead>
<tr>
<th>AGREEMENT SUMMARY</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Prime Consultant (Firm) Name</strong></td>
</tr>
<tr>
<td>Hanson Professional Services Inc.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Subconsultants</th>
<th><strong>TIN/FEIN/SS Number</strong></th>
<th><strong>Agreement Amount</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Subconsultant Total</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Prime Consultant Total</strong></td>
<td></td>
<td>$198,900.00</td>
</tr>
<tr>
<td><strong>Total for all work</strong></td>
<td></td>
<td>$198,900.00</td>
</tr>
</tbody>
</table>
AGREEMENT SIGNATURES

Executed by the LPA:

Local Public Agency Type  Local Public Agency
County  or  Peoria County

Attest:

By (Signature & Date)

Local Public Agency  Local Public Agency Type
Peoria County  County  Clerk

(SEAL)

Executed by the ENGINEER:

Prime Consultant (Firm) Name
Hanson Professional Services Inc.

Attest:

By (Signature & Date)

Lucinda A. Loos, P.E.
Digitally signed by Lucinda A. Loos, P.E.
Date: 2022.09.29 08:48:55 -05'00'
Title
Vice President

James P. Messmore
Digitally signed by James P. Messmore
Date: 2022.09.14 11:43:59 -05'00'
Title
Sr. Vice President

APPROVED:
Regional Engineer, Department of Transportation (Signature & Date)
EXHIBIT A
SCOPE OF SERVICES

Hanson Professional Services Inc. (ENGINEER) shall prepare project development studies and final design and plan preparation for the rehabilitation of structure number 072-3127 on Duncan Road (County Highway R35) over a Branch of the Spoon River Creek in Princeville Township for the Peoria County Highway Department (COUNTY). The proposed improvements include rehabilitation of the existing structure and minimal approach roadway improvements. The existing structure is structurally deficient, and federal STP-Rural Federal funding has been secured in FY 2024 for replacement. The proposed letting date is January 2024.

The Project shall be designed in accordance with IDOT Bureau of Local Roads Manual Federal Funding Guidelines. It is assumed that the project will be processed as a Categorical Exclusion Group II.

Plans will be prepared in English units (feet) using Microstation software in accordance with CAD conventions of the Illinois Department of Transportation (IDOT) in IL State Plane Coordinates (West Zone).

SCOPE OF SERVICES:
The Scope of Services will be broken into two phases as noted below:
Phase 1: Project Development Services
Phase 2: Design and Plan Preparation Services

The Scope of Services to be provided by the ENGINEER is limited to the following:

I. Project Development Services

A. The corridor boundaries for data collection are along Duncan Road (CH R35) from 250 ft. north of the existing structure to 250 ft. south of the existing structure.

B. Study Surveying and Mapping

1. Establish horizontal and vertical survey control. Horizontal control will be based on Illinois State Plane Coordinate System, West Zone, North American Datum of 1983 (NAD83), and vertical control will be based on the North American Vertical Datum of 1988 (NAVD88). Units of measure are U.S. Survey Foot. Place horizontal and vertical control points.

2. Topographic Survey
   i. Survey of bridge and adjacent area for the preparation of bridge and roadway plans. Survey of the bridge structure will include low chord of concrete beams and abutments.
   ii. Topographic survey limits include an area approximately 60 feet left and right of roadway centerline within the project limits described above. Within these areas, improvements and ground topography would be located. Trees will be located in areas within bridge guardrail extents.
   iii. Collect existing roadway centerline and profile within the corridor boundaries and extended 150 feet north and south of the project limits.
   iv. Contact JULIE to request underground utility information via a JULIE design request. Above ground utilities and above ground indications of below ground utilities will be located and shown on the topographic survey drawing. Above ground indications of below ground utilities are those indications, such as signs, manholes and markings made by respective utility companies, which are within the survey limits and which are easily and readily visible to our survey crew at the time of the field survey. Sewer (if any) invert elevations will be determined to the extent possible by manhole lid removal and direct measurement. If visible from the
<table>
<thead>
<tr>
<th>Local Public Agency</th>
<th>Prime Consultant (Firm) Name</th>
<th>County</th>
<th>Section Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Peoria County</td>
<td>Hanson Professional Services</td>
<td>Peoria</td>
<td>21-00052-00-BR</td>
</tr>
</tbody>
</table>

3. Right of Way Survey  
   i. Survey consists of the determination of location of existing right of way.  
   ii. Perform record research, field reconnaissance, measurements, and analysis to determine existing right of way, relevant land section lines and adjacent boundary lines.  
   iii. Assume Preparation of plats and legal descriptions for ROW and easement for four (4) properties.  
   iv. Obtain Title Commitments.

4. Prepare a base map of the existing topography in CAD format. This file shall include survey points, planimetric mapping, breaklines, digital terrain model, and contour lines.

C. Environmental Studies  
1. Data collection of environmental resources and mapping (i.e., wetland maps, floodplain maps, topographic mapping, etc.).
2. Conduct a site reconnaissance survey to inventory environmental resources in the vicinity of the project area, delineate the stream boundaries of Tiber Creek, and identify species of trees to be removed.
3. Prepare the Environmental Survey Request (ESR) form and supporting documentation, and submit to IDOT for cultural, biological (includes threatened and endangered species), and wetland resources review.
4. Conduct a Special Waste Assessment (SWA) screening for the project. It is assumed that a Preliminary Environmental Site Assessment (PESA) will not be required.
5. Prepare the Joint Application for Section 404 permitting under Nationwide Permit #14 (Linear Transportation Projects) and conduct typical follow-up coordination (status checks and basic information requests) with the U.S. Army Corps of Engineers. It is assumed that the affected length of stream will be less than 300 ft. and an individual Section 401 Water Quality Certification from the Illinois Environmental Protection Agency will not be required.

D. Hydrology and Hydraulics  
1. Data Collection of any existing data including record drawing and LiDAR data will be completed. Survey of the existing bridge and channel will also be collected for model development.
2. Hydrologic data will be collected by way of a USGS Streamstats regression equation estimate of peak discharges.
3. A HEC-RAS hydraulic model will be developed from the data collected to assess the hydraulic parameters of flow through the bridge opening.
4. An FHWA HEC-18 scour analysis will be performed utilizing results from the HEC-RAS model to estimate potential scour depths at the proposed structure.
5. Information from this analysis will be utilized to document hydraulic data for the bridge in the PBDHR and on the bridge plans. As is required, Hanson will ensure that the hydraulic opening is the same or larger than existing conditions and provide certification.

Assumptions  
   i. The bridge is non-jurisdictional for IDNR-OWR and will therefore not require a floodplain development permit. This is based on the drainage area to the bridge being less than 10-mi².  
   ii. Lidar data is sufficient for defining the overbanks in the model cross-sections.  
   iii. The bridge has not been the cause of demonstrable flood damage and a local P.E. is willing to certify this is the case.  
   iv. Proposed improvements will not have an adverse impact on the hydraulic water surface profile elevations.

E. Preliminary Bridge Design  
1. Preliminary Bridge Design (HL-93 Loading) for proposed bridge superstructure replacement. Proposed
<table>
<thead>
<tr>
<th>Local Public Agency</th>
<th>Prime Consultant (Firm) Name</th>
<th>County</th>
<th>Section Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Peoria County</td>
<td>Hanson Professional Services</td>
<td>Peoria</td>
<td>21-00052-00-BR</td>
</tr>
</tbody>
</table>

- The bridge will have PPC deck beams with bituminous wearing surface and steel railing.
  - Identify existing PPC deck beams and existing wearing surface and steel railing.
- Preliminary superstructure design.
- Preliminary existing substructure check.
- Prepare preliminary opinion of probable cost for the structure.
- Prepare and submit Preliminary Design & Hydraulic Report (including coordination with Hydraulics Staff).
- IDOT coordination
- Prepare Bridge Condition Report – Short Form
- Review existing drawings provided by the COUNTY.
- Perform a site visit to observe and document existing conditions in sufficient detail to prepare an abbreviated Bridge Condition Report (BCR).
- Prepare an abbreviated BCR for submittal to IDOT for approval.

F. Roadway Geometric Study
1. Site visit.
2. Identify horizontal and vertical alignment controls.
3. Create existing horizontal and vertical alignments.
4. Create proposed alignment and profile.
5. Develop typical sections for the roadway and structure.
6. Complete cross section studies to finalize proposed horizontal and vertical alignments.
7. Conduct a guardrail analysis. Guardrail will be provided on all four quadrants of the structure.
8. Determine utility conflicts and make adjustments as necessary. Determine necessary utility relocations.
9. Prepare preliminary plan and profile sheets (@ 1"=50' H., 1"=5' V.) and cross sections every 50' for the project limits.
10. Preliminary ditch design
11. Prepare preliminary opinion of probable cost.
12. Coordinate with utilities.

G. Prepare Project Development Report (PDR)
1. Prepare report and exhibits.
2. Submit preliminary report to COUNTY and IDOT for review.
3. Address comments and submit final PDR to IDOT for approval.

H. Provide project management and coordination with the COUNTY and IDOT throughout Phase 1 of the project.
1. Project kick-off meeting – internal and with client
2. Project startup
3. Staffing and management plan
4. Financial and Schedule Control
5. Coordination with County
6. Attend and participate in one "IDOT District 4 Bi-monthly Coordination Meetings" during the course of the study to seek IDOT and FHWA input for design approval.
7. Coordination with property owners. Prepare and mail letters to public entities with jurisdiction in the area.

I. Furnish the originals and a reasonable number of prints of all necessary plans and documents, as determined by the COUNTY, including five copies of any Draft Report that is being submitted for review, five copies of the Final Project Development Report, and one copy of all meeting minutes.

J. The COUNTY will provide or cause to be furnished the following:
1. Existing roadway and right-of-way plans, including existing waterway information and Master Inspection Reports.
2. The COUNTY will make available digital files of aerial photographs, contours, and basic topography from the Peoria County G.I.S. data.
3. Existing traffic volume data on streets within the project limits.
4. Existing crash data for the last five years.
5. Tax assessor's maps and taxpayer identification numbers for parcels in the study area and title commitments for all affected parcels.
6. All necessary utility agreements, including plans for relocations and adjustments.

K. The following items are not included in the scope of work but could be added if requested by the COUNTY:
   1. This project will be processed as a Categorical Exclusion. This scope does not include preparation of a separate environmental document including an Environmental Assessment (EA) or Environmental Impact Statement (EIS).
   2. A wetlands survey, cultural resource survey, special waste investigation beyond a SWA screening (i.e., PESA and Preliminary Site Investigation (PSI)), a de minimis, programmatic or individual Section 4(f) evaluation, Section 106 documentation, or mitigation planning and design.
   3. A traffic noise study.
   4. The project is assumed to not require an individual Section 404 permit or individual Section 401 water quality certification, and no permit is needed from the Illinois Department of Natural Resources, Office of Water Resources since it is considered non-jurisdictional.
   5. Traffic counts and studies. Existing traffic count information and assumed growth rates will be utilized.

II. Design and Plan Preparation Services

A. It is assumed the roadway will be closed during construction and traffic will be detoured.
B. Final Bridge Design (HL-93 Loading)
   1. General Plan and Elevation (1 Sheet)
   2. General Data (1 Sheet)
   3. Final Superstructure Design
      i. Superstructure Plan (1 Sheet)
      ii. 17’ PPC Deck Beam (1 Sheet)
      iii. 17’ PPC Deck Beam Details (1 Sheet)
      iv. Steel Railing (1 Sheet)
   4. Substructure
      i. Abutment Backwall Replacement Details (2 Sheets)
      ii. Pier Repair Details (2 Sheets)
   5. Quantities & Estimates
   7. Prepare Submittals
   8. Shop Drawing Review
   9. Load Rating of Structure and SLRS's form

C. Final Roadway Design/ Construction Documents
   1. Title Sheet (w/ Sheet Index)
   2. General Notes, Standard List, Legend/Abbrev.
   3. Summary of Quantities Sheets (2 Sheets)
   4. Schedule of Quantities (2 Sheets)
   5. Existing/Proposed Typical Sections (2 Sheets)
   6. Alignment, Ties, and Benchmarks
   7. Detour Plan (2 Sheets)
   8. Removals/Relocations Plan
   9. Plan / Profile Sheets (1" = 50' H & 1" = 5' V)
 10. Guardrail Layout Plan
 11. Erosion Control Plans
12. Pavement Marking / Signing Plans and Details
13. Miscellaneous details
14. Channel Grading Detail and Cross Sections
15. Cross Section Sheets (with cross-sections every 50' (min.) and at all driveways)

D. Prefinal Plans, Specifications & Estimates (90%)
1. Prepare special provisions that supplement the current version of IDOT’s Standard Specifications for Road and Bridge Construction for the project limits.
2. Calculate and schedule quantities.
3. Prepare opinion of probable construction cost and estimate of time.
4. QC/QA Review
5. Plot & submit prefinal PS&E to COUNTY and IDOT

E. Final Plans, Specifications & Estimates
1. Prepare final plans incorporating review comments.
2. Prepare final special provisions.
3. Prepare disposition of comments.
4. Finalize Quantities
5. Update opinion of probable construction cost and estimate of time
6. QC/QA Review
7. Plot & submit final PS&E to County and IDOT

F. Land Acquisition Services
1. Property Appraisal and Appraisal Review Services: Provide property appraisal services and review appraisal services in conformity with the IDOT Land Acquisition Guidelines and Uniform Standards of Professional Appraisal Practice (USPAP) associated with the proposed right-of-way, easement, and parcel purchases (as required). A total of four (4) properties will be appraised using Waiver Valuations. It is assumed that the County Engineer will complete IDOT’s 3-hour online course in order to write the waiver valuations.
2. Hanson will provide the County with market data to support the County’s preparation of a waiver valuation.
3. Negotiations
   i. Hanson will prepare offer documents and conveyance documents for the four (4) parcels as appropriate for the nature of property ownership.
      (1) 0202100002 & 0202300006 – Judith A. Higgs Trust: these parcels will be prepared in one package for negotiation since it is all farm ground.
      (2) 0203200007 – Janet S. Morlock: Farm
      (3) 0203200008 – Janet S. Morlock: Homestead
   ii. This effort will include an attempt to present the offer package in person to the property owner, if the property owner or their representatives are located near the project site, and a minimum of three personal contacts per parcel, if required, to reach a negotiated settlement.
   iii. In the event that settlement is reached, Hanson’s negotiation efforts will be considered complete when the conveyance documents and documents to clear title encumbrances for each parcel are delivered to the County for approval and recording. In the event that settlement is not reached, Hanson’s negotiation effort will be considered complete when each parcel is referred to the City for condemnation after attempts to negotiate the acquisition have failed and 120 days for the offer date have expired.
   iv. Hanson will initiate negotiations upon the City’s certification of the parcels’ review appraisals or upon the County’s certification of waiver valuations.
   v. Hanson will prepare condemnation request packets, if necessary, if negotiations have failed and upon the direction of the City.

G. Provide project management and coordination with the COUNTY and IDOT throughout Phase 2 of the project.
1. Coordination with COUNTY
2. Coordination with IDOT
3. Coordination with utilities
4. Project Closeout

H. The following assumptions have been made for this scope of services:
1. Construction of the project will be funded with Federal Highway Bridge funds.
2. No utilities will be attached to the new structure. Utility relocations required to accommodate the improvement will be performed by the respective utility companies under separate contracts.
3. The project is Non-Jurisdictional and will not require an OWR permit.
4. The project will not require the submittal of a Design Variance Report.
5. The structure will be closed to traffic throughout construction. A signed detour route will be used to direct traffic around the project site.
6. The new superstructure will be designed using AASHTO Load and Resistance Factor Design (LRFD) method.
7. The existing substructure will be structurally adequate to carry the proposed loading of the superstructure replacement.
8. The existing substructure is adequate for scour.

