AGENDA
Infrastructure Committee
Tuesday, January 29, 2019
@ 2:30 p.m.
Peoria County Courthouse, Room 402

1. **Call to Order**

2. **Approval of Minutes**
   - November 26, 2018

3. **Informational Items / Reports / Other Minutes / Updates**
   - Greater Peoria Sanitary District minutes
   - Rural Peoria County Transportation System
   - Facilities Master Plan
   - Dewberry presentation on Space Utilization Study

4. **Resolutions**
   - County Parking Deck Rate Increase
   - Participation of the 182nd Airlift Wing Peoria Air National Guard Rising 4 group in the Adopt-A-Highway Program on Airport Road
   - Intergovernmental Agreement with Princeville Road District
   - Agreement with Midwest Engineering Associates, Inc. for Phase I and II Preliminary Engineering for Cemetery Road Bridge Repairs
   - Federal Agreement with the State of Illinois for Dirksen Parkway construction
   - Agreement with Maurer-Stutz, Inc. for the Kickapoo-Edwards Road Safety Project

5. **Discussion**
   - Bid Letting Update
   - Fire Alarm System (FAS) Study Project – Phase II

6. **Miscellaneous**

7. **Adjournment**
Call to Order
Chairman Salzer called the meeting to order at 4:00 p.m.

A motion to approve the participation of Mr. Robinson via teleconference was made by Ms. Pastucha and seconded by Mr. Adamson. The motion carried unanimously.

Approval of Minutes
A motion to approve the minutes of October 11, 2018 and October 22, 2018 (after correction) was made by Mr. Adamson and seconded by Ms. Parker. The motion carried.

Informational
- **Greater Peoria Sanitary District**
  No questions or comments from committee.

- **Facilities Master Plan**
  Mr. O'Connell updated the committee on the status of the following projects:
  - Funding has been approved in the 2019 Capital budget for the water infiltration issue near the Jefferson Street entrance and Circuit Clerk’s Office.
  - Prisoner elevator upgrade began last week, with restored service anticipated prior to the end of the calendar year. Funding is appropriated in the 2019 budget for upgrades to the Judge’s elevator.
  - Funding has been appropriated in the 2019 Capital budget for the initial phase of a fire alarm upgrade at the Peoria County Jail.

- **Rural Peoria County Transportation System**
  Mr. Sorrel advised that the Intergovernmental Agreement with the Greater Peoria Mass Transit District to deliver services has been in effect since July 1, 2018. He commented that after 4th quarter reimbursement from the state has been received, an audit can be conducted.
Resolutions

- **Supplemental Construction Engineering Agreement with Hutchison Engineering, Inc. for Old Galena Road project**
  
  A motion to approve was made by Mr. Adamson and seconded by Ms. Parker. Mr. Gilles advised that due to the loss of two employees working on the Old Galena Road project, the Highway Department has asked Hutchison Engineering to provide additional staffing to complete construction engineering work at a cost of $82,463.14. He commented that the agreement would bring the total project cost for construction engineering to $374,665.22, and added that the total equates to just under 10% of construction costs, which is within normal limits.

  The motion to approve carried unanimously, with Mr. Robinson voting aye via teleconference.

- **Local Agency Agreement for Federal participation with the State of Illinois for reconstruction of Kickapoo-Edwards Road**
  
  A motion to approve was made by Ms. Pastucha and seconded by Ms. Parker. Mr. Gilles advised that the County secured $900,633.00 of Federal funding for the project, with the balance of the project (approximately 10% of construction costs) to be paid by County Motor Fuel Tax.

  Mr. Gilles explained that IDOT holds the contract for construction, and will bill the County for the 10%; however, the County holds the contract for engineering and the State will reimburse the County up to 90% of the cost. He advised that the resolution allows the County to enter a Federal Agreement with the State of Illinois and authorizes the appropriation of $250,000.00 for construction and construction engineering.

  The motion to approve carried, unanimously, with Mr. Robinson voting aye via teleconference.

**Miscellaneous**

Mr. Salzer congratulated County Engineer Amy McLaren on winning the Peoria Area Chamber of Commerce “Athena International Woman of the Year” award and County Board Member Jimmy Dillon on being selected as one of *InterBusiness Issues* “40 Leaders Under Forty”.

**Adjournment**

The meeting was adjourned by Chairman Salzer at 4:20 p.m.
The regular meeting of the Board of Trustees of the Greater Peoria Sanitary and Sewage Disposal District was held on Tuesday, November 20, 2018, 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 9:30 A.M.

Roll call showed the following Trustees were present: Michael F. Menke, Robert C. Gates, Matthew R. Bender, and Heather L. McCord. Trustee Petty was absent. Executive Director Brian F. Johnson, Attorney James F. Kane, Director of Administration Michelle R. Mortland, Director of Operations Thomas W. Meyer, Director of Planning and Construction Timothy F. Leach, and Director of Finance Joseph C. Merkle were also present.

President Menke acted as Chairperson. Chairperson Menke stated that there was a quorum, and that the meeting was duly and legally convened for the transaction of business.

Chairperson Menke called for public participation and there was no response.

Trustee Gates moved the minutes of the regular meeting held on Tuesday, October 16, 2018 be approved, which motion was seconded by Trustee Bender. On voice vote being taken, Trustees Menke, Gates, McCord, and Bender voted “Aye” and there were no “Nays”. Chairperson Menke declared the minutes approved.

Trustee Bender moved the list of bills, totaling $2,114,579.62 be approved for payment as presented. Trustee McCord seconded the motion. Following discussion of several individual bills, and on roll call vote being taken, Trustees Menke, Gates, McCord, and Bender voted "Aye" and there were no "Nays". Chairperson Menke declared the motion carried and directed that payments be made.

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

The Director of Finance next presented a report for the Investment Committee, indicating the Investment Policy had been reviewed and that no changes were recommended at this time. He advised the Board that up to $972,200.00 would be available to invest this month and recommended the following investment:

<table>
<thead>
<tr>
<th>Bank</th>
<th>Amount</th>
<th>Type</th>
<th>Term</th>
<th>Yield</th>
</tr>
</thead>
<tbody>
<tr>
<td>PMA Financial, Inc.</td>
<td>$972,200.00</td>
<td>CD</td>
<td>12 Months</td>
<td>2.78%</td>
</tr>
</tbody>
</table>

Trustee McCord moved to approve the recommendation, which motion was seconded by Trustee Gates. Following discussion and on roll call vote being taken, Trustees Menke, Gates, McCord, and Bender voted “Aye” and there were no “Nays”. Chairperson Menke stated that the motion carried.

Trustee Gates moved delinquent accounts listed as Batch #172 Illinois American Water Company, Batch #75 Village of Peoria Heights, and Batch #77 Pleasant Valley Water Co.
be forwarded for disconnection from service in accordance with applicable water shutoff agreements, which motion was seconded by Trustee McCord. Following discussion and on roll call vote being taken, Trustees Menke, Gates, McCord, and Bender voted “Aye” and there were no “Nays”. Chairperson Menke stated that the motion carried.

The Executive Director recommended approving the Annual Repair Contract for calendar year 2019 to J.C. Dillon, Inc. in the amount of $814,155.34. This contract addresses various repair and maintenance activities that develop throughout the year with minimal notice. The scope of work is identified and authorized by purchase order with compensation being by unit prices established through competitive bidding. Trustee Bender moved to approve the recommendation, which motion was seconded by Trustee Gates. Following discussion and on roll call vote being taken, Trustees Menke, Gates, McCord, and Bender voted “Aye” and there were no “Nays”. Chairperson Menke stated that the motion carried.

The Executive Director next recommended approving the Agreement with apaceDesign Architectural Services for the water vault design in the amount of $27,400.00. Trustee McCord moved to approve the recommendation, which motion was seconded by Trustee Bender. Following discussion and on roll call vote being taken, Trustees Menke, Gates, McCord, and Bender voted “Aye” and there were no “Nays”. Chairperson Menke stated that the motion carried.