I. The following items are not included in the scope of work but could be provided as an addendum to the contract:
1. Construction observation activities.
2. Bidding services.
3. Utility relocation plans.
4. Staging of the proposed improvements to maintain traffic during construction.
5. Lighting plans and details.
| EXHIBIT B  
<table>
<thead>
<tr>
<th>PROJECT SCHEDULE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Project Startup</strong></td>
</tr>
<tr>
<td><strong>Survey</strong></td>
</tr>
<tr>
<td><strong>BCR</strong></td>
</tr>
<tr>
<td><strong>ESR</strong></td>
</tr>
<tr>
<td><strong>PBDHR</strong></td>
</tr>
<tr>
<td><strong>Draft PDR</strong></td>
</tr>
<tr>
<td><strong>Final PDR</strong></td>
</tr>
<tr>
<td><strong>Pre-Final PS&amp;E</strong></td>
</tr>
<tr>
<td><strong>Final PS&amp;E</strong></td>
</tr>
<tr>
<td><strong>Letting</strong></td>
</tr>
</tbody>
</table>
Exhibit C
Qualification Based Selection (QBS) Checklist

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

☐ Form Not Applicable (engineering services less than the threshold)

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

<table>
<thead>
<tr>
<th></th>
<th>Do the written QBS policies and procedures discuss the initial administration (procurement, management and administration) concerning engineering and design related consultant services?</th>
<th>( ) No</th>
<th>( ) Yes</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Do the written QBS policies and procedures follow the requirements as outlined in Section 5-5 and specifically Section 5-5.06 (e) of the BLRS Manual?</td>
<td>( ) No</td>
<td>( ) Yes</td>
</tr>
<tr>
<td>3</td>
<td>Was the scope of services for this project clearly defined?</td>
<td>( ) No</td>
<td>( ) Yes</td>
</tr>
<tr>
<td>4</td>
<td>Was public notice given for this project?</td>
<td>( ) No</td>
<td>( ) Yes</td>
</tr>
<tr>
<td>5</td>
<td>Do the written QBS policies and procedures cover conflicts of interest?</td>
<td>( ) No</td>
<td>( ) Yes</td>
</tr>
<tr>
<td>6</td>
<td>Do the written QBS policies and procedures use covered methods of verification for suspension and debarment?</td>
<td>( ) No</td>
<td>( ) Yes</td>
</tr>
<tr>
<td>7</td>
<td>Do the written QBS policies and procedures discuss the methods of evaluation?</td>
<td>( ) No</td>
<td>( ) Yes</td>
</tr>
</tbody>
</table>

Project Criteria | Weighting

|   | Do the written QBS policies and procedures discuss the method of selection? | ( ) No | ( ) Yes |

Selection committee (titles) for this project

Top three consultants ranked for this project in order

1
2
3

<table>
<thead>
<tr>
<th></th>
<th>Was an estimated cost of engineering for this project developed in-house prior to contract negotiation?</th>
<th>( ) No</th>
<th>( ) Yes</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>Were negotiations for this project performed in accordance with federal requirements.</td>
<td>( ) No</td>
<td>( ) Yes</td>
</tr>
<tr>
<td>11</td>
<td>Were acceptable costs for this project verified?</td>
<td>( ) No</td>
<td>( ) Yes</td>
</tr>
<tr>
<td></td>
<td>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?</td>
<td>( ) No</td>
<td>( ) Yes</td>
</tr>
<tr>
<td></td>
<td>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)?</td>
<td>( ) No</td>
<td>( ) Yes</td>
</tr>
<tr>
<td></td>
<td>QBS according to State requirements used?</td>
<td>( ) No</td>
<td>( ) Yes</td>
</tr>
<tr>
<td>15</td>
<td>Existing relationship used in lieu of QBS process?</td>
<td>( ) No</td>
<td>( ) Yes</td>
</tr>
<tr>
<td>16</td>
<td>LPA is a home rule community (Exempt from QBS).</td>
<td>( ) No</td>
<td>( ) Yes</td>
</tr>
</tbody>
</table>
COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET
FIXED RAISE

Local Public Agency
Peoria County

Prime Consultant (Firm) Name
Hanson Professional Services Inc.

Consultant / Subconsultant Name
Hanson Professional Services Inc.

County
Peoria

Prepared By
Cindy Loos

Section Number
21-00105-0058

Date
9/13/2022

Job Number

Remarks

PAYROLL ESCALATION TABLE

<table>
<thead>
<tr>
<th>CONTRACT TERM</th>
<th>MONTHS</th>
<th>OVERHEAD RATE</th>
<th>COMPLEXITY FACTOR</th>
<th>% OF RAISE</th>
</tr>
</thead>
<tbody>
<tr>
<td>START DATE</td>
<td>10/15/2022</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RAISE DATE</td>
<td>1/1/2023</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>END DATE</td>
<td>6/14/2024</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

160.64%
0
2.00%

ESCALATION PER YEAR

<table>
<thead>
<tr>
<th>Year</th>
<th>First Date</th>
<th>Last Date</th>
<th>Months</th>
<th>% of Contract</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>10/15/2022</td>
<td>1/1/2023</td>
<td>3</td>
<td>15.00%</td>
</tr>
<tr>
<td>1</td>
<td>1/2/2023</td>
<td>1/1/2024</td>
<td>12</td>
<td>61.20%</td>
</tr>
<tr>
<td>2</td>
<td>1/2/2024</td>
<td>6/1/2024</td>
<td>5</td>
<td>26.01%</td>
</tr>
</tbody>
</table>

The total escalation = 2.21%
## PAYROLL RATES

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

<table>
<thead>
<tr>
<th>CLASSIFICATION</th>
<th>IDOT PAYROLL RATES ON FILE</th>
<th>CALCULATED RATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>ES 8</td>
<td>$78.00</td>
<td>$78.00</td>
</tr>
<tr>
<td>ES 7</td>
<td>$72.02</td>
<td>$73.61</td>
</tr>
<tr>
<td>ES 6</td>
<td>$60.30</td>
<td>$61.63</td>
</tr>
<tr>
<td>ES 5</td>
<td>$49.69</td>
<td>$50.76</td>
</tr>
<tr>
<td>ES 4</td>
<td>$41.13</td>
<td>$42.04</td>
</tr>
<tr>
<td>ES 3</td>
<td>$36.89</td>
<td>$36.48</td>
</tr>
<tr>
<td>ES 2</td>
<td>$33.35</td>
<td>$34.00</td>
</tr>
<tr>
<td>ES 1</td>
<td>$32.02</td>
<td>$32.73</td>
</tr>
<tr>
<td>M/D</td>
<td>$48.93</td>
<td>$49.70</td>
</tr>
<tr>
<td>TECH 7</td>
<td>$49.67</td>
<td>$50.77</td>
</tr>
<tr>
<td>TECH 6</td>
<td>$40.23</td>
<td>$41.12</td>
</tr>
<tr>
<td>TECH 5</td>
<td>$35.33</td>
<td>$36.11</td>
</tr>
<tr>
<td>TECH 4</td>
<td>$29.91</td>
<td>$30.57</td>
</tr>
<tr>
<td>TECH 3</td>
<td>$25.10</td>
<td>$25.66</td>
</tr>
<tr>
<td>TECH 2</td>
<td>$22.14</td>
<td>$22.83</td>
</tr>
<tr>
<td>TECH 1</td>
<td>$25.88</td>
<td>$26.45</td>
</tr>
<tr>
<td>ADMIN VII</td>
<td>$59.68</td>
<td>$61.00</td>
</tr>
<tr>
<td>ADMIN VI</td>
<td>$44.33</td>
<td>$45.31</td>
</tr>
<tr>
<td>ADMIN V</td>
<td>$33.89</td>
<td>$34.64</td>
</tr>
<tr>
<td>ADMIN IV</td>
<td>$29.40</td>
<td>$30.05</td>
</tr>
<tr>
<td>ADMIN III</td>
<td>$22.18</td>
<td>$22.67</td>
</tr>
</tbody>
</table>
### Local Public Agency
Peoria County

### County
Peoria

### Section Number
21-00052-00-BR

### Consultant / Subconsultant Name
Hanson Professional Services Inc.

### Job Number

## SUBCONSULTANTS

**EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET**

<table>
<thead>
<tr>
<th>NAME</th>
<th>Direct Labor Total</th>
<th>Contribution to Prime Consultant</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Total**

0.00 0.00

### NOTE:
Only subconsultants who fill out a cost estimate that splits out direct labor may be listed on this sheet.
### Local Public Agency
Peoria County

### Prime Consultant (Firm) Name
Hanson Professional Services Inc.

### Consultant / Subconsultant Name
Hanson Professional Services Inc.

### County
Peoria

### Prepared By
Cindy Leos

### Section Number
2100052-008

### Date
9/3/2022

### Job Number

---

**PAYROLL ESCALATION TABLE**

<table>
<thead>
<tr>
<th>CONTRACT TERM</th>
<th>MONTHS</th>
<th>OVERHEAD RATE</th>
<th>COMPLEXITY FACTOR</th>
<th>% OF RAISE</th>
</tr>
</thead>
<tbody>
<tr>
<td>START DATE</td>
<td>10/15/2022</td>
<td>3.16064%</td>
<td>0</td>
<td>2.00%</td>
</tr>
<tr>
<td>RAISE DATE</td>
<td>1/1/2023</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>END DATE</td>
<td>6/14/2024</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**ESCALATION PER YEAR**

<table>
<thead>
<tr>
<th>Year</th>
<th>First Date</th>
<th>Last Date</th>
<th>Months</th>
<th>% of Contract</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>10/15/2022</td>
<td>1/1/2023</td>
<td>3</td>
<td>15.00%</td>
</tr>
<tr>
<td>1</td>
<td>1/2/2023</td>
<td>1/1/2024</td>
<td>12</td>
<td>61.20%</td>
</tr>
<tr>
<td>2</td>
<td>1/2/2024</td>
<td>6/1/2024</td>
<td>5</td>
<td>26.01%</td>
</tr>
</tbody>
</table>

---

The total escalation = 2.21%
**PAYROLL RATES**

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

<table>
<thead>
<tr>
<th>MAXIMUM PAYROLL RATE</th>
<th>78.00</th>
</tr>
</thead>
<tbody>
<tr>
<td>ESCALATION FACTOR</td>
<td>2.21%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CLASSIFICATION</th>
<th>IDOT PAYROLL RATES ON FILE</th>
<th>CALCULATED RATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>ES 8</td>
<td>$78.00</td>
<td>$78.00</td>
</tr>
<tr>
<td>ES 7</td>
<td>$72.02</td>
<td>$73.61</td>
</tr>
<tr>
<td>ES 6</td>
<td>$80.30</td>
<td>$81.63</td>
</tr>
<tr>
<td>ES 5</td>
<td>$49.69</td>
<td>$50.75</td>
</tr>
<tr>
<td>ES 4</td>
<td>$41.13</td>
<td>$42.04</td>
</tr>
<tr>
<td>ES 3</td>
<td>$36.60</td>
<td>$36.48</td>
</tr>
<tr>
<td>ES 2</td>
<td>$33.35</td>
<td>$34.09</td>
</tr>
<tr>
<td>ES 1</td>
<td>$32.02</td>
<td>$32.73</td>
</tr>
<tr>
<td>M/D</td>
<td>$48.63</td>
<td>$49.70</td>
</tr>
<tr>
<td>TECH 7</td>
<td>$49.67</td>
<td>$50.77</td>
</tr>
<tr>
<td>TECH 6</td>
<td>$40.23</td>
<td>$41.12</td>
</tr>
<tr>
<td>TECH 5</td>
<td>$35.33</td>
<td>$36.11</td>
</tr>
<tr>
<td>TECH 4</td>
<td>$29.91</td>
<td>$30.57</td>
</tr>
<tr>
<td>TECH 3</td>
<td>$25.10</td>
<td>$25.65</td>
</tr>
<tr>
<td>TECH 2</td>
<td>$22.14</td>
<td>$22.63</td>
</tr>
<tr>
<td>TECH 1</td>
<td>$25.88</td>
<td>$26.45</td>
</tr>
<tr>
<td>ADMIN VII</td>
<td>$59.68</td>
<td>$61.00</td>
</tr>
<tr>
<td>ADMIN VI</td>
<td>$44.33</td>
<td>$45.31</td>
</tr>
<tr>
<td>ADMIN V</td>
<td>$33.96</td>
<td>$34.64</td>
</tr>
<tr>
<td>ADMIN IV</td>
<td>$29.40</td>
<td>$30.06</td>
</tr>
<tr>
<td>ADMIN III</td>
<td>$22.16</td>
<td>$22.67</td>
</tr>
<tr>
<td>NAME</td>
<td>Direct Labor Total</td>
<td>Contribution to Prime Consultant</td>
</tr>
<tr>
<td>------</td>
<td>--------------------</td>
<td>----------------------------------</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Total: 0.00 0.00

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

List ALL direct costs required for this project. Those not listed on the form will not be eligible for reimbursement by the LPA on this project.

**EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET**

<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 (Up to rate maximum)</td>
<td></td>
<td></td>
<td>$0.00</td>
</tr>
<tr>
<td>Lodging Taxes and Fees (per GOVERNOR'S TRAVEL CONTROL BOARD)</td>
<td>Actual Cost</td>
<td></td>
<td></td>
<td>$0.00</td>
</tr>
<tr>
<td>Air Fare</td>
<td>Coach rate, actual cost, requires minimum two weeks' notice, with prior IDOT approval</td>
<td></td>
<td></td>
<td>$0.00</td>
</tr>
<tr>
<td>Vehicle Mileage (per GOVERNOR'S TRAVEL CONTROL BOARD)</td>
<td>Up to state rate maximum</td>
<td>2040</td>
<td>$0.33</td>
<td>$1,275.00</td>
</tr>
<tr>
<td>Vehicle Owned or Leased</td>
<td>$32.50/half day (4 hours or less) or $65/full day</td>
<td></td>
<td></td>
<td>$0.00</td>
</tr>
<tr>
<td>Vehicle Rental</td>
<td>Actual Cost (Up to $55/day)</td>
<td></td>
<td></td>
<td>$0.00</td>
</tr>
<tr>
<td>Tolls</td>
<td>Actual Cost</td>
<td></td>
<td></td>
<td>$0.00</td>
</tr>
<tr>
<td>Parking</td>
<td>Actual Cost</td>
<td></td>
<td></td>
<td>$0.00</td>
</tr>
<tr>
<td>Overtime</td>
<td>Premium portion (Submit supporting documentation)</td>
<td></td>
<td></td>
<td>$0.00</td>
</tr>
<tr>
<td>Shift Differential</td>
<td>Actual Cost (Based on firm's policy)</td>
<td></td>
<td></td>
<td>$0.00</td>
</tr>
<tr>
<td>Overnight Delivery/Postage/Courier Service</td>
<td>Actual Cost (Submit supporting documentation)</td>
<td>10</td>
<td>$20.00</td>
<td>$200.00</td>
</tr>
<tr>
<td>Copies of Deliverables/Mylars (In-house)</td>
<td>Actual Cost (Submit supporting documentation)</td>
<td></td>
<td></td>
<td>$0.00</td>
</tr>
<tr>
<td>Copies of Deliverables/Mylars (Outside)</td>
<td>Actual Cost (Submit supporting documentation)</td>
<td></td>
<td></td>
<td>$0.00</td>
</tr>
<tr>
<td>Project Specific Insurance</td>
<td>Actual Cost</td>
<td></td>
<td></td>
<td>$0.00</td>
</tr>
<tr>
<td>Monuments (Permanent)</td>
<td>Actual Cost</td>
<td></td>
<td></td>
<td>$0.00</td>
</tr>
<tr>
<td>Photo Processing</td>
<td>Actual Cost</td>
<td></td>
<td></td>
<td>$0.00</td>
</tr>
<tr>
<td>2-Way Radio (Survey or Phase III Only)</td>
<td>Actual Cost</td>
<td></td>
<td></td>
<td>$0.00</td>
</tr>
<tr>
<td>Telephone Usage (Traffic System Monitoring Only)</td>
<td>Actual Cost</td>
<td></td>
<td></td>
<td>$0.00</td>
</tr>
<tr>
<td>CADD</td>
<td>Actual Cost (Max $15/hour)</td>
<td></td>
<td></td>
<td>$0.00</td>
</tr>
<tr>
<td>Web Site</td>
<td>Actual Cost (Submit supporting documentation)</td>
<td></td>
<td></td>
<td>$0.00</td>
</tr>
<tr>
<td>Advertisements</td>
<td>Actual Cost (Submit supporting documentation)</td>
<td></td>
<td></td>
<td>$0.00</td>
</tr>
<tr>
<td>Public Meeting Facility Rental</td>
<td>Actual Cost (Submit supporting documentation)</td>
<td></td>
<td></td>
<td>$0.00</td>
</tr>
<tr>
<td>Public Meeting Exhibits/Renderings &amp; Equipment</td>
<td>Actual Cost (Submit supporting documentation)</td>
<td></td>
<td></td>
<td>$0.00</td>
</tr>
<tr>
<td>Recording Fees</td>
<td>Actual Cost</td>
<td></td>
<td></td>
<td>$0.00</td>
</tr>
<tr>
<td>Transcriptions (specific to project)</td>
<td>Actual Cost</td>
<td></td>
<td></td>
<td>$0.00</td>
</tr>
<tr>
<td>Courthouse Fees</td>
<td>Actual Cost</td>
<td>11</td>
<td>$1.00</td>
<td>$11.00</td>
</tr>
<tr>
<td>Storm Sewer Cleaning and Televising</td>
<td>Actual Cost (Requires 2-3 quotes with IDOT approval)</td>
<td></td>
<td></td>
<td>$0.00</td>
</tr>
<tr>
<td>Traffic Control and Protection</td>
<td>Actual Cost (Requires 2-3 quotes with IDOT approval)</td>
<td></td>
<td></td>
<td>$0.00</td>
</tr>
<tr>
<td>Aerial Photograpy and Mapping</td>
<td>Actual Cost (Requires 2-3 quotes with IDOT approval)</td>
<td></td>
<td></td>
<td>$0.00</td>
</tr>
<tr>
<td>Utility Exploratory Trenching</td>
<td>Actual Cost (Requires 2-3 quotes with IDOT approval)</td>
<td></td>
<td></td>
<td>$0.00</td>
</tr>
<tr>
<td>Testing of Soil Samples</td>
<td>Actual Cost</td>
<td></td>
<td></td>
<td>$0.00</td>
</tr>
<tr>
<td>Lab Services</td>
<td>Actual Cost (Provide breakdown of each cost)</td>
<td></td>
<td></td>
<td>$0.00</td>
</tr>
<tr>
<td>Equipment and/or Specialized Equipment Rental</td>
<td>Actual Cost (Requires 2-3 quotes with IDOT approval)</td>
<td>4</td>
<td>$350.00</td>
<td>$1,400.00</td>
</tr>
<tr>
<td>Title Commitments</td>
<td>Actual Cost</td>
<td>1</td>
<td>$300.00</td>
<td>$300.00</td>
</tr>
<tr>
<td>Special Waste Screening Literature</td>
<td>Actual Cost</td>
<td></td>
<td></td>
<td>$0.00</td>
</tr>
</tbody>
</table>

**TOTAL DIRECT COSTS:** $3,186.00
COST ESTIMATE WORKSHEET
EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

OVERHEAD RATE 160.64%

<table>
<thead>
<tr>
<th>TASK</th>
<th>STAFF HOURS</th>
<th>PAYROLL</th>
<th>OVERHEAD &amp; FRINGE BENEFITS</th>
<th>DIRECT COSTS</th>
<th>FIXED FEE</th>
<th>SERVICES BY OTHERS</th>
<th>TOTAL</th>
<th>% OF GRAND TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project/Management</td>
<td>97</td>
<td>5,243</td>
<td>8,422</td>
<td>$3,186.00</td>
<td>1,730</td>
<td></td>
<td>18,581</td>
<td>9.34%</td>
</tr>
<tr>
<td>Surveying</td>
<td>150</td>
<td>6,930</td>
<td>11,132</td>
<td>2,287</td>
<td>17,898</td>
<td></td>
<td>20,049</td>
<td>10.23%</td>
</tr>
<tr>
<td>Environmental</td>
<td>132</td>
<td>6,095</td>
<td>9,792</td>
<td>2,011</td>
<td>12,095</td>
<td></td>
<td>13,980</td>
<td>7.03%</td>
</tr>
<tr>
<td>Hydraulics &amp; Hydrology</td>
<td>84</td>
<td>4,119</td>
<td>6,617</td>
<td>1,359</td>
<td>13,980</td>
<td></td>
<td>15,339</td>
<td>7.86%</td>
</tr>
<tr>
<td>Preliminary Bridge Design</td>
<td>95</td>
<td>4,761</td>
<td>7,648</td>
<td>1,571</td>
<td>14,415</td>
<td></td>
<td>16,023</td>
<td>8.16%</td>
</tr>
<tr>
<td>Roadway/Geometric Design</td>
<td>103</td>
<td>4,909</td>
<td>7,886</td>
<td>1,620</td>
<td>13,429</td>
<td></td>
<td>15,055</td>
<td>7.82%</td>
</tr>
<tr>
<td>Project/Development Report</td>
<td>84</td>
<td>4,573</td>
<td>7,347</td>
<td>1,509</td>
<td>13,429</td>
<td></td>
<td>15,055</td>
<td>7.82%</td>
</tr>
<tr>
<td>Final Bridge Plans</td>
<td>217</td>
<td>11,149</td>
<td>17,909</td>
<td>3,679</td>
<td>32,737</td>
<td></td>
<td>36,416</td>
<td>18.61%</td>
</tr>
<tr>
<td>Roadway Construction/Documents</td>
<td>179</td>
<td>8,160</td>
<td>13,108</td>
<td>2,693</td>
<td>23,961</td>
<td></td>
<td>26,661</td>
<td>13.78%</td>
</tr>
<tr>
<td>Preliminary Plans</td>
<td>53</td>
<td>2,971</td>
<td>4,772</td>
<td>980</td>
<td>8,723</td>
<td></td>
<td>9,703</td>
<td>4.97%</td>
</tr>
<tr>
<td>Final Plans</td>
<td>68</td>
<td>3,515</td>
<td>5,846</td>
<td>1,160</td>
<td>10,321</td>
<td></td>
<td>11,481</td>
<td>5.93%</td>
</tr>
<tr>
<td>Land Acquisition</td>
<td>75</td>
<td>4,227</td>
<td>6,789</td>
<td>1,395</td>
<td>12,411</td>
<td></td>
<td>13,806</td>
<td>7.04%</td>
</tr>
<tr>
<td>Subconsultant DL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TOTALS</td>
<td>1337</td>
<td>66,652</td>
<td>107,066</td>
<td>3,186</td>
<td>21,994</td>
<td></td>
<td>198,900</td>
<td>100.00%</td>
</tr>
</tbody>
</table>

Printed 9/13/2022 11:10 AM
Page 5 of 13
## AVERAGE HOURLY PROJECT RATES

**EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET**

<table>
<thead>
<tr>
<th>PAYROLL CLASSIFICATION</th>
<th>AVG HOURLY RATES</th>
<th>TOTAL PROJ. RATES</th>
<th>Project Management</th>
<th>Surveying</th>
<th>Environmental</th>
<th>Hydraulics &amp; Hydrology</th>
<th>Preliminary Bridge Design</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Hours</td>
<td>% Part.</td>
<td>Wgtd Avg</td>
<td>Hours</td>
<td>% Part.</td>
<td>Wgtd Avg</td>
<td>Hours</td>
</tr>
<tr>
<td>ES 8</td>
<td>76.04</td>
<td>34.0</td>
<td>2.54%</td>
<td>1.96</td>
<td>0.15</td>
<td>15.40%</td>
<td>1.26</td>
</tr>
<tr>
<td>ES 7</td>
<td>73.81</td>
<td>138.0</td>
<td>10.32%</td>
<td>7.80</td>
<td>0.15</td>
<td>15.50%</td>
<td>1.26</td>
</tr>
<tr>
<td>ES 6</td>
<td>81.63</td>
<td>237.0</td>
<td>17.73%</td>
<td>10.93</td>
<td>0.15</td>
<td>15.40%</td>
<td>1.26</td>
</tr>
<tr>
<td>ES 5</td>
<td>50.79</td>
<td>68.0</td>
<td>5.09%</td>
<td>2.98</td>
<td>0.00</td>
<td>0.00%</td>
<td>0.00</td>
</tr>
<tr>
<td>ES 4</td>
<td>42.04</td>
<td>200.0</td>
<td>19.90%</td>
<td>8.36</td>
<td>0.15</td>
<td>15.50%</td>
<td>1.26</td>
</tr>
<tr>
<td>ES 3</td>
<td>36.48</td>
<td>180.0</td>
<td>13.46%</td>
<td>4.91</td>
<td>0.15</td>
<td>15.40%</td>
<td>1.26</td>
</tr>
<tr>
<td>ES 2</td>
<td>34.09</td>
<td>0.0</td>
<td>0.00%</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00%</td>
<td>0.00</td>
</tr>
<tr>
<td>ES 1</td>
<td>32.73</td>
<td>0.0</td>
<td>0.00%</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00%</td>
<td>0.00</td>
</tr>
<tr>
<td>M/D</td>
<td>49.70</td>
<td>0.0</td>
<td>0.00%</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00%</td>
<td>0.00</td>
</tr>
<tr>
<td>TECH 7</td>
<td>50.77</td>
<td>183.0</td>
<td>14.44%</td>
<td>7.33</td>
<td>0.00</td>
<td>0.00%</td>
<td>0.00</td>
</tr>
<tr>
<td>TECH 6</td>
<td>41.12</td>
<td>137.0</td>
<td>10.25%</td>
<td>4.21</td>
<td>0.00</td>
<td>0.00%</td>
<td>0.00</td>
</tr>
<tr>
<td>TECH 5</td>
<td>56.11</td>
<td>9.0</td>
<td>0.67%</td>
<td>0.24</td>
<td>0.15</td>
<td>15.40%</td>
<td>1.26</td>
</tr>
<tr>
<td>TECH 4</td>
<td>30.57</td>
<td>41.0</td>
<td>3.07%</td>
<td>0.94</td>
<td>0.15</td>
<td>15.40%</td>
<td>1.26</td>
</tr>
<tr>
<td>TECH 3</td>
<td>25.85</td>
<td>0.0</td>
<td>0.00%</td>
<td>0.00</td>
<td>0.15</td>
<td>15.40%</td>
<td>1.26</td>
</tr>
<tr>
<td>TECH 2</td>
<td>22.83</td>
<td>0.0</td>
<td>0.00%</td>
<td>0.00</td>
<td>0.15</td>
<td>15.40%</td>
<td>1.26</td>
</tr>
<tr>
<td>TECH 1</td>
<td>26.45</td>
<td>0.0</td>
<td>0.00%</td>
<td>0.00</td>
<td>0.15</td>
<td>15.40%</td>
<td>1.26</td>
</tr>
<tr>
<td>ADMIN VII</td>
<td>81.00</td>
<td>0.0</td>
<td>0.00%</td>
<td>0.00</td>
<td>0.15</td>
<td>15.40%</td>
<td>1.26</td>
</tr>
<tr>
<td>ADMIN VI</td>
<td>45.91</td>
<td>0.0</td>
<td>0.00%</td>
<td>0.00</td>
<td>0.15</td>
<td>15.40%</td>
<td>1.26</td>
</tr>
<tr>
<td>ADMIN V</td>
<td>34.64</td>
<td>0.0</td>
<td>0.00%</td>
<td>0.00</td>
<td>0.15</td>
<td>15.40%</td>
<td>1.26</td>
</tr>
<tr>
<td>ADMIN IV</td>
<td>30.05</td>
<td>34.0</td>
<td>2.54%</td>
<td>0.76</td>
<td>0.15</td>
<td>15.40%</td>
<td>1.26</td>
</tr>
<tr>
<td>ADMIN III</td>
<td>22.67</td>
<td>0.0</td>
<td>0.00%</td>
<td>0.00</td>
<td>0.15</td>
<td>15.40%</td>
<td>1.26</td>
</tr>
</tbody>
</table>

**TOTALS**

<table>
<thead>
<tr>
<th>Hours</th>
<th>% Part.</th>
<th>Wgtd Avg</th>
<th>Hours</th>
<th>% Part.</th>
<th>Wgtd Avg</th>
<th>Hours</th>
<th>% Part.</th>
<th>Wgtd Avg</th>
<th>Hours</th>
<th>% Part.</th>
<th>Wgtd Avg</th>
<th>Hours</th>
<th>% Part.</th>
<th>Wgtd Avg</th>
</tr>
</thead>
<tbody>
<tr>
<td>1337.0</td>
<td>100%</td>
<td>$49.85</td>
<td>97.0</td>
<td>100.00%</td>
<td>$54.05</td>
<td>150.0</td>
<td>100%</td>
<td>$46.20</td>
<td>132.0</td>
<td>100%</td>
<td>$46.18</td>
<td>84.0</td>
<td>100%</td>
<td>$40.04</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Printed 9/13/2022 11:29 AM**

Page 6 of 13

BLR 05514 (Rev. 05/27/22)