The Executive Director next recommended the purchase of three water treatment chemicals for calendar year 2019. Through a reverse auction procedure administered by eBridge, the following pricing was proposed:

<table>
<thead>
<tr>
<th>Company</th>
<th>Chemical</th>
<th>2019 Prices</th>
</tr>
</thead>
<tbody>
<tr>
<td>KA Steel</td>
<td>Sodium Hypochlorite</td>
<td>$0.890/gal</td>
</tr>
<tr>
<td>Hydrite Chemical Co.</td>
<td>Sodium Bisulfite</td>
<td>$1.232/gal</td>
</tr>
<tr>
<td>Kemira Water Solutions</td>
<td>Ferric Chloride</td>
<td>$0.9455/lb.</td>
</tr>
</tbody>
</table>

Trustee Gates moved to approve the purchases, which motion was seconded by Trustee Bender. Following discussion and on roll call vote being taken, Trustees Menke, Gates, McCord, and Bender voted “Aye” and there were no “Nays”. Chairperson Menke stated that the motion carried.

The Executive Director next recommended approving a two-year service agreement with Solar Turbines Incorporated in the amount of $20,931.53. Trustee Bender moved to approve the recommendation, which motion was seconded by Trustee McCord. Following discussion and on roll call vote being taken, Trustees Menke, Gates, McCord, and Bender voted “Aye” and there were no “Nays”. Chairperson Menke stated that the motion carried.

The Executive Director next recommended approving a one-year service agreement with Neuros in the amount of $33,525.00. This service agreement is for servicing and maintaining the high efficiency process air blowers at the Treatment Plant. Trustee McCord moved to approve the recommendation, which motion was seconded by Trustee Gates. Following discussion and on roll call vote being taken, Trustees Menke, Gates, McCord, and Bender voted “Aye” and there were no “Nays”. Chairperson Menke stated that the motion carried.
The Executive Director next recommended approving the purchase of a compact track loader from Altorfer in the amount of $45,837.00. Trustee Gates moved to approve the recommendation, which motion was seconded by Trustee McCord. Following discussion and on roll call vote being taken, Trustees Menke, Gates, McCord, and Bender voted “Aye” and there were no “Nays”. Chairperson Menke stated that the motion carried.

The Executive Director next recommended approving the purchase of a trailer mounted pump from Flowtechnics Inc. in the amount of $31,530.00. Trustee Bender moved to approve the recommendation, which motion was seconded by Trustee Gates. Following discussion and on roll call vote being taken, Trustees Menke, Gates, McCord, and Bender voted “Aye” and there were no “Nays”. Chairperson Menke stated that the motion carried.

The Executive Director next recommended changing the workers’ compensation insurance carrier for calendar year 2019 to Illinois Public Risk Fund in the amount of $128,874.00, including a down payment in the amount of $10,740.00 due before the next meeting. Trustee McCord moved to approve the recommendation, which motion was seconded by Trustee Bender. Following discussion and on roll call vote being taken, Trustees Menke, Gates, McCord, and Bender voted “Aye” and there were no “Nays”. Chairperson Menke stated that the motion carried.

The Executive Director next advised the Board that the District’s Sexual Harassment Policy requires updating due to Public Act 100-1066 which expanded the time to file charges of discrimination with the Illinois Department of Human Rights from 180 days to 300 days. Trustee Gates moved to approve the recommendation, which motion was seconded by Trustee Bender:

**Resolution No. 2018-5**

**THE GREATER PEORIA SANITARY AND SEWAGE DISPOSAL DISTRICT**

**RESOLUTION REGARDING A POLICY PROHIBITING SEXUAL HARASSMENT**

WHEREAS, the Illinois General Assembly has recently enacted Public Act 100-1066, an Act concerning government, which became effective immediately, dated August 24, 2018;

WHEREAS, pursuant to the Act, the time to file charges of discrimination with the Illinois Department of Human Rights expanded from 180 days to 300 days;

WHEREAS, on January 17, 2018, the Greater Peoria Sanitary and Sewage Disposal District adopted a Policy Prohibiting Sexual Harassment;

WHEREAS, Public Act 100-1066 expands certain timeframes for the filing of a charge of discrimination and the District policy should be amended;

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE GREATER PEORIA SANITARY AND SEWAGE DISPOSAL DISTRICT, the Policy Prohibiting Sexual Harassment, included as Exhibit A to this Resolution, is hereby adopted and shall be in full force and effect on this date, superseding prior versions.
Following discussion and on roll call vote being taken, Trustees Menke, Gates, McCord, and Bender voted “Aye” and there were no “Nays”. Chairperson Menke stated that the motion carried.

The Executive Director next informed the Board that the District was one of the Ameren energy innovator award winners and will be among the finalists in the overall competition. The District will receive a grant of $1,000 for winning at this level. If the District is the overall winner, the District will receive a $10,000 grant towards further energy efficiency projects, which the District has identified.

At the hour of 10:14 A.M., Trustee Bender moved the regular meeting be adjourned to Executive Session for the purpose of discussing pending or threatened litigation, pursuant to 5 ILCS 120/2(c)(11), which motion was seconded by Trustee Gates. On voice vote being taken, Trustees Menke, Gates, Bender, and McCord voted “Aye” and there were no “Nays”. Chairperson Menke stated that the motion carried.

At the hour of 12:45 P.M., Trustee McCord moved the Executive Session be adjourned and the regular meeting opened, which motion was seconded by Trustee Gates. On voice vote being taken, Trustees Menke, Gates, Bender, and McCord voted “Aye” and there were no “Nays”. Chairperson Menke stated that the motion carried. The regular meeting reconvened following the Executive Session.

There being no further business to come before the Board, on motion duly made, seconded and unanimously carried, the meeting was adjourned at 12:48 P.M.

____________________________
Trustee

APPROVED:

____________________________
Trustee

____________________________
Trustee

____________________________
Trustee
The regular meeting of the Board of Trustees of the Greater Peoria Sanitary and Sewage Disposal District was held on Tuesday, December 18, 2018, 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 9:30 A.M.

Roll call showed the following Trustees were present: Michael F. Menke, Robert C. Gates, Matthew R. Bender, Gene Petty, and Heather L. McCord. Executive Director Brian F. Johnson, Attorney James F. Kane, Director of Administration Michelle R. Mortland, Director of Operations Thomas W. Meyer, Director of Planning and Construction Timothy F. Leach, and Director of Finance Joseph C. Merkl were also present.

President Menke acted as Chairperson and Clerk Petty as Secretary. Chairperson Menke stated that there was a quorum, and that the meeting was duly and legally convened for the transaction of business.

Chairperson Menke called for public participation and there was no response.

Trustee Gates moved the minutes of the regular meeting held on Tuesday, November 20, 2018 be approved, which motion was seconded by Trustee Bender. On voice vote being taken, Trustees Menke, Gates, Bender, Petty, and McCord voted “Aye” and there were no “Nays”. Chairperson Menke declared the minutes approved.

Trustee Bender moved the list of bills, totaling $1,147,551.37 be approved for payment as presented. Trustee Petty seconded the motion. Following discussion of several individual bills, and on roll call vote being taken, Trustees Menke, Gates, Bender, Petty, and McCord voted “Aye” and there were no “Nays”. Chairperson Menke declared the motion carried and directed that payments be made.

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

The Director of Finance next presented a report for the Investment Committee, indicating the Investment Policy had been reviewed and that no changes were recommended at this time. He advised the Board that up to $1,000,000.00 would be available to invest this month and recommended the following investment:

<table>
<thead>
<tr>
<th>Bank</th>
<th>Amount</th>
<th>Type</th>
<th>Term</th>
<th>Yield</th>
</tr>
</thead>
<tbody>
<tr>
<td>Morton Community Bank</td>
<td>$1,000,000.00</td>
<td>CDARS</td>
<td>12 Months</td>
<td>2.84%</td>
</tr>
</tbody>
</table>

Trustee Petty moved to approve the recommendation, which motion was seconded by Trustee McCord. Following discussion and on roll call vote being taken, Trustees Menke, Gates, Bender, Petty, and McCord voted "Aye" and there were no "Nays". Chairperson Menke stated that the motion carried.

Trustee McCord moved delinquent accounts listed as Batch #173 Illinois American Water Company, Batch #76 Village of Peoria Heights, and Batch #78 Pleasant Valley Water Co.
be forwarded for disconnection from service in accordance with applicable water shutoff agreements, which motion was seconded by Trustee Gates. Following discussion and on roll call vote being taken, Trustees Menke, Gates, Bender, Petty, and McCord voted “Aye” and there were no “Nays”. Chairperson Menke stated that the motion carried.

The Executive Director recommended authorizing Receipt of Bids for the Water Vault Improvements. Trustee Gates moved to approve the recommendation, which motion was seconded by Trustee Petty. Following discussion and on roll call vote being taken, Trustees Menke, Gates, Bender, Petty, and McCord voted “Aye” and there were no “Nays”. Chairperson Menke stated that the motion carried.

The Executive Director recommended awarding Erosion Control Project 1B to N.E. Finch Co. in the amount of $1,065,550.00. Trustee Bender moved to approve the recommendation, which motion was seconded by Trustee McCord. Following discussion and on roll call vote being taken, Trustees Menke, Gates, Bender, Petty, and McCord voted “Aye” and there were no “Nays”. Chairperson Menke stated that the motion carried.

The Executive Director recommended rejecting all landscaping bids and rebidding the contract for a one-year term, coinciding with the Annual Repair Contract. Trustee Petty moved to approve the recommendation, which motion was seconded by Trustee Gates. Following discussion and on roll call vote being taken, Trustees Menke, Gates, Bender, Petty, and McCord voted “Aye” and there were no “Nays”. Chairperson Menke stated that the motion carried.

The Executive Director recommended amending the Agreement with Greeley & Hansen for Riverfront Area Assistance Project as compliance negotiations continue to require technical services related to existing system performance and modeling. Trustee McCord moved to approve the recommendation, which motion was seconded by Trustee Bender. Following discussion and on roll call vote being taken, Trustees Menke, Gates, Bender, Petty, and McCord voted “Aye” and there were no “Nays”. Chairperson Menke stated that the motion carried.

The Executive Director recommended approving the purchase of a flusher truck from Sewer Equipment Company of America in the amount of $299,999.00. Trustee Bender moved to approve the recommendation, which motion was seconded by Trustee McCord. Following discussion and on roll call vote being taken, Trustees Menke, Gates, Bender, Petty, and McCord voted “Aye” and there were no “Nays”. Chairperson Menke stated that the motion carried.

The Executive Director recommended amending the Banking and Investment Resolution to add the Director of Administration’s name in the policy; a copy of which is attached. Trustee Bender moved to approve the recommendation, which motion was seconded by Trustee Gates. Following discussion and on roll call vote being taken, Trustees Menke, Gates, Bender, Petty, and McCord voted “Aye” and there were no “Nays”. Chairperson Menke stated that the motion carried.

The Executive Director next updated the Board on various District projects, such as status of the asset management initiative and wetlands management.
The Executive Director next presented a proposed timeline for preparing the operating and capital budgets for fiscal year 2020 as well as a brief overview of what makes up the funding sources and expense categories and historical trending data.

There being no further business to come before the Board, on motion duly made, seconded and unanimously carried, the meeting was adjourned at 11:30 A.M.

__________________________________
Trustee

APPROVED:

__________________________________
Trustee

__________________________________
Trustee

__________________________________
Trustee

__________________________________
Trustee
Rural Peoria County Public Transportation
Service Summary
December 2018

Metrics:
- On Time Performance: 99.30%
- Productivity: 1.99
- Ridership: 1,851; 1 Denial
- Vehicle Billing Hours - Rural: 764.12
- Vehicle Billing Hours - Urban: 166.76
- Vehicle Accidents: 0
- Incidents: 0
- Workplace Injury: 0

Staffing:
- We are not fully staffed in Administration (General Manager, Assistant General Manager, Road Supervisor, Dispatcher)
- Currently needing a General Manager
- 10 Operators (5 Full-Time, 5 Part-Time).

Safety and Training:
- Safety Meeting – Defensive Driving & Recap/11 Month Review

Management Activities:
- December 4, 2018 attended the HTSP Meeting.
- December 6 & 7, 2018 had Safety Blitzes at each division. Management Dressed Up and I played Santa Claus.
- December 12, 2018 attended ADA committee Meeting.
- December 18, 2018 Mark Collins, SVP replaced Win Buren came to visit Peoria Offices and met with Andy Dwyer that day as well.
- Held weekly managers meetings.

Respectfully submitted,
Brian Hiatt
Interim General Manager
<table>
<thead>
<tr>
<th></th>
<th>Current</th>
<th>YTD</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Total Ridership (trips performed)</td>
<td>1,851</td>
<td>12,757</td>
</tr>
<tr>
<td>A. CWTC</td>
<td>206</td>
<td>1,286</td>
</tr>
<tr>
<td>B. Senior World</td>
<td>132</td>
<td>945</td>
</tr>
<tr>
<td>C. EPIC</td>
<td>549</td>
<td>3,770</td>
</tr>
<tr>
<td>D. General Ridership</td>
<td>964</td>
<td>6,756</td>
</tr>
<tr>
<td>E. CIAA</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>2. Total Vehicle Billing Hours</td>
<td>930.88</td>
<td>6,431.32</td>
</tr>
<tr>
<td>A. Rural</td>
<td>764.12</td>
<td>5,114.52</td>
</tr>
<tr>
<td>B. Urban</td>
<td>166.76</td>
<td>1,316.80</td>
</tr>
<tr>
<td>3. Productivity (Passengers Revenue Hour)</td>
<td>1.99</td>
<td>1.98</td>
</tr>
<tr>
<td>4. On Time Performance</td>
<td>99.30%</td>
<td>98.07%</td>
</tr>
<tr>
<td>5. Operating Days</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A. Weekday</td>
<td>20</td>
<td>127</td>
</tr>
<tr>
<td>B. Saturday/Sunday/Holiday</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>6. Accidents</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A. Current Month</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>7. Mileage</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A. Current Month</td>
<td>28,426</td>
<td>191,154</td>
</tr>
<tr>
<td>8. Customer Service</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A. Complaints</td>
<td>2</td>
<td>14</td>
</tr>
<tr>
<td>B. Compliments</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td>9. Number of Trips Booked</td>
<td>2,884</td>
<td>17,989</td>
</tr>
<tr>
<td>10. Cancels</td>
<td>844</td>
<td>4,203</td>
</tr>
<tr>
<td>11. No Shows</td>
<td>188</td>
<td>1,023</td>
</tr>
<tr>
<td>12. Denials</td>
<td>1</td>
<td>8</td>
</tr>
<tr>
<td>13. Average Trip Length (minutes)</td>
<td>30.17</td>
<td>30.28</td>
</tr>
<tr>
<td>14. Average Trip Length (miles)</td>
<td>15.36</td>
<td>14.99</td>
</tr>
</tbody>
</table>
# Funding Source BreakOut

**December 2018**

<table>
<thead>
<tr>
<th>Veh Service Hours</th>
<th>Dead Head Hours</th>
<th>NoCat/Empty</th>
<th>RGR</th>
<th>UGR</th>
<th>RCWTC</th>
<th>UCWTC</th>
<th>REPIC</th>
<th>UEPIC</th>
<th>RSRWLRD</th>
<th>USRWRLD</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>1,125.69</td>
<td>129.43</td>
<td>552.33</td>
<td>237.21</td>
<td>87.76</td>
<td>28.01</td>
<td>23.65</td>
<td>69.53</td>
<td>69.38</td>
<td>36.95</td>
</tr>
<tr>
<td>PC80</td>
<td>172.14</td>
<td>10.02</td>
<td>95.91</td>
<td>57.17</td>
<td>3.41</td>
<td>0.48</td>
<td>0.56</td>
<td>0.89</td>
<td>0.37</td>
<td>11.57</td>
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<tr>
<td>PC81</td>
<td>70.02</td>
<td>0</td>
<td>67.83</td>
<td>15.84</td>
<td>19.25</td>
<td>0</td>
<td>5.14</td>
<td>9.17</td>
<td>9.63</td>
<td>0.72</td>
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<tr>
<td>PC82</td>
<td>109.21</td>
<td>30</td>
<td>63.84</td>
<td>13.75</td>
<td>12.94</td>
<td>0</td>
<td>1.73</td>
<td>5.65</td>
<td>10.52</td>
<td>0</td>
</tr>
<tr>
<td>PC83</td>
<td>154.84</td>
<td>9.67</td>
<td>86.74</td>
<td>31.98</td>
<td>5.06</td>
<td>3.56</td>
<td>4.26</td>
<td>4.31</td>
<td>9.5</td>
<td>7.63</td>
</tr>
<tr>
<td>PC84</td>
<td>195.29</td>
<td>12.95</td>
<td>101.71</td>
<td>36.26</td>
<td>7.42</td>
<td>14.42</td>
<td>5.15</td>
<td>17.58</td>
<td>5.73</td>
<td>4.85</td>
</tr>
<tr>
<td>PC85</td>
<td>2.83</td>
<td>2.94</td>
<td>6.93</td>
<td>7.77</td>
<td>1.83</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2.38</td>
<td>0</td>
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<tr>
<td>PC86</td>
<td>5.72</td>
<td>6.26</td>
<td>9.3</td>
<td>6.2</td>
<td>0.33</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.78</td>
<td>0</td>
</tr>
<tr>
<td>PC87</td>
<td>96.83</td>
<td>2</td>
<td>60.32</td>
<td>11.41</td>
<td>23.11</td>
<td>0</td>
<td>0.07</td>
<td>13.73</td>
<td>9.84</td>
<td>0</td>
</tr>
<tr>
<td>PC88</td>
<td>92.04</td>
<td>16.85</td>
<td>35.47</td>
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<td>9.7</td>
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Days below 95%: 0 $0.00 **Non-Performance Penalties**
Late +16mns: 13 $130.00 A.7.1 Late Trips: If the contractor is outside of the allowable pick-up window (+/- 15 minutes) or if the contractor is more than 10 Minutes late for drop-offs, a charge of $10.00 will be assessed per incident per rider.
A.7.2 Failure to maintain a daily on-time performance of 95% will result in a penalty of $100 per day
## Monthly Mileage Report