AVG 1
**AVERAGE HOURLY PROJECT RATES**

**EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Hours % Part. Wgt Avg</td>
<td>Hours % Part. Wgt Avg</td>
<td>Hours % Part. Wgt Avg</td>
<td>Hours % Part. Wgt Avg</td>
<td>Hours % Part. Wgt Avg</td>
<td>Hours % Part. Wgt Avg</td>
</tr>
<tr>
<td>ES 8</td>
<td>78.00</td>
<td>6.2 2.38% 1.86</td>
<td>20 9.22% 6.78</td>
<td>16 9.38% 6.17</td>
<td>15 28.30% 20.83</td>
<td>16 15.99% 9.30</td>
<td>8 8.62% 5.44</td>
</tr>
<tr>
<td>ES 6</td>
<td>61.63</td>
<td>40 22.58% 13.92</td>
<td>16 22.58% 13.92</td>
<td>16 22.58% 13.92</td>
<td>16 22.58% 13.92</td>
<td>16 22.58% 13.92</td>
<td>8 8.62% 5.44</td>
</tr>
<tr>
<td>ES 5</td>
<td>50.79</td>
<td>40 22.58% 13.92</td>
<td>16 22.58% 13.92</td>
<td>16 22.58% 13.92</td>
<td>16 22.58% 13.92</td>
<td>16 22.58% 13.92</td>
<td>8 8.62% 5.44</td>
</tr>
<tr>
<td>ES 4</td>
<td>42.04</td>
<td>69 66.99% 28.16</td>
<td>69 33.33% 14.01</td>
<td>16 30.19% 12.69</td>
<td>16 30.19% 12.69</td>
<td>16 30.19% 12.69</td>
<td>8 8.62% 5.44</td>
</tr>
<tr>
<td>ES 3</td>
<td>36.48</td>
<td>69 66.99% 28.16</td>
<td>69 33.33% 14.01</td>
<td>16 30.19% 12.69</td>
<td>16 30.19% 12.69</td>
<td>16 30.19% 12.69</td>
<td>8 8.62% 5.44</td>
</tr>
<tr>
<td>ES 2</td>
<td>34.09</td>
<td>69 66.99% 28.16</td>
<td>69 33.33% 14.01</td>
<td>16 30.19% 12.69</td>
<td>16 30.19% 12.69</td>
<td>16 30.19% 12.69</td>
<td>8 8.62% 5.44</td>
</tr>
<tr>
<td>ES 1</td>
<td>32.73</td>
<td>69 66.99% 28.16</td>
<td>69 33.33% 14.01</td>
<td>16 30.19% 12.69</td>
<td>16 30.19% 12.69</td>
<td>16 30.19% 12.69</td>
<td>8 8.62% 5.44</td>
</tr>
<tr>
<td>MD</td>
<td>49.70</td>
<td>69 66.99% 28.16</td>
<td>69 33.33% 14.01</td>
<td>16 30.19% 12.69</td>
<td>16 30.19% 12.69</td>
<td>16 30.19% 12.69</td>
<td>8 8.62% 5.44</td>
</tr>
<tr>
<td>TECH 7</td>
<td>50.77</td>
<td>68 40.55% 20.59</td>
<td>68 40.55% 20.59</td>
<td>16 23.53% 9.88</td>
<td>16 23.53% 9.88</td>
<td>16 23.53% 9.88</td>
<td>8 8.62% 5.44</td>
</tr>
<tr>
<td>TECH 6</td>
<td>41.12</td>
<td>6 7.14% 2.94</td>
<td>60 44.60% 18.36</td>
<td>16 23.53% 9.88</td>
<td>16 23.53% 9.88</td>
<td>16 23.53% 9.88</td>
<td>8 8.62% 5.44</td>
</tr>
<tr>
<td>TECH 5</td>
<td>36.11</td>
<td>4 4.76% 1.72</td>
<td>60 44.60% 18.36</td>
<td>16 23.53% 9.88</td>
<td>16 23.53% 9.88</td>
<td>16 23.53% 9.88</td>
<td>8 8.62% 5.44</td>
</tr>
<tr>
<td>TECH 4</td>
<td>30.57</td>
<td>4 4.76% 1.72</td>
<td>60 44.60% 18.36</td>
<td>16 23.53% 9.88</td>
<td>16 23.53% 9.88</td>
<td>16 23.53% 9.88</td>
<td>8 8.62% 5.44</td>
</tr>
<tr>
<td>TECH 3</td>
<td>25.65</td>
<td>4 4.76% 1.72</td>
<td>60 44.60% 18.36</td>
<td>16 23.53% 9.88</td>
<td>16 23.53% 9.88</td>
<td>16 23.53% 9.88</td>
<td>8 8.62% 5.44</td>
</tr>
<tr>
<td>TECH 2</td>
<td>22.63</td>
<td>4 4.76% 1.72</td>
<td>60 44.60% 18.36</td>
<td>16 23.53% 9.88</td>
<td>16 23.53% 9.88</td>
<td>16 23.53% 9.88</td>
<td>8 8.62% 5.44</td>
</tr>
<tr>
<td>TECH 1</td>
<td>26.45</td>
<td>4 4.76% 1.72</td>
<td>60 44.60% 18.36</td>
<td>16 23.53% 9.88</td>
<td>16 23.53% 9.88</td>
<td>16 23.53% 9.88</td>
<td>8 8.62% 5.44</td>
</tr>
<tr>
<td>ADMIN VII</td>
<td>61.00</td>
<td>0 0.00% 0.00</td>
<td>53 100% 65.05</td>
<td>0 0.00% 0.00</td>
<td>0 0.00% 0.00</td>
<td>0 0.00% 0.00</td>
<td>0 0.00% 0.00</td>
</tr>
<tr>
<td>ADMIN VI</td>
<td>45.31</td>
<td>0 0.00% 0.00</td>
<td>53 100% 65.05</td>
<td>0 0.00% 0.00</td>
<td>0 0.00% 0.00</td>
<td>0 0.00% 0.00</td>
<td>0 0.00% 0.00</td>
</tr>
<tr>
<td>ADMIN V</td>
<td>34.64</td>
<td>0 0.00% 0.00</td>
<td>53 100% 65.05</td>
<td>0 0.00% 0.00</td>
<td>0 0.00% 0.00</td>
<td>0 0.00% 0.00</td>
<td>0 0.00% 0.00</td>
</tr>
<tr>
<td>ADMIN IV</td>
<td>30.05</td>
<td>0 0.00% 0.00</td>
<td>53 100% 65.05</td>
<td>0 0.00% 0.00</td>
<td>0 0.00% 0.00</td>
<td>0 0.00% 0.00</td>
<td>0 0.00% 0.00</td>
</tr>
<tr>
<td>ADMIN III</td>
<td>22.67</td>
<td>0 0.00% 0.00</td>
<td>53 100% 65.05</td>
<td>0 0.00% 0.00</td>
<td>0 0.00% 0.00</td>
<td>0 0.00% 0.00</td>
<td>0 0.00% 0.00</td>
</tr>
</tbody>
</table>

**TOTALS**

|                  | 103.0 | 100% | $47.86 | 84.0 | 100% | $54.44 | 217.0 | 100% | $51.38 | 179.0 | 100% | $45.59 | 53.0 | 100% | $56.05 | 65.0 | 100% | $51.69 |

Printed 9/13/2022 11:10 AM
Page 7 of 13
## AVERAGE HOURLY PROJECT RATES

**EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET**

<table>
<thead>
<tr>
<th>PAYROLL CLASSIFICATION</th>
<th>AVG HOURLY RATES</th>
<th>Land Acquisition</th>
<th>Hours</th>
<th>% Part.</th>
<th>Wghtd Avg</th>
<th>Hours</th>
<th>% Part.</th>
<th>Wghtd Avg</th>
<th>Hours</th>
<th>% Part.</th>
<th>Wghtd Avg</th>
<th>Hours</th>
<th>% Part.</th>
<th>Wghtd Avg</th>
<th>Hours</th>
<th>% Part.</th>
<th>Wghtd Avg</th>
<th>Hours</th>
<th>% Part.</th>
<th>Wghtd Avg</th>
<th>Hours</th>
<th>% Part.</th>
<th>Wghtd Avg</th>
<th>Hours</th>
<th>% Part.</th>
<th>Wghtd Avg</th>
</tr>
</thead>
<tbody>
<tr>
<td>ES 8</td>
<td>78.00</td>
<td>11</td>
<td>14.67%</td>
<td>11.44</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ES 7</td>
<td>73.61</td>
<td>24</td>
<td>32.00%</td>
<td>19.72</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ES 6</td>
<td>61.03</td>
<td>33</td>
<td>44.00%</td>
<td>22.34</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ES 5</td>
<td>50.79</td>
<td>24</td>
<td>32.00%</td>
<td>19.72</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TECH 7</td>
<td>50.77</td>
<td>33</td>
<td>44.00%</td>
<td>22.34</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TECH 6</td>
<td>41.12</td>
<td>24</td>
<td>32.00%</td>
<td>19.72</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TECH 5</td>
<td>36.11</td>
<td>24</td>
<td>32.00%</td>
<td>19.72</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TECH 4</td>
<td>30.57</td>
<td>11</td>
<td>14.67%</td>
<td>11.44</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TECH 3</td>
<td>25.65</td>
<td>24</td>
<td>32.00%</td>
<td>19.72</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TECH 2</td>
<td>22.63</td>
<td>24</td>
<td>32.00%</td>
<td>19.72</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TECH 1</td>
<td>26.46</td>
<td>24</td>
<td>32.00%</td>
<td>19.72</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ADMIN VII</td>
<td>61.00</td>
<td>24</td>
<td>32.00%</td>
<td>19.72</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ADMIN VI</td>
<td>45.31</td>
<td>24</td>
<td>32.00%</td>
<td>19.72</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ADMIN V</td>
<td>34.64</td>
<td>24</td>
<td>32.00%</td>
<td>19.72</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ADMIN IV</td>
<td>30.05</td>
<td>24</td>
<td>32.00%</td>
<td>19.72</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ADMIN III</td>
<td>22.67</td>
<td>24</td>
<td>32.00%</td>
<td>19.72</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TOTALS</strong></td>
<td><strong>75.0</strong></td>
<td><strong>100%</strong></td>
<td><strong>$56.35</strong></td>
<td>0.0</td>
<td>0%</td>
<td>$0.00</td>
<td>0.0</td>
<td>0%</td>
<td>$0.00</td>
<td>0.0</td>
<td>0%</td>
<td>$0.00</td>
<td>0.0</td>
<td>0%</td>
<td>$0.00</td>
<td>0.0</td>
<td>0%</td>
<td>$0.00</td>
<td>0.0</td>
<td>0%</td>
<td>$0.00</td>
<td>0.0</td>
<td>0%</td>
<td>$0.00</td>
<td>0.0</td>
<td>0%</td>
</tr>
</tbody>
</table>
### AVERAGE HOURLY PROJECT RATES

**EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET**

<table>
<thead>
<tr>
<th>PAYROLL</th>
<th>AVG HOURLY RATES</th>
<th>Hours</th>
<th>% Part.</th>
<th>Wgtd Avg</th>
<th>Hours</th>
<th>% Part.</th>
<th>Wgtd Avg</th>
<th>Hours</th>
<th>% Part.</th>
<th>Wgtd Avg</th>
<th>Hours</th>
<th>% Part.</th>
<th>Wgtd Avg</th>
<th>Hours</th>
<th>% Part.</th>
<th>Wgtd Avg</th>
<th>Hours</th>
<th>% Part.</th>
<th>Wgtd Avg</th>
</tr>
</thead>
<tbody>
<tr>
<td>ES 8</td>
<td>76.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ES 7</td>
<td>73.61</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ES 6</td>
<td>61.63</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ES 5</td>
<td>50.79</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ES 4</td>
<td>42.04</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ES 3</td>
<td>36.48</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ES 2</td>
<td>34.09</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ES 1</td>
<td>32.73</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WD</td>
<td>49.70</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TECH 7</td>
<td>61.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TECH 6</td>
<td>44.12</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TECH 5</td>
<td>36.11</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TECH 4</td>
<td>30.57</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TECH 3</td>
<td>25.65</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TECH 2</td>
<td>22.63</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TECH 1</td>
<td>26.45</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ADMIN VII</td>
<td>61.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ADMIN VI</td>
<td>43.31</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ADMIN V</td>
<td>34.64</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ADMIN IV</td>
<td>30.05</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ADMIN III</td>
<td>22.67</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**TOTALS**

0.0 0% $0.00 0.0 0% $0.00 0.0 0% $0.00 0.0 0% $0.00 0.0 0% $0.00 0.0 0% $0.00 0.0 0% $0.00
# AVERAGE HOURLY PROJECT RATES

## EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

<table>
<thead>
<tr>
<th>PAYROLL CLASSIFICATION</th>
<th>AVG HOURLY RATES</th>
<th>Hours</th>
<th>% Part.</th>
<th>Wgtd Avg</th>
<th>Hours</th>
<th>% Part.</th>
<th>Wgtd Avg</th>
<th>Hours</th>
<th>% Part.</th>
<th>Wgtd Avg</th>
<th>Hours</th>
<th>% Part.</th>
<th>Wgtd Avg</th>
<th>Hours</th>
<th>% Part.</th>
<th>Wgtd Avg</th>
<th>Hours</th>
<th>% Part.</th>
<th>Wgtd Avg</th>
</tr>
</thead>
<tbody>
<tr>
<td>ES 8</td>
<td>79.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ES 7</td>
<td>73.61</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ES 6</td>
<td>81.63</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ES 5</td>
<td>50.79</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ES 4</td>
<td>42.04</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ES 3</td>
<td>36.48</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ES 2</td>
<td>34.09</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ES 1</td>
<td>32.73</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MD</td>
<td>49.70</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TECH 7</td>
<td>50.77</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TECH 6</td>
<td>41.12</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TECH 5</td>
<td>38.11</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TECH 4</td>
<td>30.57</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TECH 3</td>
<td>28.65</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TECH 2</td>
<td>22.63</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TECH 1</td>
<td>26.45</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ADMIN VII</td>
<td>61.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ADMIN VI</td>
<td>45.31</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ADMIN V</td>
<td>34.64</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ADMIN IV</td>
<td>30.05</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ADMIN III</td>
<td>22.67</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| TOTALS                |                 |       |         |          |       |         |          |       |         |          |       |         |          |       |         |          |       |         |          |       |         |          |
|                       | **0.0**          | **0.0%** | **$0.00** | **0.0** | **0.0%** | **$0.00** | **0.0** | **0.0%** | **$0.00** | **0.0** | **0.0%** | **$0.00** | **0.0** | **0.0%** | **$0.00** | **0.0** | **0.0%** | **$0.00** |

Printed 9/13/2022 11:10 AM
Page 10 of 13
Hanson Agreement: **LEGL0200-22L0155**

Project Name: **Duncan Road**

**Agreement Date:** October 13, 2022

1. **Invoices:** Charges for services will be billed at least as frequently as monthly, and at the completion of the Project. **CLIENT** shall compensate **HANSON** for any sales or value added taxes which apply to the services rendered under this agreement or any addendum thereto. **CLIENT** shall reimburse **HANSON** for the amount of such taxes in addition to the compensation due for services. Payment of invoices shall not be subject to any discounts or set-offs by the **CLIENT** unless agreed to in writing by **HANSON**. Invoices are delinquent if payment has not been received within 30 days from date of invoice. There will be an additional charge of 1% per month compounded on amounts outstanding more than 30 days. All time spent and expenses incurred (including attorney's fees) in connection with collection of any delinquent amount will be paid by **CLIENT** to **HANSON** per **HANSON**'s current fee schedules.

2. **Termination:** This Agreement may be terminated by either party upon written notice. Any termination shall only be for good cause such as legal, unavailability of adequate financing or major changes in the scope of services. In the event of any termination, **HANSON** will be paid for all services and expenses rendered to the date of termination on a basis of payroll cost times a multiplier of 3.0 (if not previously provided for), plus reimbursable expenses, plus reasonable termination expenses, including the cost of completing analyses, records, and reports necessary to document job status at the time of termination. Notwithstanding the foregoing, the amount paid for services and expenses rendered prior to termination shall not exceed the total estimated cost of the Contract.

3. **Reuse of Documents:** All documents including reports, drawings, specifications, and electronic media furnished by **HANSON** pursuant to this Agreement are instruments of its services. They are not intended or represented to be suitable for reuse by **CLIENT** or others on extensions of this project, or on any other project. Any reuse without specific written verification or adaptation by **HANSON** will be at **CLIENT**'s sole risk, and **HANSON** will not be liable. **HANSON** shall indemnify and hold harmless **HANSON** from all claims, damages, losses, and expenses including court costs and attorney's fees arising out of or resulting there from. Any such verification or adaptation will entitle **HANSON** to further compensation at rates to be agreed upon by **CLIENT** and **HANSON**.

4. **Standard of Care:** Services performed by **HANSON** under this Agreement will be conducted in a manner consistent with that degree of care and skill ordinarily exercised by members of the same profession currently practicing under similar circumstances at the same time and in the same or similar locality. No other representation expressed or implied, and no warranty or guarantee is included or intended in this Agreement, or in any report, opinion, document or otherwise. Nothing in this Agreement is intended to create, nor shall it be construed to create, a fiduciary duty owed by either party to the other party. **HANSON** is not acting as a municipal advisor to **CLIENT** as defined by the Securities and Exchange Commission.

5. **Resilient Design:** **CLIENT** agrees that estimating and projecting future weather, climate, rainfall, flood, tidal, ocean and on-shore conditions and their impacts upon existing or contemplated developments, infrastructure or resources is difficult, complex and based on variable assumptions that are impacted by factors beyond **HANSON**'s ability to predict or control.

Accordingly, any estimates, forecasts, studies, reviews, conclusions, recommendations, or assessments provided as part of **HANSON**'s services are presented solely on the basis of data currently available and current design standards and may no longer be valid if the available data or design standards materially change.
CLIENT further agrees and understands that weather, climate, rainfall, flood, tidal, ocean and on-shore conditions are predicted based on probability, and extreme events can and will occur and may cause damage regardless of mitigation measures.