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### Mileage Comparison - Year Over Year

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### Monthly Mileage

- FY 2018
- FY 2019
# Ridership Comparison - Year Over Year

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<td>2,363</td>
<td>2,286</td>
<td>2,634</td>
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<td>2,091</td>
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<td>FY 2019</td>
<td>2,198</td>
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## Monthly Ridership

![Monthly Ridership Chart](image-url)

- **FY 2018**
- **FY 2019**
## Vehicle Service Hour Projection

### Jan 2018 - Nov 2018

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### Dec 2018 - Nov 2019

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## Facilities Master Plan
### Project Status Update

<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>County Clerk &amp; 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>
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<tr>
<td>Courthouse</td>
<td>Circuit Clerk &amp; 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>FY 2019 Capital Funds were approved to do the Project in 1-Phase. Met with MWE and Purchasing to revise sitework layout. MWE working on revisions and specifications so project can be bid this spring.</td>
<td></td>
</tr>
<tr>
<td>Courthouse</td>
<td>Public Defender Area</td>
<td>Relocate the Public Defender Office into the Courthouse.</td>
<td>Identify, design, bid out, and build out space for the Public Defender Office in the Courthouse.</td>
<td>Options are being gathered and reviewed on how and where to proceed with this Project.</td>
<td></td>
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<tr>
<td>Brandywine Building</td>
<td>Election Commission Relocation</td>
<td>The Election Commission needs to vacate the City owned facility. New accommodations need to be found and fit-out for this move.</td>
<td>A lease has been entered into to allow for the Election Commission to relocate. The new facility needs to be properly fit-out.</td>
<td>Project was Substantially Complete on Monday, 09-17-18. User Group has moved into the Space 09-12-18.</td>
<td></td>
</tr>
<tr>
<td>Courthouse</td>
<td>New Front Doors</td>
<td>Access/Egress Security</td>
<td>Renovate all entry and exit points including Sally Port</td>
<td>Delayed.</td>
<td></td>
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<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>P.O. issued to BBI to do this upgrade.</td>
<td></td>
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<tr>
<td>Jail</td>
<td>Jail Central Control</td>
<td>Central Control equipment at the Jail is the original from 1985 &amp; 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; &amp; additional video cameras</td>
<td>Project complete.</td>
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## Facilities Master Plan
### Project Status Update

<table>
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<tr>
<th>PRIORITY</th>
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<tbody>
<tr>
<td></td>
<td>Jail</td>
<td>Jail Generator / Transfer Switch</td>
<td>Generator &amp; Transfer Switch for 1985 Jail have far exceeded useful life &amp; parts are not available. 24/365 power is necessary at the Jail.</td>
<td>Replace Generator &amp; Transfer Switch for 1985 Jail</td>
<td>Project Completed.</td>
</tr>
<tr>
<td></td>
<td>Jail</td>
<td>Jail Generator / Transfer Switch</td>
<td>Generator &amp; Transfer Switch for 1985 Jail have far exceeded useful life &amp; parts are not available. 24/365 power is necessary at the Jail.</td>
<td>Replace Generator &amp; Transfer Switch for 1985 Jail</td>
<td>Project Completed.</td>
</tr>
<tr>
<td></td>
<td>Jail</td>
<td>Jail Improvements</td>
<td>Mechanical systems in cell blocks of 1985 jail need replacement.</td>
<td>Electrical, Plumbing, HVAC, &amp; Locks will be replaced in 1 cell block per year for next 8 years.</td>
<td>Upgrades to AHUs 1-9 being developed to include equipment and controls.</td>
</tr>
<tr>
<td></td>
<td>Jail</td>
<td>Jail Improvements</td>
<td>Cell locks at the Jail are beyond their useful life and require replacement.</td>
<td>Replace locks in batches as funds are appropriated</td>
<td>Ph 1 lock installation completed.</td>
</tr>
<tr>
<td></td>
<td>Jail</td>
<td>Jail Improvements</td>
<td>Cell locks at the Jail are beyond their useful life and require replacement.</td>
<td>Replace locks in batches as funds are appropriated</td>
<td>Ph 2 in Capital Budget for 2017. Jail Administration deciding on next cell block(s). PO to follow.</td>
</tr>
<tr>
<td></td>
<td>Jail</td>
<td>Jail Improvements</td>
<td>AHUs 1-9 are original 1985 Jail equipment. They operate on DOS based operating system and have minimal operating controls.</td>
<td>Upgrade the operating system to Automated Logic System that is used in HO and JDC. Upgrade control valves and install VFDs.</td>
<td>Upgrades to AHUs 1-9 being developed to include equipment and controls.</td>
</tr>
<tr>
<td></td>
<td>Jail</td>
<td>Jail Improvements HVAC AHUs 1-9 Upgrade</td>
<td>HVAC AHUs 1-9 are original 1985 Jail equipment. They operate on DOS based operating system and have minimal operating controls.</td>
<td>Upgrade the operating system to Automated Logic System that is used in HO and JDC. Upgrade control valves and install VFDs.</td>
<td>Upgrades to AHUs 1-9 being developed to include equipment and controls.</td>
</tr>
<tr>
<td></td>
<td>Jail</td>
<td>Rolling/Locking Gates at Receiving Area</td>
<td>The original rolling/locking gates of the original Jail have exhausted their useful life. New gates are required.</td>
<td>Replace the East Side rolling/locking gate in 2107. Budget for the West Side rolling/locking gate in 2018 Capital Budget.</td>
<td>Project Funds diverted to Ring Road Phase 2. Jail Administration and Facilities are reviewing “work-around” for East Gate operation.</td>
</tr>
<tr>
<td></td>
<td>Jail</td>
<td>Fire Alarm Panel</td>
<td>Fire alarm panel, many detectors and related equipment is at or beyond its useful life.</td>
<td>Phase 1 is to engage a consultant to design and develop specifications for a replacement system.</td>
<td>FY 2019 Capital Funds for the Engineering and Scope-Of-Work were approved. MWE is developing Phase II Plans and Specifications with the intention of bidding this work in the spring.</td>
</tr>
<tr>
<td></td>
<td>Jail</td>
<td>Jail Kitchen / Laundry Expansion</td>
<td>Need expanded capacity</td>
<td>Study physical, operational &amp; cost feasibility of expanding Jail</td>
<td>Delayed.</td>
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**Updated:** 24/24/2019
## Facilities Master Plan
### Project Status Update

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<th>ISSUE</th>
<th>SOLUTION</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>Jail</td>
<td>Ring Road Repair Phase 1</td>
<td>Wet weather this spring and summer has accelerated the life cycle replacement of the Jail's Ring Road.</td>
<td>Saw cut, remove, and replace multiple sections of concrete roadway.</td>
<td>Ph 1 completed 10-30-15.</td>
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<tr>
<td></td>
<td>Jail</td>
<td>Ring Road Repair Phase 2</td>
<td>Wet weather this spring and summer has accelerated the life cycle replacement of the Jail's Ring Road.</td>
<td>Saw cut, remove, and replace multiple sections of concrete roadway.</td>
<td>Ph 2 completed on 12-01-17.</td>
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<td>Jail</td>
<td>Masonry Tuck Pointing</td>
<td>Several areas of the Jail show masonry wall deterioration. There is a need to repair the masonry walls for structural integrity and water infiltration elimination.</td>
<td>Survey the exterior masonry walls, identify the areas that need attention, prepare and bid the repair work.</td>
<td>Scope-Of-Work to be developed that will maximize 2018 funds available for this work. Bid package will then be issued for this work.</td>
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<tr>
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<td>JDC</td>
<td>Building Automation System</td>
<td>To better control the HVAC systems at JDC, additional controllers are needed along with the infrastructure for the controllers to talk to the building automation system.</td>
<td>Design, procure, and install technology needed to achieve result.</td>
<td>Project complete.</td>
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<tr>
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<td>Coroner / CAC</td>
<td>Gift Ave Roof &amp; Fascia</td>
<td>Sloped roof &amp; vertical fascia are beyond warranty &amp; useful life and leak.</td>
<td>Replace sloped roof &amp; vertical fascia</td>
<td>Project deferred due to funding.</td>
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<tr>
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<td>JDC</td>
<td>JDC Site Grading</td>
<td>Sally Port Road washes out / floods preventing transport</td>
<td>Regrade drainage areas</td>
<td>Completed October 2015.</td>
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<tr>
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<td>JDC</td>
<td>Central Control Equipment Upgrade</td>
<td>Central Control equipment at JDC is the original equipment and controls doors, alarms, cameras. It provides the electronic backbone of Security.</td>
<td>Initial phase of project. Update control center.</td>
<td>Work substantially complete.</td>
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<tr>
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<td>Courthouse</td>
<td>Courts Remodel</td>
<td>Multiple deficiencies per current courts standards</td>
<td>Study, Reprogram, Plan &amp; Design Upgrades</td>
<td>Courtrooms 123, 222, 322, 221, and 121 completed and operational.</td>
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<tr>
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<td>Courthouse</td>
<td>KVO Memorial</td>
<td>Create a war memorial honoring all veterans that have died while in service for all conflicts since WWII.</td>
<td>KVO Committee was created to define, fund raise, and construct a war memorial honoring all veterans that died in duty since WWII.</td>
<td>Work Substantially complete on October 5, 2018. Dedication was October 20, 2018.</td>
</tr>
<tr>
<td></td>
<td>PCAPS</td>
<td>PCAPS Quarantine</td>
<td>Isolation of sick animals</td>
<td>Create isolated area</td>
<td>Project complete.</td>
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<tr>
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<td>PCAPS</td>
<td>PCAPS Entry</td>
<td>Separation of aggressive animals</td>
<td>Create new separate entry point</td>
<td>Project complete.</td>
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*Updated: 22/24/2019*
## Facilities Master Plan
### Project Status Update