HANSON and CLIENT have discussed the risks and benefits of resilient design alternatives. If CLIENT decides to proceed with a course of action against advice of HANSON where HANSON’s advice is intended to reduce the risk or damage in the event of highly likely or certain natural or manmade events, CLIENT hereby agrees to release, hold harmless, defend, and indemnify HANSON from any and all claims, damages, losses, or costs associated with or arising out of CLIENT’s decision to proceed against HANSON’s advice.

6. General Liability Insurance and Limitation: HANSON is covered by general liability insurance for bodily injury and property damage arising directly from its negligent acts or omissions, with limits which HANSON considers reasonable. Certificates of insurance shall be provided to CLIENT upon request in writing. HANSON shall not be responsible for any loss, damage or liability beyond the amounts, limits and conditions of such insurance. HANSON shall not be responsible for any loss, damage or liability arising from any act or omission by CLIENT: its agents, staff, other consultants, independent contractors, third parties or others working on the Project over which HANSON has no supervision or control.

7. Suspension of Services: If CLIENT fails to make payments when due or otherwise is in breach of this Agreement, HANSON may suspend performance of services upon five (5) calendar days’ notice to CLIENT. HANSON shall have no liability whatsoever to CLIENT, and CLIENT agrees to make no claim for any delay or damage as a result of such suspension.

8. Delays: The CLIENT agrees that HANSON is not responsible for damages arising directly or indirectly from any delays for causes beyond HANSON’s control. For purposes of this Agreement, such causes include, but are not limited to, strikes or other labor disputes; severe weather disruptions or other natural disasters or acts of God; fires, riots, epidemics, pandemics, war or other emergencies; failure of any government agency to act in a timely manner; failure of performance by the CLIENT or the CLIENT’s contractors or consultants; or discovery of any hazardous substances or differing site conditions.

In addition, if the delays resulting from any such causes increase the cost or time required by HANSON to perform its services in an orderly and efficient manner, HANSON shall be entitled to negotiate a reasonable adjustment in schedule and compensation, or, if encountering severe disruptions or emergencies, shall be entitled to terminate services.

9. Consequential Damages: Notwithstanding any other provision of this Agreement, and to the fullest extent permitted by law, neither CLIENT nor HANSON, their respective officers, directors, partners, employees, contractors or subconsultants shall be liable to the other or shall make any claim for incidental, indirect, or consequential damages arising out of or connected in any way to this Project or this Agreement. This mutual waiver of consequential damages shall include, but not be limited to, loss of use, loss of profit, loss of business, loss of income, loss of reputation and any other consequential damages that either party may have incurred from any cause of action including negligence, strict liability, breach of contract and breach of strict and implied warranty. Both CLIENT and HANSON shall require similar waivers of consequential damages protecting all the entities or persons named herein in all contracts and subcontracts with others involved in the Project.

10. Contingency Fund: The CLIENT and HANSON acknowledge that changes may be required during construction because of possible omissions, ambiguities or inconsistencies in the plans and specifications and, therefore, that the costs of the project may exceed the construction contract sum. The CLIENT agrees to set aside a reserve in the amount of Five Percent (5%) of the actual project construction costs as a contingency reserve to be used, as required, to pay for any such increased project costs. The CLIENT further agrees to make no claim by way of direct or third-party action against HANSON or sub-contractors and subconsultants with respect to any payments within the limit of the contingency reserve made to the construction contractors because of such changes or because of any claims made by the construction contractors relating to such changes.

11. Additional Limitation: In recognition of the relative risks and benefits of the Project to both the CLIENT and HANSON, the risks have been allocated such that the CLIENT agrees that for the compensation herein provided (or if a Master Professional Services Agreement (MPSA) is used,
the compensation provided in a Task Order), HANSON cannot expose itself to damages disproportionate to the nature and scope of HANSON's services or the compensation payable to it hereunder or under an MPSA Task Order. Therefore, the CLIENT agrees to limit its remedies against HANSON arising from HANSON's professional acts, errors or omissions, in any action based on strict liability, breach of contract, negligence or any other cause of action, such that the total aggregate amount of the CLIENT's damages shall not exceed $50,000 or HANSON's total net fee for services rendered on the Project (or if an MPSA is used, the total net fee under an individual Task Order), whichever is greater. $1,000,000. This limitation pertains to HANSON and to its subcontractors and subconsultants, and applies as a single aggregate amount to all work performed under the Agreement, including all work performed under an amendment or modification. If CLIENT desires a limit greater than that provided above, CLIENT and HANSON shall include in this Agreement the amount of such limit and the additional compensation to be paid to HANSON for assumption of such additional risk. CLIENT must notify HANSON in writing, before HANSON commences any services, of CLIENT's intention to negotiate a greater limitation of remedies against HANSON and its associated impact on services, schedules, and compensation. Absent CLIENT's written notification to the contrary, HANSON will proceed on the basis that the total remedies against HANSON is limited as set forth above.

12. Personal Liability: It is intended by the parties to this Agreement that HANSON's services in connection with the Project shall not subject HANSON's individual employees, officers or directors to any personal legal exposure for the risks associated with this Project. Therefore, and notwithstanding anything to the contrary contained herein, the CLIENT agrees that as the CLIENT's sole and exclusive remedy, any claim, demand or suit shall be directed and/or asserted only against HANSON, a Delaware corporation, and not against any of HANSON's individual employees, officers or directors.

13. Assignment: Neither party to this Agreement shall transfer, sublet, or assign any rights or duties under or in interest in this Agreement, including but not limited to monies that are due or monies that may become due, without the written consent of the other party. Subcontracting to subconsultants, normally contemplated by HANSON as generally accepted business practice, shall not be considered an assignment for purposes of this Agreement.

14. Statutes of Repose and Limitation: All legal causes of action between the parties to this Agreement shall accrue and any applicable statutes of repose or limitation shall begin to run not later than the date of Substantial Completion for projects including construction documents or construction phase services, or the date of the completion of professional services if there is no associated construction. If the act or failure to act complained of occurs after the date of Substantial Completion, then the date of final completion shall be used, but in no event shall any statute of repose or limitation begin to run any later than the date HANSON's services are completed or terminated.

15. Dispute Resolution: In an effort to resolve any conflicts that arise during the design and construction of this Project or following completion of this Project, the CLIENT and HANSON agree that all disputes between them arising out of or relating to this Agreement or this Project shall first be submitted to nonbinding mediation.

16. Information Provided by Others: CLIENT shall furnish, at CLIENT's expense, all information, requirements, reports, data, surveys and instructions required by this Agreement. HANSON may use such information, requirements, reports, data, surveys and instructions in performing its services and is entitled to rely upon the accuracy and completeness thereof. HANSON shall not be held responsible for any errors or omissions that may arise as a result of erroneous or incomplete information provided for HANSON's use by CLIENT and/or CLIENT's consultants and contractors.

17. Authority and Responsibility: HANSON shall not guarantee the work of any Contractor or Subcontractor, shall have no authority to stop work, shall have no supervision or control as to the work or persons doing the work, shall not have charge of the work, and shall not be responsible for safety in, on, or about the job site or have any control of the safety or adequacy of any equipment, building component, scaffolding, supports, forms or other work aids.

18. Right of Entry: CLIENT shall provide for HANSON's right to enter property owned by CLIENT and/or others in order for HANSON to fulfill the scope of services for this Project. CLIENT understands that use of exploration equipment may unavoidably cause
some damage, the correction of which is not the responsibility of HANSON.

19. Utilities: CLIENT shall be responsible for designating the location of all utility lines and subterranean structures within the property line of the Project. CLIENT agrees to waive any claim against HANSON for any time or expenses incurred by HANSON in defense of any such claim, in accordance with HANSON’s prevailing fee schedule and expense reimbursement policy. Client’s negligent acts or omissions in designing the location of utility lines or subterranean structures.

20. Job Site: Services performed by HANSON during construction will be limited to providing assistance in quality control and to deal with questions by the CLIENT’s representative concerning conformance with drawings and specifications. This activity is not to be interpreted as an inspection service, a construction supervision service, or guaranteeing the Contractor’s performance. HANSON will not be responsible for construction means, methods, techniques, sequences or procedures, or for safety precautions and programs. HANSON will not be responsible for the Contractor’s obligation to carry out the work in accordance with the Contract Documents. HANSON will not be considered an agent of the owner and will not have authority to direct the Contractor’s work or to stop work.

21. Opinions of Cost: Since HANSON has no control over the cost of labor, materials or equipment or over a Contractor’s method of determining prices, or over competitive bidding or market conditions, its opinions of probable Project cost or construction cost for this Project will be based solely upon its own experience with construction, but HANSON cannot and does not guarantee that proposals, bids or the construction cost will not vary from its opinions of probable costs. If the CLIENT wishes greater assurance as to the construction cost, the CLIENT shall employ an independent cost estimator.

22. Shop Drawing Review: CLIENT agrees that HANSON’s review of shop drawings, when such review is included in the scope of services, shall be solely for their conformance with HANSON’s design intent and conformance with information given in the construction documents. HANSON shall not be responsible for any aspects of a shop drawing submission that affect or are affected by the means, methods, techniques, sequences and operations of construction, safety precautions and programs incidental thereto, all of which are the Contractor’s responsibility. The Contractor will be responsible for lengths, dimensions, elevations, quantities and coordination of the work with other trades. CLIENT warrants that the Contractor shall be made aware of its responsibilities to review shop drawings and approve them in these respects before submitting them to HANSON.

23. Record Drawings: CLIENT agrees that HANSON’s preparation of record drawings, when such preparation is included in the scope of services and such preparation is based on information furnished by the Contractor and/or other third parties, will be made under the assumption that all furnished information is reliable and that HANSON cannot and does not warrant the accuracy of the furnished information. In the event that the scope of services additionally provides for HANSON to conduct surveys, investigations, and field measurements to collect or verify the information needed for the record drawings, HANSON will conduct such services with the Standard of Care as set forth in these General Conditions.

24. Confidentiality: Each party shall retain as confidential, all information and data furnished to it by the other party which are designated in writing by such other party as confidential at the time of transmission, and are obtained or acquired by the receiving party in connection with this Agreement, and said party shall not disclose such information to any third party, unless required to do so by law or court order.

25. Third-Party Beneficiaries: Nothing contained in this Agreement shall create a contractual relationship with or a cause of action in favor of a third party against either CLIENT or HANSON. HANSON’s services under this Agreement are being performed solely for the CLIENT’s benefit, and no other party or entity shall have any claim against HANSON because of this Agreement or the performance or nonperformance of services hereunder. CLIENT and HANSON agree to require a similar provision in all contracts with
contractors, subcontractors, subconsultants, vendors, and other entities involved in this Project to carry out the intent of this provision.

26. Severability: If any term or provision of this Agreement is held to be invalid or unenforceable under any applicable statute or rule of law, such holding shall be applied only to the provision so held, and the remainder of this Agreement shall remain in full force and effect.

27. Survival: Notwithstanding completion or termination of the Agreement for any reason, all rights, duties, obligations of the parties to this Agreement shall survive such completion or termination and remain in full force and effect until fulfilled.

28. Entire Agreement: This Agreement is the entire Agreement between the CLIENT and HANSON. It supersedes all prior communications, understandings and agreements, whether written or oral. Both parties have participated fully in the preparation and revision of this Agreement, and each party and its counsel have reviewed the final document. Any rule of contract construction regarding ambiguities being construed against the drafting party shall not apply in the interpreting of this Agreement, including any Section Headings or Captions. Amendments to this Agreement must be in writing and signed by both CLIENT and HANSON.

29. Modification to the Agreement: CLIENT or HANSON may, from time to time, request modifications or changes in the scope of services to be performed hereunder. Such changes, including any increase or decrease in the amount of HANSON’s compensation, to which CLIENT and HANSON mutually agree shall be incorporated in this Agreement by a written amendment to the Agreement.

30. Governing Law: This Agreement shall be governed by and interpreted pursuant to the laws of the State of Illinois.

31. Construction Phase Services without Design: If HANSON is undertaking a nontraditional service on CLIENT’s behalf to provide Construction Contract Administration Services but not the design of the Project, CLIENT acknowledges that this arrangement, while suitable for the Project, creates additional risk for HANSON.

In consideration of the risks and rewards involved in this Project, CLIENT agrees, to the maximum extent permitted by law, to indemnify and hold harmless HANSON from any damages, liabilities or costs, including reasonable attorneys’ fees and defense costs, arising or allegedly arising from any negligent acts, errors or omissions by any other consultant employed by CLIENT on this Project and from any claims of copyright or patent infringement by HANSON arising from the use or reuse of any documents prepared or provided by CLIENT or any other consultants of CLIENT. CLIENT warrants that any documents provided to HANSON by CLIENT or by any other consultants may be relied upon as to their accuracy and completeness without independent investigation by HANSON and that CLIENT has the right to provide such documents to HANSON free of any claims of copyright or patent infringement or violation of any other party’s rights in intellectual property.
LOCAL PUBLIC AGENCY

Local Public Agency: Peoria County
Contact Name: Jeff Gilles
Phone Number: (309) 697-6400
Email: jgilles@peoriacounty.org

SECTION PROVISIONS

Local Street/Road Name: Duncan Road/ CH R35
Key Route: FAS 0374
Length: 0.11
Structure Number: 072-3127
Location Termini: 250 ft north and south of the structure

Project Description:
Rehabilitation of the structure consisting of removal and replacement of the existing deck beams, installation of new bridge rail and guardrail, removal of revetment mat, installation of new wearing surface course and riprap, and minimal approach roadway work.

Engineering Funding:
- MFT/TBP
- State
- Other

Anticipated Construction Funding:
- Federal
- MFT/TBP
- State
- Other

AGREEMENT FOR

- Phase I - Preliminary Engineering
- Phase II - Design Engineering

CONSULTANT

Prime Consultant (Firm) Name: Hanson Professional Services Inc.
Contact Name: Lucinda Loos
Phone Number: (309) 713-1402
Email: cloos@hanson-inc.com
Address: 7625 N. University St., Suite 200
City: Peoria
State: IL
Zip Code: 61614

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

Using Federal Funds? Yes
Completed 09/29/22
AGREEMENT EXHIBITS

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

- EXHIBIT A: Scope of Services
- EXHIBIT B: Project Schedule
- EXHIBIT C: Qualification Based Selection (QBS) Checklist
- EXHIBIT D: Cost Estimate of Consultant Services (BLR 05513 or BLR 05514)
- EXHIBIT E: Direct Costs Check Sheet (attach BDE 436 when using Lump Sum on Specific Rate Compensation)
- EXHIBIT F: Legal0250 Rev. 2 General Conditions (C/S)

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 DIRECT COST tab in BLR 05513 or BLR 05514).

II. THE LPA AGREES,

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

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
- specific rate
- cost plus fixed fee

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 documents required by this section shall establish a presumption in favor of the DEPARTMENT for the recovery of any funds paid by the DEPARTMENT under the contract for which adequate books, records and supporting documentation are not available to support their 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 therefrom. 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 or 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 contract or grant and to post the statement in a prominent place in the workplace.

(d) Notifying the contracting, or granting agency within ten (10) days after receiving notice under part (b) of paragraph (3) of subsection (a) above from an employee or otherwise, receiving actual notice of such conviction.

(e) Imposing a sanction on, or requiring the satisfactory participation in a drug abuse assistance or rehabilitation program.

(f) Assisting employees in selecting a course of action in the event drug counseling, treatment and rehabilitation is required and indicating that a trained referral team is in place.

Making a good faith effort to continue to maintain a drug free workplace through implementation of the Drug Free Workplace Act, the ENGINEER, LPA and the Department agree to meet the PROJECT SCHEDULE outlined in EXHIBIT B. Time is of the essence on this project and the ENGINEER's ability to meet the PROJECT SCHEDULE will be a factor in the LPA selecting the ENGINEER for future 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.