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<th>PROJECT</th>
<th>ISSUE</th>
<th>SOLUTION</th>
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<td>ALL</td>
<td>Paper Records Storage</td>
<td>Record Storage &amp; Management</td>
<td>Conduct more in-depth analysis &amp; study</td>
<td>Future Project</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Paper Records Storage</td>
<td>Basement Storage Compartmentalization &amp; Security</td>
<td>See reference above to County-wide study Records moved from Gift Avenue to H.O.</td>
<td>Records moved from Gift Avenue to H.O.</td>
<td></td>
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<tr>
<td>ALL</td>
<td>Space Utilization</td>
<td>Space Utilization &amp; Operational Efficiency</td>
<td>Conduct Analysis/Study Dewberry engaged to do initial usage study.</td>
<td>Dewberry engaged to do initial usage study.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Departmental meeting space</td>
<td>Study size and number of shared meeting spaces Dewberry engaged to do initial usage study.</td>
<td>Dewberry engaged to do initial usage study.</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>Life Safety Deficiencies</td>
<td>Conduct Health Life Safety Survey &amp; Implement Corrective Measures Future Project</td>
<td>Future Project</td>
<td></td>
</tr>
<tr>
<td>EMA</td>
<td>EMA Options</td>
<td>Physical environment no longer conducive to operational mission</td>
<td>Develop a short &amp; long term facility replacement plan.</td>
<td>Future Project</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>Roof Leaks</td>
<td>Replacement Bids Received Future Project</td>
<td>Future Project</td>
<td></td>
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<tr>
<td></td>
<td>Future Use of HCWC Options</td>
<td>Adaptive Re-use for the public good w/o cost to Peoria County</td>
<td>Develop Business Plan to determine operational &amp; physical viability as self sustaining entity Future Project. Discussion in progress with Federal Representatives.</td>
<td>Future Project. Discussion in progress with Federal Representatives.</td>
<td></td>
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<tr>
<td></td>
<td>Future Use of HCWC Options</td>
<td>Minimize as Financial &amp; Legal Liability</td>
<td>Demolish physical structures, clear land under County control and revert to natural prairie habitat Front 9-Houses abated and demolished November 2014.</td>
<td>Front 9-Houses abated and demolished November 2014.</td>
<td></td>
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<tr>
<td></td>
<td>Future Use of HCWC Options</td>
<td>Eliminate as Financial &amp; Legal Liability</td>
<td>Revert ownership to State of Illinois Future Project</td>
<td>Future Project</td>
<td></td>
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<td></td>
<td>Future Use of HCWC Options</td>
<td>Adaptive re-use as shooting range for Sheriff's Department</td>
<td>Public engagement response not supportive of this use Future Project</td>
<td>Future Project</td>
<td></td>
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<tr>
<td>Highway</td>
<td>Restroom &amp; Mechanical Systems Replacement</td>
<td>Sub-standard Restrooms &amp; Mechanical systems</td>
<td>Renovate restrooms &amp; Upgrade mechanical systems Future Project</td>
<td>Future Project</td>
<td></td>
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<tr>
<td>JDC</td>
<td>Roof Replacement</td>
<td>Roofs at end of life cycle</td>
<td>Replace roofs</td>
<td>Capital Funding issues affecting this work.</td>
<td></td>
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*Updated:* 24/2/2019
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<thead>
<tr>
<th>PRIORITY</th>
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<th>PROJECT</th>
<th>ISSUE</th>
<th>SOLUTION</th>
<th>STATUS</th>
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<tbody>
<tr>
<td>PCAPS</td>
<td>PCAPS Quarantine</td>
<td>Isolation of sick animals</td>
<td>Create isolated area</td>
<td>Project complete.</td>
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<tr>
<td>PCAPS</td>
<td>PCAPS Noise Reduction</td>
<td>Excessive noise level</td>
<td>Install Acoustical treatments</td>
<td>Complete mid-2015.</td>
<td></td>
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<td>PCAPS</td>
<td>PCAPS Entry</td>
<td>Separation of aggressive animals</td>
<td>Create new separate entry point</td>
<td>Project complete.</td>
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<td>West Campus</td>
<td>Bel-Wood Kitchen Use</td>
<td>Need expanded capacity &amp; &quot;newer&quot; equipment</td>
<td>Study physical, operational &amp; cost feasibility of renovating portions of Bel-Wood</td>
<td>Completed.</td>
<td></td>
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<tr>
<td>Bel-Wood</td>
<td>Bel-Wood Site Disposition</td>
<td>Future use &amp; value</td>
<td>Demolish building &amp; clear site of all improvements for outright sale or future alternate County use</td>
<td>Completed October 2015.</td>
<td></td>
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<tr>
<td>Courthouse</td>
<td>County Boardroom Accessibility</td>
<td>Public Accessibility to County Boardroom</td>
<td>Plan, Design &amp; Remodel</td>
<td>Future Project</td>
<td></td>
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<tr>
<td>Courthouse</td>
<td>County Admin Remodel</td>
<td>Operational Inefficiencies &amp; HIPPA privacy</td>
<td>Revise office plan layout &amp; Remodel</td>
<td>Future Project</td>
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<tr>
<td>Courthouse</td>
<td>Courts Remodel</td>
<td>Multiple deficiencies per current courts standards</td>
<td>Study, Reprogram, Plan &amp; Design Upgrades</td>
<td>Courtrooms 222, 322, 221, 123, and 121 completed.</td>
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<td>Courthouse</td>
<td>Probation Remodel</td>
<td>Privacy &amp; safe separation</td>
<td>Reconfigure space to provide better public access</td>
<td>Future Project</td>
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<td>Courthouse</td>
<td>State's Attorney Remodel</td>
<td>Lack of contiguous functional space</td>
<td>Close off corridor to eliminate office separation</td>
<td>Future Project</td>
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<tr>
<td>Courthouse</td>
<td>Grand Jury Remodel</td>
<td>Grand jury room - upgrade quality of space</td>
<td>Renovate to create more professional &amp; presentable space</td>
<td>Future Project</td>
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<tr>
<td>ETSB</td>
<td>ETSB Remodel - ADA</td>
<td>Non-ADA compliant access</td>
<td>Replace existing access/egress ramp with ADA compliant access component</td>
<td>Future Project</td>
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<tr>
<td>Coroner / CAC</td>
<td>Countywide Record Storage</td>
<td>Inefficient, sub-standard storage environments</td>
<td>Renovate former juvenile cellblock, reconfigure old gymnasium area &amp; upgrade storage systems</td>
<td>Future Project. Annual (2016) record rotation completed.</td>
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<tr>
<td>Coroner / CAC</td>
<td>Coroner's Inquest Remodel</td>
<td>Sub-standard interior environment &amp; public space for hearings</td>
<td>Renovate Inquest Room and integrate SOA technologies for inquests &amp; training uses</td>
<td>Future Project</td>
<td></td>
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<tr>
<td>Coroner / CAC</td>
<td>Coroner Lobby Remodel</td>
<td>Sub-standard interior environment</td>
<td>Renovate Lobby area</td>
<td>Future Project</td>
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<td>PRIORITY</td>
<td>FACILITY</td>
<td>PROJECT</td>
<td>ISSUE</td>
<td>SOLUTION</td>
<td>STATUS</td>
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<tr>
<td>MEDIUM</td>
<td>PCCHD</td>
<td>New Health Dept Facility</td>
<td>Building condition &amp; configuration not conducive to effective &amp; efficient delivery of services</td>
<td>Replace building at current location or relocate to Gift Avenue site</td>
<td>Future Project</td>
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<tr>
<td></td>
<td>PCCHD</td>
<td>New Health Dept Facility</td>
<td>Explore opportunities to locate other County departments or agencies in new complex, i.e.: coroner's office</td>
<td>Conduct in-depth analysis of programming needs, building, site and cost implications</td>
<td>Future Project</td>
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<td></td>
<td>Highway</td>
<td>Replace Maxwell Station</td>
<td>Sub-standard Facilities</td>
<td>Developing Short &amp; Long Term Facility Replacement Plan</td>
<td>Future Project</td>
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<tr>
<td></td>
<td>Highway</td>
<td>Replace Fleet Garage</td>
<td>Sub-standard Facility</td>
<td>Replace Garage</td>
<td>Future Project</td>
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<tr>
<td></td>
<td>Highway</td>
<td>Replace Maxwell Station Salt Dome</td>
<td>Sub-standard Facility</td>
<td>Replace Facility</td>
<td>Future Project</td>
</tr>
<tr>
<td></td>
<td>Highway</td>
<td>Replace Maxwell Station Vehicle Storage</td>
<td>Sub-standard Facilities</td>
<td>Replace Facilities</td>
<td>Future Project</td>
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<tr>
<td></td>
<td>Highway</td>
<td>Replace Fueling Station</td>
<td>Sub-standard Fuel Tanks &amp; Fueling Station</td>
<td>Replace &amp; relocate</td>
<td>Future Project</td>
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<tr>
<td></td>
<td>Highway</td>
<td>Demolish Maxwell Station Yellow Bldg.</td>
<td>Sub-standard Facility</td>
<td>Abate hazardous materials, demolish &amp; remove</td>
<td>Completed August 2015.</td>
</tr>
<tr>
<td></td>
<td>Highway</td>
<td>Addition to North Station Vehicle Storage</td>
<td>Lack of vehicle storage space</td>
<td>Construct Additional storage building &amp; renovate old section of vehicle storage bay</td>
<td>Future Project. Moved old Bel-Wood out building to North station in early 2015.</td>
</tr>
<tr>
<td></td>
<td>Highway</td>
<td>Salt Dome Upgrades</td>
<td>Need additional capacity &amp; safer loading system</td>
<td>Construct additional domes &amp; loading system</td>
<td>Future Project</td>
</tr>
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<td></td>
<td>Jail</td>
<td>Jail Kitchen / Laundry Expansion</td>
<td>Capacity &amp; Operational deficiencies</td>
<td>Expand core support functional areas - food service, laundry, personal &amp; evidence storage, recreational space</td>
<td>Deferred to cover higher bids for Jail Central Control and Jail Ring Road.</td>
</tr>
<tr>
<td></td>
<td>Jail</td>
<td>Jail Night Court Addition</td>
<td>Bed capacity &amp; operational efficiencies</td>
<td>Study feasibility and cost effectiveness of locating night court at jail</td>
<td>Future Project</td>
</tr>
<tr>
<td></td>
<td>Jail</td>
<td>Shooting Range</td>
<td>County controlled range</td>
<td>Study feasibility of developing range at Hanna City or Bel-Wood site</td>
<td>Future Project</td>
</tr>
<tr>
<td>PRIORITY</td>
<td>FACILITY</td>
<td>PROJECT</td>
<td>ISSUE</td>
<td>SOLUTION</td>
<td>STATUS</td>
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<td>-----------------------------------------------</td>
<td>-------------------------</td>
</tr>
<tr>
<td>LOW</td>
<td>Courthouse</td>
<td>Department Relocation</td>
<td>Lack of natural light</td>
<td>Relocate offices to provide natural light</td>
<td>Future Project</td>
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<tr>
<td></td>
<td>Courthouse</td>
<td>Department Relocation</td>
<td>Office location</td>
<td>Office location in courthouse not essential for effective operation. Explore optimum location for County needs.</td>
<td>Future Project</td>
</tr>
<tr>
<td></td>
<td>RRC / VAC</td>
<td>Office Remodel</td>
<td>Minimal Public Visibility</td>
<td>Add site/building signage</td>
<td>Owner added some signage.</td>
</tr>
<tr>
<td></td>
<td>RRC / VAC</td>
<td>Office Remodel</td>
<td>More efficient office layout could accommodate additional small department.</td>
<td>Space utilization analysis, planning</td>
<td>RRC moved to PCCHD. VAC moved into their new space.</td>
</tr>
<tr>
<td></td>
<td>West Campus</td>
<td>Property Disposal</td>
<td>Disposition of property</td>
<td>Sell property</td>
<td>Future Project</td>
</tr>
<tr>
<td></td>
<td>One Tech Plaza</td>
<td>Property Disposal</td>
<td>Disposition of property</td>
<td>Sell property</td>
<td>Future Project</td>
</tr>
<tr>
<td></td>
<td>West Campus</td>
<td>Develop Property</td>
<td>Optimize value &amp; return for Peoria County</td>
<td>Sell property using proceeds for capital improvement projects</td>
<td>Future Project</td>
</tr>
</tbody>
</table>
AGENDA BRIEFING

COMMITTEE: County Infrastructure

MEETING DATE: 01/29/2019

ISSUE:
For RECOMMENDATION: County Parking Deck ½ Hour Rate Increase

BACKGROUND/DISCUSSION:
Peoria County currently owns a 446-space parking deck located within the block bounded by Hamilton, Jefferson, Adams, and Fayette Streets in the City of Peoria. County is currently contracted with National Garages, Inc. to provide parking management services for the County owned deck.

Included in the 2019 approved Peoria County budget is funding to upgrade the parking deck to a fully automated parking / payment system within the deck. This system will no longer require a parking attendant be provided by National Garages. Peoria County issued a PO to National Garages in early January 2019 for the installation of the new automated parking / payment system. The Return on Investment for the new system is 3.5 years.

The current ½ hour rate for the parking deck is $0.75 with a maximum of $6.00 per day maximum and $5.00 for parking after 6pm. The new automated system will take credit, debit, and cash as a form of payment. The new system has limited capacity for the storage of coins but has an automated recycling currency system for cash. Because of the limited ability to store coins we are recommending an increase to $1.00 per ½ hour. All other rates would stay the same.

COUNTY BOARD GOALS:

STAFF RECOMMENDATION
Approve the Peoria County Parking Deck ½ hour rate increase from $0.75 to $1.00 per ½ hour when the new automated parking / payment system is installed in the Spring of 2019.