<p>| AGREEMENT SUMMARY |</p>
<table>
<thead>
<tr>
<th>Prime Consultant (Firm) Name</th>
<th>TIN/FEIN/SS Number</th>
<th>Agreement Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hanson Professional Services Inc.</td>
<td>37-0844717</td>
<td>$198,900.00</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Subconsultants</th>
<th>TIN/FEIN/SS Number</th>
<th>Agreement Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prime Consultant Total</td>
<td></td>
<td>$198,900.00</td>
</tr>
<tr>
<td>Total for all work</td>
<td></td>
<td>$198,900.00</td>
</tr>
</tbody>
</table>
AGREEMENT SIGNATURES

Executed by the LPA:

Local Public Agency Type: County
Local Public Agency: Peoria County

Attest: The

By (Signature & Date)

By (Signature & Date)

Local Public Agency Type: County
Local Public Agency: Peoria County
(SEAL)

Executed by the ENGINEER:

Prime Consultant (Firm) Name: Hanson Professional Services Inc.

Attest:

By (Signature & Date)

Lucinda A. Loos, P.E. Digitally signed by Lucinda A. Loos, P.E. Date: 2022.09.29 08:48:55 -05'00'

Title: Vice President

By (Signature & Date)

James P. Messmore Digitally signed by James P. Messmore Date: 2022.09.14 11:43:59 -05'00'

Title: Sr. Vice President

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:

Hanson Professional Services Inc. (ENGINEER) shall prepare project development studies and final design and plan preparation for the replacement of structure number 072-3127 on Duncan Road (County Highway R35) over a Branch of the Spoon River Creek in Princeville Township for the Peoria County Highway Department (COUNTY). The proposed improvements include rehabilitation of the existing structure and minimal approach roadway improvements. The existing structure is structurally deficient, and federal STP-Rural Federal funding has been secured in FY 2024 for replacement. The proposed letting date is January 2024.

The Project shall be designed in accordance with IDOT Bureau of Local Roads Manual Federal Funding Guidelines. It is assumed that the project will be processed as a Categorical Exclusion Group II.

Plans will be prepared in English units (feet) using Microstation software in accordance with CAD conventions of the Illinois Department of Transportation (IDOT) in IL State Plane Coordinates (West Zone).

SCOPE OF SERVICES:
The Scope of Services will be broken into two phases as noted below:
Phase 1: Project Development Services
Phase 2: Design and Plan Preparation Services

The Scope of Services to be provided by the ENGINEER is limited to the following:

I. Project Development Services

A. The corridor boundaries for data collection are along Duncan Road (CH R35) from 250 ft. north of the existing structure to 250 ft. south of the existing structure.

B. Study Surveying and Mapping
   1. Establish horizontal and vertical survey control. Horizontal control will be based on Illinois State Plane Coordinate System, West Zone, North American Datum of 1983 (NAD83), and vertical control will be based on the North American Vertical Datum of 1988 (NAVD88). Units of measure are U.S. Survey Foot. Place horizontal and vertical control points.
   2. Topographic Survey
      i. Survey of bridge and adjacent area for the preparation of bridge and roadway plans. Survey of the bridge structure will include low chord of concrete beams and abutments.
      ii. Topographic survey limits include an area approximately 60 feet left and right of roadway centerline within the project limits described above. Within these areas, improvements and ground topography would be located. Trees will be located in areas within bridge guardrail extents.
      iii. Collect existing roadway centerline and profile within the corridor boundaries and extended 150 feet north and south of the project limits.
      iv. Contact JULIE to request underground utility information via a JULIE design request. Above ground utilities and above ground indications of below ground utilities will be located and shown on the topographic survey drawing. Above ground indications of below ground utilities are those indications, such as signs, manholes and markings made by respective utility companies, which are within the survey limits and which are easily and readily visible to our survey crew at the time of the field survey. Sewer (if any) invert elevations will be determined to the extent possible by manhole lid removal and direct measurement. If visible from the
opening, the survey crew will measure to the structure invert and identify the size (diameter), direction, material and invert of the pipes which connect to the structure. The survey crew will not enter any structures.

3. Right of Way Survey
   i. Survey consists of the determination of location of existing right of way.
   ii. Perform record research, field reconnaissance, measurements, and analysis to determine existing right of way, relevant land section lines and adjacent boundary lines.
   iii. Assume Preparation of plats and legal descriptions for ROW and easement for four (4) properties.
   iv. Obtain Title Commitments.

4. Prepare a base map of the existing topography in CAD format. This file shall include survey points, planimetric mapping, breaklines, digital terrain model, and contour lines.

C. Environmental Studies
1. Data collection of environmental resources and mapping (i.e., wetland maps, floodplain maps, topographic mapping, etc.).
2. Conduct a site reconnaissance survey to inventory environmental resources in the vicinity of the project area, delineate the stream boundaries of Tiber Creek, and identify species of trees to be removed.
3. Prepare the Environmental Survey Request (ESR) form and supporting documentation, and submit to IDOT for cultural, biological (includes threatened and endangered species), and wetland resources review.
4. Conduct a Special Waste Assessment (SWA) screening for the project. It is assumed that a Preliminary Environmental Site Assessment (PESA) will not be required.
5. Prepare the Joint Application for Section 404 permitting under Nationwide Permit #14 (Linear Transportation Projects) and conduct typical follow-up coordination (status checks and basic information requests) with the U.S. Army Corps of Engineers. It is assumed that the affected length of stream will be less than 300 ft. and an individual Section 401 Water Quality Certification from the Illinois Environmental Protection Agency will not be required.

D. Hydrology and Hydraulics
1. Data Collection of any existing data including record drawing and LiDAR data will be completed. Survey of the existing bridge and channel will also be collected for model development.
2. Hydrologic data will be collected by way of a USGS Streamstats regression equation estimate of peak discharges.
3. A HEC-RAS hydraulic model will be developed from the data collected to assess the hydraulic parameters of flow through the bridge opening.
4. An FHWA HEC-18 scour analysis will be performed utilizing results from the HEC-RAS model to estimate potential scour depths at the proposed structure.
5. Information from this analysis will be utilized to document hydraulic data for the bridge in the PBDHR and on the bridge plans. As is required, Hanson will ensure that the hydraulic opening is the same or larger than existing conditions and provide certification.

Assumptions
i. The bridge is non-jurisdictional for IDNR-OWR and will therefore not require a floodplain development permit. This is based on the drainage area to the bridge being less than 10-mi².
ii. Lidar data is sufficient for defining the overbanks in the model cross-sections.
iii. The bridge has not been the cause of demonstrable flood damage and a local P.E. is willing to certify this is the case.
iv. Proposed improvements will not have an adverse impact on the hydraulic water surface profile elevations.

E. Preliminary Bridge Design
1. Preliminary Bridge Design (HL-93 Loading) for proposed bridge superstructure replacement. Proposed
The bridge will have PPC deck beams with bituminous wearing surface and steel railing.

2. Preliminary superstructure design.
3. Preliminary existing substructure check.
4. Prepare preliminary opinion of probable cost for the structure.
5. Prepare and submit Preliminary Design & Hydraulic Report (including coordination with Hydraulics Staff).
6. IDOT coordination
7. Prepare Bridge Condition Report – Short Form
   i. Review existing drawings provided by the COUNTY.
   ii. Perform a site visit to observe and document existing conditions in sufficient detail to prepare an abbreviated Bridge Condition Report (BCR).
   iii. Prepare an abbreviated BCR for submittal to IDOT for approval.

F. Roadway Geometric Study
1. Site visit.
2. Identify horizontal and vertical alignment controls.
3. Create existing horizontal and vertical alignments.
4. Create proposed alignment and profile.
5. Develop typical sections for the roadway and structure.
6. Complete cross section studies to finalize proposed horizontal and vertical alignments.
7. Conduct a guardrail analysis. Guardrail will be provided on all four quadrants of the structure.
8. Determine utility conflicts and make adjustments as necessary. Determine necessary utility relocations.
9. Prepare preliminary plan and profile sheets (@ 1”=50’ H., 1”=5’ V.) and cross sections every 50’ for the project limits.
10. Preliminary ditch design
11. Prepare preliminary opinion of probable cost.
12. Coordinate with utilities.

G. Prepare Project Development Report (PDR)
1. Prepare report and exhibits.
2. Submit preliminary report to COUNTY and IDOT for review.
3. Address comments and submit final PDR to IDOT for approval.

H. Provide project management and coordination with the COUNTY and IDOT throughout Phase 1 of the project.
1. Project kick-off meeting – internal and with client
2. Project startup
3. Staffing and management plan
4. Financial and Schedule Control
5. Coordination with County
6. Attend and participate in one “IDOT District 4 Bi-monthly Coordination Meetings” during the course of the study to seek IDOT and FHWA input for design approval.
7. Coordination with property owners. Prepare and mail letters to public entities with jurisdiction in the area.

I. Furnish the originals and a reasonable number of prints of all necessary plans and documents, as determined by the COUNTY, including five copies of any Draft Report that is being submitted for review, five copies of the Final Project Development Report, and one copy of all meeting minutes.

J. The COUNTY will provide or cause to be furnished the following:
1. Existing roadway and right-of-way plans, including existing waterway information and Master Inspection Reports.
2. The COUNTY will make available digital files of aerial photographs, contours, and basic topography from the Peoria County G.I.S. data.
III. Design and Plan Preparation Services

A. It is assumed the roadway will be closed during construction and traffic will be detoured.
B. Final Bridge Design (HL-93 Loading)
   1. General Plan and Elevation (1 Sheet)
   2. General Data (1 Sheet)
   3. Final Superstructure Design
      i. Superstructure Plan (1 Sheet)
      ii. 17" PPC Deck Beam (1 Sheet)
      iii. 17" PPC Deck Beam Details (1 Sheet)
      iv. Steel Railing (1 Sheet)
   4. Substructure
      i. Abutment Backwall Replacement Details (2 Sheets)
      ii. Pier Repair Details (2 Sheets)
   5. Quantities & Estimates
   7. Prepare Submittals
   8. Shop Drawing Review
   9. Load Rating of Structure and SLRS’s form
C. Final Roadway Design/ Construction Documents
   1. Title Sheet (w/ Sheet Index)
   2. General Notes, Standard List, Legend/Abbrev.
   3. Summary of Quantities Sheets (2 Sheets)
   4. Schedule of Quantities (2 Sheets)
   5. Existing/Proposed Typical Sections (2 Sheets)
   6. Alignment, Ties, and Benchmarks
   7. Detour Plan (2 Sheets)
   8. Removals/Relocations Plan
   9. Plan / Profile Sheets (1" = 50' H & 1" = 5' V)
   10. Guardrail Layout Plan
   11. Erosion Control Plans
12. Pavement Marking / Signing Plans and Details
13. Miscellaneous details
14. Channel Grading Detail and Cross Sections
15. Cross Section Sheets (with cross-sections every 50' (min.) and at all driveways)

D. Prefinal Plans, Specifications & Estimates (90%)
1. Prepare special provisions that supplement the current version of IDOT’s Standard Specifications for Road and Bridge Construction for the project limits.
2. Calculate and schedule quantities.
3. Prepare opinion of probable construction cost and estimate of time.
4. QC/QA Review
5. Plot & submit prefinal PS&E to COUNTY and IDOT

E. Final Plans, Specifications & Estimates
1. Prepare final plans incorporating review comments.
2. Prepare final special provisions.
3. Prepare disposition of comments.
4. Finalize Quantities
5. Update opinion of probable construction cost and estimate of time
6. QC/QA Review
7. Plot & submit final PS&E to County and IDOT

F. Land Acquisition Services
1. Property Appraisal and Appraisal Review Services: Provide property appraisal services and review appraisal services in conformity with the IDOT Land Acquisition Guidelines and Uniform Standards of Professional Appraisal Practice (USPAP) associated with the proposed right-of-way, easement, and parcel purchases (as required). A total of four (4) properties will be appraised using Waiver Valuations. It is assumed that the County Engineer will complete IDOT’s 3-hour online course in order to write the waiver valuations.
2. Hanson will provide the County with market data to support the County’s preparation of a waiver valuation.
3. Negotiations
   i. Hanson will prepare offer documents and conveyance documents for the four (4) parcels as appropriate for the nature of property ownership.
      (1) 0202100002 & 0202300006 – Judith A. Higgs Trust: these parcels will be prepared in one package for negotiation since it is all farm ground.
      (2) 0203200007 – Janet S. Morlock: Farm
      (3) 0203200008 – Janet S. Morlock: Homestead
   ii. This effort will include an attempt to present the offer package in person to the property owner, if the property owner or their representatives are located near the project site, and a minimum of three personal contacts per parcel, if required, to reach a negotiated settlement.
   iii. In the event that settlement is reached, Hanson’s negotiation efforts will be considered complete when the conveyance documents and documents to clear title encumbrances for each parcel are delivered to the County for approval and recording. In the event that settlement is not reached, Hanson’s negotiation effort will be considered complete when each parcel is referred to the City for condemnation after attempts to negotiate the acquisition have failed and 120 days for the offer date have expired.
   iv. Hanson will initiate negotiations upon the City’s certification of the parcels’ review appraisals or upon the County’s certification of waiver valuations.
   v. Hanson will prepare condemnation request packets, if necessary, if negotiations have failed and upon the direction of the City.

G. Provide project management and coordination with the COUNTY and IDOT throughout Phase 2 of the project.
1. Coordination with COUNTY
2. Coordination with IDOT
3. Coordination with utilities
4. Project Closeout

H. The following assumptions have been made for this scope of services:
1. Construction of the project will be funded with Federal Highway Bridge funds.
2. No utilities will be attached to the new structure. Utility relocations required to accommodate the improvement will be performed by the respective utility companies under separate contracts.
3. The project is Non-Jurisdictional and will not require an OWR permit.
4. The project will not require the submittal of a Design Variance Report.
5. The structure will be closed to traffic throughout construction. A signed detour route will be used to direct traffic around the project site.
6. The new superstructure will be designed using AASHTO Load and Resistance Factor Design (LRFD) method.
7. The existing substructure will be structurally adequate to carry the proposed loading of the superstructure replacement.
8. The existing substructure is adequate for scour.

I. The following items are not included in the scope of work but could be provided as an addendum to the contract:
1. Construction observation activities.
2. Bidding services.
3. Utility relocation plans.
4. Staging of the proposed improvements to maintain traffic during construction.
5. Lighting plans and details.
<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Startup</td>
<td>October 2022</td>
</tr>
<tr>
<td>Survey</td>
<td>October/November 2022</td>
</tr>
<tr>
<td>BCR</td>
<td>November 2022</td>
</tr>
<tr>
<td>ESR</td>
<td>December 2022</td>
</tr>
<tr>
<td>PBDHR</td>
<td>March 2023</td>
</tr>
<tr>
<td>Draft PDR</td>
<td>March 2023</td>
</tr>
<tr>
<td>Final PDR</td>
<td>June 2023</td>
</tr>
<tr>
<td>Pre-Final PS&amp;E</td>
<td>September 2023</td>
</tr>
<tr>
<td>Final PS&amp;E</td>
<td>October 2023</td>
</tr>
<tr>
<td>Letting</td>
<td>January 2024</td>
</tr>
</tbody>
</table>
Exhibit C
Qualification Based Selection (QBS) Checklist

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

☐ Form Not Applicable (engineering services less than the threshold)

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

<table>
<thead>
<tr>
<th>No</th>
<th>Yes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Do the written QBS policies and procedures discuss the initial administration (procurement, management and administration) concerning engineering and design related consultant services?</td>
</tr>
<tr>
<td>2.</td>
<td>Do the written QBS policies and procedures follow the requirements as outlined in Section 5-5 and specifically Section 5-5.06 (e) of the BLRS Manual?</td>
</tr>
<tr>
<td>3.</td>
<td>Was the scope of services for this project clearly defined?</td>
</tr>
<tr>
<td>4.</td>
<td>Was public notice given for this project?</td>
</tr>
<tr>
<td>5.</td>
<td>Do the written QBS policies and procedures cover conflicts of interest?</td>
</tr>
<tr>
<td>6.</td>
<td>Do the written QBS policies and procedures use covered methods of verification for suspension and debarment?</td>
</tr>
<tr>
<td>7.</td>
<td>Do the written QBS policies and procedures discuss the methods of evaluation?</td>
</tr>
<tr>
<td>8.</td>
<td>Do the written QBS policies and procedures discuss the method of selection?</td>
</tr>
</tbody>
</table>

Selection committee (titles) for this project

Top three consultants ranked for this project in order

1.  
2.  
3.  

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

10. Were negotiations for this project performed in accordance with federal requirements.

11. Were acceptable costs for this project verified?

12. Do the written QBS policies and procedures cover review and approving for payment, before forwarding the request for reimbursement to IDOT for further review and approval?

13. Do the written QBS policies and procedures cover ongoing and finalizing administration of the project (monitoring, evaluation, closing-out a contract, records retention, responsibility, remedies to violations or breaches to a contract, and resolution of disputes)?

14. QBS according to State requirements used?

15. Existing relationship used in lieu of QBS process?

16. LPA is a home rule community (Exempt from QBS).
Instructions for BLR 05530 - Page 1 of 3

This form shall be used for a Local Public Agency (LPA) to enter into an agreement with an Engineering firm in connection with a project funded with Federal, State, and/or Motor Fuel Tax (MFT) funds. Based on the selection of type of engineering agreement and funding type, the form will change. For more information refer to the Bureau of Local Roads and Streets Manual (BLRS) Chapter 5. For signature requirements refer to Chapter 2, Section 3.05(b) of the BLRS manual.

This form can also be used for structure inspections.

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

Using Federal Funds? The user must select yes or no. Based on the selection, a drop-down menu will appear. The language of the form changes based on the selection.
- Selecting yes indicates federal funds will be used to fund all or a portion of the engineering for this phase of this project.
- Selecting no indicates no federal funds will be used to fund any engineering for this phase of the project.

Agreement For
- If yes was selected for using Federal Funds, select Federal PE or Federal CE from the drop-down.
- If no was selected for using Federal Funds, select MFT PE, MFT CE, or MFT PE-CE.

Agreement Type
- From the drop-down, select the type of agreement, types to choose from are: Original or Supplemental

Number
- If the agreement is for a supplemental, insert the number of the supplemental using number 1 for the first supplemental, and increase the numbering as the supplementals increase.

Local Public Agency
- Local Public Agency: Insert the name of the LPA. This field value is used to populate the LPA name in the Agreement Signatures and the Exhibit pages.
- County: Insert the name of the county in which the LPA is located.
- Section Number: Insert the section number applied to this project without dashes, dashes are automatically inserted.
- Job Number: Insert the job number assigned for the project, if applicable.
- Project Number: Insert the project number assigned for this project, if applicable.
- Contact Name: Insert the name of the LPA contact for this project.
- Phone Number: Insert the phone for the LPA contact listed to the left without dashes.
- Email: Insert the email for the LPA contact listed to the left.

Section Provisions
- Location: Use the add location button to add additional locations, if needed, for up to a total of five locations. If there are more than five locations, use various.
- Local Street/Road Name: Insert the local street/road name.
- Key Route: Insert the key route of the street/road listed to the left, if applicable.
- Length: Insert the length in miles as it pertains to the location listed to the left. For a structure insert 0.01.
- Structure Number: Insert the existing structure number(s) for this project.
- Location Termini: Insert the beginning and ending termini as it pertains to this location for this project.
- Add Location: Use this button to add additional location.
- Remove Location: Use this button to remove a location added in error. Please note that at least one location is required.
- Project Description: Insert a description of the work to be accomplished by this project.
- Engineering Funding: Check all boxes that apply, if type other is checked, insert the type of other funding in the box following "other." The form will change based on the box(es) checked.
- Anticipated Construction Funding: Check all boxes that apply, if type other is checked, insert the type of other funding in the box following "other."
Instructions for BLR 05530 - Page 2 of 3

Agreement For

Select the check box for the type of engineering the agreement is for. Phase I for Preliminary Engineering, Phase II for Design Engineering, Phase III for Construction Engineering. When Federal Funds are used, Phase I and Phase II can be selected when the agreement is for Federal PE. When Federal CE is selected, only Phase III can be selected. For MFT, the Phases can be selected based on the original selection at the top of the form for the agreement type.

Consultant

Primary Consultant (Firm) Name

Insert the name of the primary consultant firm that will be executing this agreement. This field value is used to populate the consultant name in the Agreement Summary, Agreement Signatures and the Exhibit pages.

Contact Name

Insert the name of the contact for the firm listed to the left.

Phone Number

Insert the phone number for the contact listed to the left, without dashes.

Email

Insert the email of the contact listed to the left.

Address

Insert the address of the firm listed to the left.

City

Insert the city of the firm listed to the left.

State

Insert the state of the firm listed to the left.

Zip Code

Insert the zip code of the firm listed to the left.

Agreement Exhibits

Check all that apply, for boxes checked that do not have a description, insert the name of the exhibit.

Exhibit A

Insert the scope of services covered by this agreement/project. This exhibit is required.

Exhibit B

Insert the project schedule that applies to this agreement/project. This exhibit is required.

Exhibit C

Qualification Based Selection (QBS) Checklist process must be followed when the value of engineering will meet and/or exceed the threshold in 50 ILCS 510. If the process does not apply, check the form not applicable checkbox on the top of the exhibit page. If the process applies and using federal funds, complete items 1 through 13. If the process applies and using state funds, complete items 14 through 16.

Exhibit D

Cost Plus Estimate of Consultant Services (CECS) Worksheet (BLR 05513 or BLR 05514). If the method of compensation was checked (under LPA Agrees item 4) as Cost Plus Fixed Fee (Anniversary Raise or Fixed Raise) in the agreement, then this exhibit is required and the correct BLR form: BLR 05514 for Fixed Raise or BLR 05513 for Anniversary Raise.

Exhibit

Use the remaining boxes and lines to add additional exhibits as needed.

LPA Agrees

Method of Compensation

Select the method of compensation for this agreement by checking the applicable box.

If Percent is checked (this is only available when agreement is for MFT funds.), insert in the box the applicable percentage.

If Lump Sum is checked, complete the box after lump sum showing the lump sum compensation amount. For agreements funded with federal funds the lump sum shall be determined by using the Cost Plus Fixed Fee formula.

If Specific Rate is checked, insert the specific rate in the box. The specific rate cannot exceed $150,000. For a federal project this is limited to testing services only.

If Cost Plus Fixed Fee is checked, select the type of raise the agreement will use: Anniversary or Fixed. If this method is selected, BLR 05513 or BLR 05514 must be included in the exhibits.
Instructions for BLR 05530 - Page 3 of 3

Agreement Summary
Prime Consultant (Firm) Name Field populated from the Prime Consultant (Firm) Name entered on the first pages of the agreement.

TIN/FEIN/SS Insert the Prime Consultant's Taxpayer Identification Number (TIN), Federal Employer Identification Number (FEIN) or Social Security Number (SS).

Agreement Amount Insert the maximum agreement amount.

Subconsultant(s) As applicable, insert the name of each subconsultant engaged in this agreement/ project. Subconsultants are defined as any firm that is required to complete a Cost Estimate of Consultant Services (CECS) Worksheet.

TIN/FEIN/SS Insert the Subconsultant's Taxpayer Identification Number (TIN), Federal Employer Identification Number (FEIN) or Social Security Number (SS).

Agreement Amount Insert the maximum agreement amount for the subconsultant listed to the left.

Add Subconsultant If additional lines are needed for additional subconsultants, insert lines as needed and complete the required information.

Subconsultant Total This field is automatically completed, it is the sum of all the agreement amounts for all subconsultants listed.

Prime Total This field is automatically completed, it is the amount of the prime consultant fee as listed above.

Total for All This field is automatically completed, it is the sum of the subconsultant and the prime total.

Agreement Signatures
Executed by LPA
Local Public Agency Type From the drop down, select the type of LPA. Types to choose from are: City, County, Town, or Village.

Local Public Agency Field populated from the Local Public Agency entered on the first pages of the agreement.

By The LPA clerk will sign here.

By The LPA official authorized to sign this agreement will sign and date here.

Seal of LPA The LPA will seal the document here.

Title Insert the title of the LPA official who signed above.

Executed by the Engineer
Prime Consultant (Firm) Name Field populated from the Prime Consultant (Firm) Name entered on first pages of the agreement.

By The person(s) authorized to sign this agreement from the engineering firm will sign and date here.

Title Insert the title of the person signing above.

For Agreement using MFT or State Funds only:
Regional Engineer Upon approval the Regional Engineer will sign and date here.

A minimum of four (4) signed originals must be submitted to the Regional Engineer's District office.

Following approval, distribution will be as follows:
Central Office (only for Projects using State and/or Federal Funds)
District
Engineer (Municipal, Consultant or County)
Local Public Agency Clerk
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 BRIDGES WITHIN PEORIA COUNTY

RESOLUTION

WHEREAS, Structure Number 072-3127 located on Duncan Road (C.H. R35) is in a state of advanced deterioration; 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 rehabilitate structures using the County Bridge Fund for:

Phase I and Phase II engineering for the rehabilitation of Structure Number 072-3127 on Duncan Road (C.H. R35), designated as Section 21-00052-00-BR, at a cost not to exceed $198,900.00 with Hanson Professional Services, 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 $198,900.00 be appropriated from the County Bridge Fund for Phase I and Phase II engineering for Section 21-00052-00-BR on Duncan 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
ISSUE: Local Agency Agreement for Participation in the Illinois Department of Transportation's 2023 County Engineer's Salary Program

BACKGROUND/DISCUSSION:

The Illinois Department of Transportation (IDOT) offers a program by which counties can pay their county engineers out of the Motor Fuel Tax (MFT) account. Currently, 99 out of 102 counties participate.

In exchange for an equal amount of a county's federal Surface Transportation Program (STP) allotment, the state will provide state funds to pay up to one-half of a county engineer's salary.

Recommended salaries have been established for the 99 counties in Illinois that receive rural STP federal-aid highway funds. The recommended salaries are established by a ranking system considering five factors:

- County MFT allotment
- County lane mileage
- County population
- County assessed valuation
- County system vehicle miles of travel

The sum of the five individual ranks is used to determine an overall rank. The magnitude of the responsibilities for each ranked county has been related to comparable department civil engineer responsibilities and an equivalent recommended salary established for each county. The county rankings are computed each year using the latest available data, and the respective recommended salaries are adjusted annually in a like manner as the department's salary bracket for civil engineers.

Peoria County is ranked 10 out of 102.

A county must agree to pay the county engineer a salary, exclusive of normal expenses, of at least 95% of the recommended salary to be eligible for the program. The amount of the exchange shall be no more than one-half of the salary paid to the county engineer with no upper salary limit, recognizing that a county may pay more than the recommended salary. The county and the department shall enter into an agreement covering the terms of the exchange. An agreement can be entered into at any time during the year.

COUNTY BOARD GOALS:

STAFF RECOMMENDATION: Approve the Resolution

COMMITTEE ACTION:

PREPARED BY: Scott Sorrel
DEPARTMENT: County Administration
DATE: September 23, 2022
November 15, 2021

Mr. Rick Johnson, President
Illinois Association of County Engineers
928 South Spring Street
Springfield, Illinois 62704

Dear Mr. Johnson:

Enclosed are the 2022 minimum recommended salaries for the county engineers’ salary program, effective January 1, 2022. The minimum recommended salaries of the county engineers are established by a ranking system designed to represent the magnitude of the responsibilities to maintain the county highway system and does not factor years of experience or other personal factors of the respective County Engineer.

In accordance with the agreement memorialized on October 25, 2021 between IDOT and IACE, the salaries have been increased two percent (2%) along with county re-ranking.

There are two items of note that we would like to point out with the re-ranking exercise this year. Pope County became a County Unit Road District, assuming the additional responsibilities of all lane mileage on the township/road district system and as a result increased by 16 ranks. Additionally, due to the impacts on travel from the Coronavirus pandemic, the 2019 average vehicle miles of travel (AVMT) in the counties data was used in lieu of 2020 AVMT.

The joint-county state agreement (BLR 09220) and the annual county board resolution (BLR 09221) are available through the IDOT website and should be used for the county engineers’ salaries.

Thank you for your interest in the Illinois transportation system. If you have any questions or need additional information, please contact Stephane B. Seck-Birhame, Local Program Development Engineer at (217) 782-3972.

Please share this information with your members.