COMMITTEE ACTION:

PREPARED BY: Mark Little, CIO
DEPARTMENT: Information Technology Services
DATE: 1/29/2019
TO THE HONORABLE COUNTY BOARD

COUNTY OF PEORIA, ILLINOIS

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

RE: County Parking Deck Rate Increase

RESOLUTION

WHEREAS, Peoria County owns a 446-space parking deck located within the block bounded by Hamilton, Jefferson, Adams, and Fayette Streets in the City of Peoria; and

WHEREAS, Peoria County is currently contracted with National Garages, Inc. to provide parking management services for the County owned deck; and

WHEREAS, Peoria County issued a PO to National Garages in early January 2019 for the installation of the new automated parking / payment system; and

WHEREAS, The new parking system has limited capacity for the storage of coins but has an automated recycling currency system for cash; and

WHEREAS, all other parking rates will stay the same.

NOW THEREFORE BE IT RESOLVED, by the County Board of Peoria County, approve the Peoria County Parking Deck 1/2 hour rate increase from $0.75 to $1.00 per 1/2 hour when the new automated parking / payment system is installed in the Spring of 2019.

RESPECTFULLY SUBMITTED,
COUNTY INFRASTRUCTURE COMMITTEE
AGENDA BRIEFING

COMMITTEE: Infrastructure  
MEETING DATE: January 29, 2019  
LINE ITEM: N/A  
AMOUNT: N/A

ISSUE:  
Participation of the 182nd Airlift Wing Peoria Air National Guard Rising 4 group in the Adopt-A-Highway Program on Airport Road.

BACKGROUND/DISCUSSION:  
The 182nd Airlift Wing Peoria Air National Guard Rising 4 group has offered to participate in the program by requesting to “adopt” a portion of County Highway R49 (Airport Road), from West Smithville Road to Garfield Avenue, a total distance of 0.60 miles.

COUNTY BOARD GOALS:  
- Safe & Healthy Community  
- World Class Public Facilities

STAFF RECOMMENDATION:  
Approve the adoptive Resolution for 182nd Airlift Wing Peoria Air National Guard Rising 4 group to adopt a Highway.

COMMITTEE ACTION:

PREPARED BY: Amy Benecke McLaren  
DEPARTMENT: Highway  
DATE: January 24, 2019
TO THE HONORABLE COUNTY BOARD  
COUNTY OF PEORIA, ILLINOIS  

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

RE: Adopt-A-Highway Program

RESOLUTION

WHEREAS, the County of Peoria has established an Adopt-A-Highway program for the highways within its jurisdictional area, and

WHEREAS, members of the 182nd Airlift Wing Peoria Air National Guard Rising 4 group have requested to participate in this program, and

WHEREAS, the group has volunteered to "adopt" County Highway R49 (Airport Road), from West Smithville Road to Garfield Avenue, a total distance of 0.60 miles.

NOW, THEREFORE BE IT RESOLVED, that the 182nd Airlift Wing Peoria Air National Guard Rising 4 groups request to "adopt" CH R49 be approved and that the County Engineer be authorized to execute the "Adopt-A-Highway" Permit.

Respectfully submitted,
Infrastructure Committee
ISSUE: Resolution for Intergovernmental Agreement with Princeville Road District

BACKGROUND/DISCUSSION: Structure Number 072-4312 on Princeville Cemetery Road is a concrete superstructure bridge supported on timber support piles. The timber piles are deteriorated to the point where a 15 Ton Weight Limit has been posted on the bridge. The bridge carries 125 vehicles per day, and the Sufficiency Rating on the bridge is 30.5.

The concrete superstructure is in good shape, and it has been determined that the most economical solution for this bridge is to repair the timber support piles.

This resolution will allow the County to enter into an Intergovernmental Agreement with Princeville Road District to repair the bridge.

COUNTY BOARD GOALS:

INFRASTRUCTURE STEWARDSHIP

STAFF RECOMMENDATION: Approve the Resolution

COMMITTEE ACTION:

PREPARED BY: Jeffrey D. Gilles

DEPARTMENT: Highway

DATE: January 14, 2019
Str. 072-4312, Princeville Cemetery Rd., 9/20/2018

Road Looking East

Stream DS to US, North looking South

East Abutment

West Abutment
Str. 072-4312, Princeville Cemetery Rd., 9/20/2018

Superstructure

SW Corner showing Void in Deck Soffit
INTERGOVERNMENTAL AGREEMENT
BETWEEN COUNTY OF PEORIA AND PRINCEVILLE ROAD DISTRICT

This Agreement effective and commencing on ___________________________, by and between the COUNTY OF PEORIA, a body politic and corporate of the State of Illinois, hereinafter called the COUNTY, and PRINCEVILLE ROAD DISTRICT, hereinafter called the DISTRICT.

WITNESSETH THAT:

Whereas, the COUNTY and the DISTRICT are desirous to further intergovernmental cooperation between the two entities; and

Whereas, Structure Number 072-4312 on Princeville Cemetery Road (T.R. 156A) is Structurally Deficient and is in need of repair; and

Whereas, the COUNTY and the DISTRICT are desirous to repair Structure Number 072-4312 on Princeville Cemetery Road (T.R. 156A); and

Whereas, the Preliminary Engineering, Construction, and Construction Engineering will be split 50% County / 50% Road District; and

Whereas, the COUNTY and the DISTRICT have reached an agreement pursuant to authority granted by Article Vii, Section 10, of the Constitution of Illinois, 1970 and the Intergovernmental Cooperation Act, (5ILCS 220/1 et.seq.).

NOW THEREFORE, in cooperation of the mutual promises and covenants hereinafter set forth, it is agreed by and between the COUNTY and the DISTRICT that:

I. DUTIES OF PEORIA COUNTY

A. The COUNTY will serve as the "Lead Agency" and will coordinate the bridge repair project with the Illinois Department of Transportation.

B. The COUNTY will enter into a contract with an Illinois Department of Transportation Certified consultant engineering firm to perform Preliminary Engineering for the design of the project.

C. The COUNTY will enter into a contract with an Illinois Department of Transportation approved contractor for the repair of the bridge.

D. The COUNTY will perform the Construction Engineering for the bridge repair.

E. The COUNTY will send invoices to the DISTRICT based on the DISTRICT's share of the Local Match amounts for Preliminary Engineering, Construction, and Construction Engineering.
II. DUTIES OF PRINCEVILLE ROAD DISTRICT

A. The PRINCEVILLE Road Commissioner will review and approve the bridge repair design.

B. The DISTRICT will maintain jurisdiction of Structure Number 072-4312 on Princeville Cemetery Road (T.R. 156A).

C. The DISTRICT will pay invoices from the COUNTY based on the DISTRICT’s share of the Local Match amounts for Preliminary Engineering, Construction, and Construction Engineering.

III. TERM

A. This agreement shall commence on the day that the last party executes it and shall continue until Final Acceptance is given by the Illinois Department of Transportation.

IV. INDEMNIFICATION

The COUNTY shall indemnify and hold harmless the District and its directors, officers, employees, and agents from and against any and all losses, damages, claims, liability, costs, and expenses incidental thereto (including costs of litigation, settlement, and reasonable attorney’s fees) which any or all of them may hereinafter incur, be responsible for or pay out as a result of bodily injuries (including death) to any person or damage (including loss of use) to any property (public or private) which arise out of or are caused by any negligent acts, negligent omissions, or willful misconduct of the COUNTY, its directors, officers, employees, agents, and contractors in the performance of the terms of this agreement.

The DISTRICT shall indemnify and hold harmless the COUNTY and its directors, officers, employees, and agents from and against any and all losses, damages, claims, liability, costs, and expenses incidental thereto (including costs of litigation, settlement, and reasonable attorney’s fees) which any or all of them may hereinafter incur, be responsible for or pay out as a result of bodily injuries (including death) to any person or damage (including loss of use) to any property (public or private) which arise out of or are caused by any negligent acts, negligent omissions, or willful misconduct of the DISTRICT, its directors, officers, employees, agents, and contractors in the performance of the terms of this agreement.

V. GENERAL CONDITIONS

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

B. If any portion of this agreement shall be, for any reason, invalid or unenforceable, the remaining portion or portions shall, nevertheless, be valid and enforceable and carried into effect, unless to do so would clearly violate the present legal and valid intention of the parties hereto.

C. ENTIRE AGREEMENT - AMENDMENTS

The preceding constitutes the entire agreement between the parties and no verbal statements shall supersede any of its provisions. This agreement may be amended
in writing by a mutual agreement executed with the same formalities as in the same manner by which this Agreement was executed.