Sincerely,

Stephane B. Seck-Birhame, P.E., PTOE
Local Program Development Engineer

Attachment
## CY 2022 County Engineer Minimum Recommended Salaries

**Re-Ranked with 2% Salary Increase**

<table>
<thead>
<tr>
<th>RANK</th>
<th>COUNTY</th>
<th>2022 Salary</th>
<th>2% Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Cook</td>
<td>151,300</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>DuPage</td>
<td>150,200</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Lake</td>
<td>149,600</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Kane</td>
<td>148,800</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Will</td>
<td>142,600</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Winnebago</td>
<td>140,500</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>McHenry</td>
<td>138,400</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>McLean</td>
<td>137,600</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>St. Clair</td>
<td>136,200</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Peoria</td>
<td>136,200</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Sangamon</td>
<td>135,200</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>LaSalle</td>
<td>134,400</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Madison</td>
<td>133,200</td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>Kankakee</td>
<td>131,500</td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>Champaign</td>
<td>130,200</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>Williamson</td>
<td>129,800</td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>Tazewell</td>
<td>129,400</td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>Macon</td>
<td>129,400</td>
<td></td>
</tr>
<tr>
<td>19</td>
<td>Rock Island</td>
<td>129,400</td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>DeKalb</td>
<td>128,900</td>
<td></td>
</tr>
<tr>
<td>21</td>
<td>Ogle</td>
<td>128,400</td>
<td></td>
</tr>
<tr>
<td>22</td>
<td>Adams</td>
<td>127,200</td>
<td></td>
</tr>
<tr>
<td>23</td>
<td>Kendall</td>
<td>126,500</td>
<td></td>
</tr>
<tr>
<td>24</td>
<td>Knox</td>
<td>126,500</td>
<td></td>
</tr>
<tr>
<td>25</td>
<td>Whiteside</td>
<td>126,200</td>
<td></td>
</tr>
<tr>
<td>26</td>
<td>Grundy</td>
<td>125,000</td>
<td></td>
</tr>
<tr>
<td>27</td>
<td>Stephenson</td>
<td>123,500</td>
<td></td>
</tr>
<tr>
<td>28</td>
<td>Livingston</td>
<td>123,100</td>
<td></td>
</tr>
<tr>
<td>29</td>
<td>Vermilion</td>
<td>122,800</td>
<td></td>
</tr>
<tr>
<td>30</td>
<td>Henry</td>
<td>122,500</td>
<td></td>
</tr>
<tr>
<td>31</td>
<td>Macoupin</td>
<td>122,200</td>
<td></td>
</tr>
<tr>
<td>32</td>
<td>Lee</td>
<td>121,700</td>
<td></td>
</tr>
<tr>
<td>33</td>
<td>Iroquois</td>
<td>121,200</td>
<td></td>
</tr>
<tr>
<td>34</td>
<td>Jackson</td>
<td>120,900</td>
<td></td>
</tr>
<tr>
<td>35</td>
<td>Boone</td>
<td>120,200</td>
<td></td>
</tr>
<tr>
<td>36</td>
<td>Fulton</td>
<td>120,200</td>
<td></td>
</tr>
<tr>
<td>37</td>
<td>Coles</td>
<td>120,000</td>
<td></td>
</tr>
<tr>
<td>38</td>
<td>Woodford</td>
<td>119,400</td>
<td></td>
</tr>
<tr>
<td>39</td>
<td>Marion</td>
<td>119,000</td>
<td></td>
</tr>
<tr>
<td>40</td>
<td>Bureau</td>
<td>118,500</td>
<td></td>
</tr>
<tr>
<td>41</td>
<td>Jefferson</td>
<td>118,500</td>
<td></td>
</tr>
<tr>
<td>42</td>
<td>Christian</td>
<td>118,000</td>
<td></td>
</tr>
<tr>
<td>43</td>
<td>Effingham</td>
<td>117,500</td>
<td></td>
</tr>
<tr>
<td>44</td>
<td>Clinton</td>
<td>117,000</td>
<td></td>
</tr>
<tr>
<td>45</td>
<td>Morgan</td>
<td>115,300</td>
<td></td>
</tr>
<tr>
<td>46</td>
<td>Montgomery</td>
<td>115,000</td>
<td></td>
</tr>
<tr>
<td>47</td>
<td>JoDaviess</td>
<td>114,800</td>
<td></td>
</tr>
<tr>
<td>48</td>
<td>Franklin</td>
<td>114,500</td>
<td></td>
</tr>
<tr>
<td>49</td>
<td>Shelby</td>
<td>114,500</td>
<td></td>
</tr>
<tr>
<td>50</td>
<td>Monroe</td>
<td>114,200</td>
<td></td>
</tr>
<tr>
<td>51</td>
<td>McDonough</td>
<td>113,400</td>
<td></td>
</tr>
<tr>
<td>52</td>
<td>Morgan</td>
<td>113,100</td>
<td></td>
</tr>
<tr>
<td>53</td>
<td>Logans</td>
<td>112,700</td>
<td></td>
</tr>
<tr>
<td>54</td>
<td>Perry</td>
<td>112,100</td>
<td></td>
</tr>
<tr>
<td>55</td>
<td>Crawford</td>
<td>110,600</td>
<td></td>
</tr>
<tr>
<td>56</td>
<td>Fayette</td>
<td>110,400</td>
<td></td>
</tr>
<tr>
<td>57</td>
<td>Union</td>
<td>109,000</td>
<td></td>
</tr>
<tr>
<td>58</td>
<td>Hancock</td>
<td>108,800</td>
<td></td>
</tr>
<tr>
<td>59</td>
<td>Warren</td>
<td>108,200</td>
<td></td>
</tr>
<tr>
<td>60</td>
<td>Saline</td>
<td>107,900</td>
<td></td>
</tr>
<tr>
<td>61</td>
<td>Wayne</td>
<td>107,500</td>
<td></td>
</tr>
<tr>
<td>62</td>
<td>Massac</td>
<td>107,400</td>
<td></td>
</tr>
<tr>
<td>63</td>
<td>Jersey</td>
<td>107,300</td>
<td></td>
</tr>
<tr>
<td>64</td>
<td>Edgar</td>
<td>107,200</td>
<td></td>
</tr>
<tr>
<td>65</td>
<td>Clark</td>
<td>106,200</td>
<td></td>
</tr>
<tr>
<td>66</td>
<td>Pike</td>
<td>105,100</td>
<td></td>
</tr>
<tr>
<td>67</td>
<td>Douglas</td>
<td>104,400</td>
<td></td>
</tr>
<tr>
<td>68</td>
<td>Washington</td>
<td>104,400</td>
<td></td>
</tr>
<tr>
<td>69</td>
<td>Mercer</td>
<td>103,700</td>
<td></td>
</tr>
<tr>
<td>70</td>
<td>White</td>
<td>103,500</td>
<td></td>
</tr>
<tr>
<td>71</td>
<td>Bond</td>
<td>103,200</td>
<td></td>
</tr>
<tr>
<td>72</td>
<td>Carroll</td>
<td>103,100</td>
<td></td>
</tr>
<tr>
<td>73</td>
<td>Platt</td>
<td>103,000</td>
<td></td>
</tr>
<tr>
<td>74</td>
<td>DeWitt</td>
<td>102,800</td>
<td></td>
</tr>
<tr>
<td>75</td>
<td>Jasper</td>
<td>102,800</td>
<td></td>
</tr>
<tr>
<td>76</td>
<td>Richland</td>
<td>101,700</td>
<td></td>
</tr>
<tr>
<td>77</td>
<td>Johnson</td>
<td>100,900</td>
<td></td>
</tr>
<tr>
<td>78</td>
<td>Mason</td>
<td>99,800</td>
<td></td>
</tr>
<tr>
<td>79</td>
<td>Lawrence</td>
<td>99,700</td>
<td></td>
</tr>
<tr>
<td>80</td>
<td>Clay</td>
<td>99,600</td>
<td></td>
</tr>
<tr>
<td>81</td>
<td>Ford</td>
<td>99,500</td>
<td></td>
</tr>
<tr>
<td>82</td>
<td>Calhoun</td>
<td>99,200</td>
<td></td>
</tr>
<tr>
<td>83</td>
<td>Menard</td>
<td>99,000</td>
<td></td>
</tr>
<tr>
<td>84</td>
<td>Greene</td>
<td>97,700</td>
<td></td>
</tr>
<tr>
<td>85</td>
<td>Marshall</td>
<td>97,200</td>
<td></td>
</tr>
<tr>
<td>86</td>
<td>Pope</td>
<td>96,500</td>
<td></td>
</tr>
<tr>
<td>87</td>
<td>Moultrie</td>
<td>96,400</td>
<td></td>
</tr>
<tr>
<td>88</td>
<td>Alexander</td>
<td>95,900</td>
<td></td>
</tr>
<tr>
<td>89</td>
<td>Pulaski</td>
<td>95,500</td>
<td></td>
</tr>
<tr>
<td>90</td>
<td>Cass</td>
<td>95,100</td>
<td></td>
</tr>
<tr>
<td>91</td>
<td>Hamilton</td>
<td>93,600</td>
<td></td>
</tr>
<tr>
<td>92</td>
<td>Wabash</td>
<td>90,300</td>
<td></td>
</tr>
<tr>
<td>93</td>
<td>Cumberland</td>
<td>90,000</td>
<td></td>
</tr>
<tr>
<td>94</td>
<td>Hardin</td>
<td>90,000</td>
<td></td>
</tr>
<tr>
<td>95</td>
<td>Henderson</td>
<td>89,600</td>
<td></td>
</tr>
<tr>
<td>96</td>
<td>Schuyler</td>
<td>89,500</td>
<td></td>
</tr>
<tr>
<td>97</td>
<td>Stark</td>
<td>88,600</td>
<td></td>
</tr>
<tr>
<td>98</td>
<td>Edwards</td>
<td>88,100</td>
<td></td>
</tr>
<tr>
<td>99</td>
<td>Putnam</td>
<td>87,400</td>
<td></td>
</tr>
<tr>
<td>100</td>
<td>Brown</td>
<td>86,200</td>
<td></td>
</tr>
<tr>
<td>101</td>
<td>Gallatin</td>
<td>86,200</td>
<td></td>
</tr>
<tr>
<td>102</td>
<td>Scott</td>
<td>84,200</td>
<td></td>
</tr>
</tbody>
</table>

*Pope County became a County Unit Road District at the end of 2020.*
Resolution Appropriating Funds for the Payment of the County Engineer's Salary

Does the County participate in the County Engineer's Salary Reimbursement Program?  ☒ Yes  ☐ No

Resolution No ____________________________  Section No ____________________________  STP Section No ____________________________

WHEREAS, the County Board of Peoria County has adopted a resolution establishing the salary of the County Engineer to be 100% of the recommended salary for the County Engineer as determined annually by the Illinois Department of Transportation, and

WHEREAS, the County Board of Peoria County has entered into an agreement with the Illinois Department of Transportation for transfer of Federal Surface Transportation Program funds to pay one-half of the salary paid to the County Engineer.

NOW, THEREFORE, BE IT RESOLVED, by the Peoria County Board that there is hereby appropriated the sum of One hundred thirty eight thousand, four hundred dollars and 00/100 ( $138,400.00 ) from the County's Motor Fuel Tax Fund for the purpose of paying the County Engineer's salary from 01/01/23 to 12/31/23 and,

BE IT FURTHER RESOLVED, that the Peoria County Board hereby authorizes the Department of Transportation, State of Illinois to transfer Sixty nine thousand, two hundred dollars and 00/100 ( $69,200.00 ) of Federal Surface Transportation Program funds allocated to Peoria County to the Department of Transportation in return for an equal amount of State funds; and

BE IT FURTHER RESOLVED, by the Peoria County Board that there is hereby appropriated the sum of __________ Dollars ( __________ ) from the County's __________ Fund for the purpose of paying the County Engineer's expenses from 01/01/23 to 12/31/23.

I Rachael Parker ____________________________  County Clerk in and for said County of Peoria in the State of Illinois, 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 the County Board of Peoria County at a meeting held on __________.

I certify that the correct TIN/FEIN number for Peoria County is 37-6001763  Legal Status: Governmental.

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

(SEAL)  ____________________________  Clerk Signature

APPROVED
STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION
For resolutions involving a transfer of STR funds:

Omer Osman, P.E.  ____________________________  Date
Secretary of Transportation  ____________________________  ____________________________

BY:  ____________________________  ____________________________
George A. Tapas, P.E., S.E.  Engineer of Local Roads & Streets

For information about IDOT’s collection and use of confidential information review the department’s Identity Protection Policy.
<table>
<thead>
<tr>
<th>LPA NAME</th>
<th>Section No</th>
<th>STP Section No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Peoria County</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**For IDOT Use Only**

Dates of the existing agreement between IDOT and County  
Beginning to Ending

Dates of the new agreement between IDOT and County  
Beginning to Ending
Instructions for BLR 09221 - Page 2 of 2

Meeting Date Insert the date of the meeting.
Name of County Insert the name of the County.
TIN/FEIN Insert the TIN/FEIN number for the County.
Day Insert the day the Clerk signed the resolution.
Month and Year Insert the month and year the Clerk signed the resolution.
Clerk Signature County Clerk shall sign here and seal here.

APPROVED
Department of Transportation Department of Transportation officials shall sign here upon approval.

FOR IDOT USE ONLY:
Date of Existing Agreement IDOT will insert the beginning and ending dates of the current agreement between IDOT and the County.
Date of New Agreement IDOT will insert the beginning and ending dates of the new agreement, if applicable.

A minimum of three (3) certified signed originals must be submitted to the Regional Engineer’s District office.
Following IDOT approval distribution will be as follows:
  County Engineer
  County Clerk
  Bureau of Local Roads and Streets
I hereby request authorization to expend Motor Fuel Tax Funds as indicated below:

<table>
<thead>
<tr>
<th>Purpose</th>
<th>Motor Fuel Tax Amount</th>
<th>Rebuild Illinois Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>County Engineer/Superintendent Salary &amp; Expenses</td>
<td>$138,400.00</td>
<td>n/a</td>
</tr>
<tr>
<td>Contract Construction</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Day Labor Construction</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Engineering</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Engineering Investigations</td>
<td></td>
<td></td>
</tr>
<tr>
<td>IMRF/Social Security</td>
<td>n/a</td>
<td></td>
</tr>
<tr>
<td>Maintenance</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maintenance Engineering</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Obligation Retirement</td>
<td>n/a</td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Right-of-Way (Itemized on 2nd page)</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$138,400.00</strong></td>
<td></td>
</tr>
</tbody>
</table>

Comments

For 1-2-2023 to 12-31-2023

Local Public Agency Official Signature & Date

Title

County Board Chairman

Approved

Regional Engineer Signature & Date

Department of Transportation

Entered By Date

Completed 09/26/22
<table>
<thead>
<tr>
<th>Street/Road</th>
<th>Parcel Number</th>
<th>Address of Property Involved</th>
<th>Property Owner</th>
<th>Acres Right-of-Way</th>
<th>Relocation Costs</th>
<th>Cost of Land Acquired</th>
<th>Cost of Damage to Land not Acquired</th>
<th>Total</th>
</tr>
</thead>
</table>

**TOTAL**

Add Item
Instructions for BLR 09150

This form is used when it is necessary for the Local Public Agency (LPA) to request authorization to disburse Motor Fuel Tax (MFT) funds for various purposes as listed. Some items are automatically authorized by IDOT upon approval of appropriate paperwork. For those items that are not automatically authorized, the LPA must submit this form. It shall be accompanied by the appropriate documentation (e.g., engineering bills, invoices for joint participation). Upon receipt of proper documentation, IDOT will authorize the necessary funds, up to the maximum amount that has been appropriated. Refer to Chapter 9 of the Bureau of Local Roads & Streets Manual for more information. For signature requirements refer to Chapter 2, Section 3.05(b) of the BLRS Manual.

Local Public Agency
Insert the name of the LPA.

Type
From the drop down, select the City, County, Town, Village or Road District.

County
From the drop down, select the name of the County in which the LPA is located.

Section Number
Insert the section number assigned to the project the request for the authorization is for without dashes. The dashes will be inserted automatically.

Purpose - Amount
Insert the amount the request authorization for the purpose listed to the left, under the type of funds the authorization is being requested for. Insert an amount under Motor Fuel Tax (MFT) is request is to use MFT funds. Insert an amount under Rebuild Illinois (RBI) funds if request is to use RBI funding for this purpose. Items listed as an N/A are not eligible for RBI funding.

Total
This is a calculated field, no entry is necessary. It will calculate the total for each type of funding, for all requested authorizations.

Comments
Insert any comments that are relevant to the requested authorization(s).

Signed
The appropriate LPA official must sign, indicate his/her title, and date here.

Approved
The Department of Transportation representative shall sign and date here upon approval.

Department Use Only
Entered By
For IDOT use only, indicate the name of the person entering information into the MFT system.

Date
For IDOT use only, indicate the date of entry of the authorization into the MFT system.

Itemization of Right-of-Way Request
Location of Property
Street/Road
Insert the name of the Street/Road of the acquired/used property involved in the Right-of-Way.

Parcel Number
Insert the parcel number as it applies to the location.

Address of Property Involved
Insert the address of the property involved for this location.

Property Owner
Insert the name of the owner(s) of the acquired/used right-of-way.

Relocation Costs
Insert the relocation costs for this parcel, if applicable.

Acres Right-of-Way
Insert the number of acquired/used right-of-way acres.

Cost of Land Acquires
Insert the cost of land being acquired.

Cost of Damage to Land Not Acquired
Insert the cost of damage to land not acquired.

Total
This is a calculated field, no entry is necessary. It is the sum of all costs for this parcel number.

Total(Overall)
This is a calculated field, no entry is necessary. It is the sum of all costs involving right-of-way.

A minimum of three (3) 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, IL

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

RE: LOCAL AGENCY AGREEMENT FOR PARTICIPATION IN THE ILLINOIS DEPARTMENT OF TRANSPORTATION’S 2023 COUNTY ENGINEER’S SALARY PROGRAM

RESOLUTION

WHEREAS, Peoria County has elected to use the Illinois Department of Transportation’s recommended salary schedule and has agreed that the minimum salary of the County Engineer shall be at least ninety five percent (95%) of the recommended salary for 2023; and

WHEREAS, Peoria County desires to transfer Surface Transportation Program funds to the Illinois Department of Transportation in return for State funds to be used by Peoria County to pay up to 50% of the County Engineer’s salary; and

WHEREAS, the Illinois Department of Transportation and Peoria County have entered into an Agreement named “Agreement for County Engineer’s Salary” setting out the terms of the transfer of Surface Transportation funds for State funds to pay up to 50% of the County Engineer’s salary.

NOW THEREFORE BE IT RESOLVED, by the Peoria County Board that there is hereby appropriated, the sum of One hundred thirty-eight thousand four hundred dollars ($138,400) from the County’s Motor Fuel Tax funds for the purpose of paying the County Engineer’s salary from January 1, 2023 to December 31, 2023, and

BE IT FURTHER RESOLVED, that Peoria County hereby agrees to transfer $69,200 of Surface Transportation Program funds to the Illinois Department of Transportation for $69,200 of State funds to be used to pay 50% of the County Engineer’s salary for the time period of January 1, 2023 through December 31, 2023.

Respectfully Submitted,
Infrastructure Committee

Seal

County Clerk