COUNTY OF PEORIA

By:_______________________
SCOTT SORREL
Peoria County Administrator

ATTEST:___________________
STEVE SONNEMAKER
County Clerk

PRINCEVILLE ROAD DISTRICT

By:__________________________
DARRELL FUCHS
Princeville Road Commissioner

ATTEST:_______________________
MARLYS ELY
Princeville Township Clerk
## County Aid No. 524

<table>
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<th>Estimated Total Cost</th>
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<td>Construction</td>
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<td><strong>Total</strong></td>
<td><strong>$142,885.00</strong></td>
<td><strong>$71,442.50</strong></td>
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TO THE HONORABLE COUNTY BOARD  
COUNTY OF PEORIA, ILLINOIS  

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

RE: INTERGOVERNMENTAL AGREEMENT BETWEEN THE COUNTY OF PEORIA AND PRINCEVILLE ROAD DISTRICT

RESOLUTION

WHEREAS, Structure Number 072-4312 on Princeville Cemetery Road (T.R. 156A) is structurally deficient and is in need of repair; and

WHEREAS, Peoria County and Princeville Road District are desirous to repair Structure Number 072-4312 on Princeville Cemetery Road (T.R. 156A).

NOW, THEREFORE BE IT RESOLVED, that the County of Peoria enter into an Intergovernmental Agreement with Princeville Road District for the purpose of repairing Structure Number 072-4312 on Princeville Cemetery Road (T.R. 156A).

BE IT FURTHER RESOLVED, that the County Administrator be authorized to sign the Intergovernmental Agreement.

RESPECTFULLY SUBMITTED,

INFRASTRUCTURE COMMITTEE
ISSUE: Resolution for Preliminary Engineering Services Agreement with Midwest Engineering Associates, Inc. for Phase I & II Preliminary Engineering for Princeville Cemetery Road Bridge Repairs.

BACKGROUND/DISCUSSION: Structure Number 072-4312 on Princeville Cemetery Road is a concrete superstructure bridge supported on timber support piles. The timber piles are deteriorated to the point where a 15 Ton Weight Limit has been posted on the bridge. The bridge carries 125 vehicles per day, and the Sufficiency Rating on the bridge is 30.5.

The concrete superstructure is in good shape, and it has been determined that the most economical solution for this bridge is to repair the timber support piles.

This resolution will allow the County to enter into a Preliminary Engineering Service Agreement with Midwest Engineering Associates, Inc. to perform the Phase I & II Preliminary Engineering for the project.

COUNTY BOARD GOALS:

INFRASTRUVCRTURE STEWARDSHIP

STAFF RECOMMENDATION: Approve the Resolution

COMMITTEE ACTION:

PREPARED BY: Jeffrey D. Gilles

DEPARTMENT: Highway

DATE: January 15, 2019
Road Looking East

Stream DS to US, North looking South

East Abutment

West Abutment
Str. 072-4312, Princeville Cemetery Rd., 9/20/2018

Superstructure

SW Corner showing Void in Deck Soffit
THIS AGREEMENT is made and entered into this ________ day of ______________, 2019 between the above Local Agency (LA) and Consultant (ENGINEER) and covers certain professional engineering services in connection with the improvement of the above SECTION, Motor Fuel Tax Funds, allotted to the LA by the State of Illinois under the general supervision of the State Department of Transportation, hereinafter called the “DEPARTMENT”, will be used entirely or in part to finance ENGINEERING services as described under AGREEMENT PROVISIONS.

### Section Description

**Name:** Bridge Piling Repair for Princeville Cemetery Rd. Over Prince Run Creek  
**Route:** Cemetery Rd.  
**Length:** +/- 100 ft.  
**FT ( +/- 0.02 Miles):**  
**Termini:** Approximate Station 85+30 to 86+30 corresponding to approximate ends of the bridge wing walls.  
**Description:** Repair twelve (12) deteriorated timber piles supporting the east and west abutments using in-place reinforcement details.

### Agreement Provisions

**The Engineer Agrees, (Note: BLR form 05511 has been edited in the following for project specific terms as underlined)**

1. To perform or be responsible for the performance of the following engineering services for the LA in connection with the proposed improvement herein before described, and checked below:
   
a. ☒ Make such detailed surveys as are necessary for the preparation of detailed roadway plans.
   
b. ⬜ Make stream and flood plain hydraulic surveys and gather high water data, and flood histories for the preparation of detailed bridge plans.
   
c. ☒ Make or cause to be made such soil surveys or subsurface investigations including borings and soil profiles and analysis thereof as may be required to furnish sufficient data for the design of the proposed improvement. Such investigations are to be made in accordance with the current requirements of the DEPARTMENT.
   
d. ⬜ Make or cause to be made such traffic studies and counts and special intersection studies as may be required to furnish sufficient data for the design of the proposed improvement.
   
e. ☒ Prepare Army Corps of Engineers Permit, Division of Water Resources Permit, Bridge waterway sketch and/or Channel Change sketch, Utility plan and locations and Railroad Crossing work agreements.
   
f. ⬜ Prepare Preliminary Bridge Design and Hydraulic Report, (including economic analysis of bridge or culvert types) and high water effects on roadway overflows and bridge approaches.
   
g. ☒ Make complete general and detailed plans, special provisions, proposals and estimates of cost and furnish the LA with five (5) copies of the plans, special provisions, proposals and estimates. Additional copies of any or all documents, if required, shall be furnished to the LA by the ENGINEER at his actual cost for reproduction.
   
h. ☒ Furnish the LA with survey and drafts in quadruplicate of all necessary right-of-way dedications, construction easements and borrow pit and channel change agreements including prints of the corresponding plats and staking as required.

**NOTE:** Four Copies to be submitted to the Regional Engineer
i. Prepare the Project Development Report when required by the DEPARTMENT.

j. Prepare the necessary environmental documents in accordance with the procedures adopted by the DEPARTMENT’s Bureau of Local Roads & Streets.

k. Assist the LA in the tabulation and interpretation of the contractors’ proposals.

l. Furnish construction guidance. Construction guidance shall include:
   (1) Consultation on interpretation of plans and specifications and changes during construction.

2. That all reports, plans, plats and special provisions to be furnished by the ENGINEER, pursuant to this AGREEMENT, will be in accordance with current standard specifications and policies of the DEPARTMENT. It being understood that all such reports, plats, plans and drafts shall before being finally accepted be subject to approval by the LA and the DEPARTMENT.

3. To attend conferences at any reasonable time when requested to do so by the LA or the DEPARTMENT.

4. In the event plans or surveys are found to be in error during construction of the SECTION and revisions of the plans or survey corrections are necessary, the ENGINEER agrees that he will perform such work without expense to the LA even though final payment has been received by him. He shall give immediate attention to these changes so there will be a minimum delay to the Contractor.

5. That basic survey notes and sketches, charts, computations and other data prepared or obtained by the ENGINEER pursuant to this AGREEMENT will be made available upon request to the LA or the DEPARTMENT without cost and without restriction or limitations as to their use.

6. That all plans and other documents furnished by the ENGINEER pursuant to this AGREEMENT will be endorsed by him and will show his professional seal where such is required by law.

THE LA AGREES, (Note: BLR form 05511 has been edited in the following for project specific terms)

1. To pay the ENGINEER as compensation for all services performed as stipulated in paragraphs 1a through 1l, 2, 3, 5 and 6 at actual cost of performing such work plus 180 percent to cover profit, overhead and readiness to serve - “actual cost” being defined as material cost plus, payrolls insurance, social security and retirement deductions. Traveling and other out-of-pocket expenses will be reimbursed to the ENGINEER at his actual cost. Subject to the approval of the LA, the ENGINEER may sublet all or part of the services provided under the paragraphs cited above. If the ENGINEER sublets all or part of this work, the LA will pay the cost to the ENGINEER plus a five (5) percent service charge. “Cost to Engineer” to be verified by furnishing the LA and the DEPARTMENT copies of invoices from the party doing the work. The classifications of the employees used in the work should be consistent with the employee classification for the services performed. If the personnel of the firm, including the Principal Engineer, perform routine services that should normally be performed by lesser-salaried personnel, the wage rate billed for such services shall be commensurate with the work performed. The total compensation due the Engineer shall not exceed $37,885 without prior authorization in writing from the LA.

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

   a. For progressive payments – Upon receipt of monthly invoices from the ENGINEER and the approval thereof by the LA, 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 LA but not later than 60 days after the work is completed and reports have been made and accepted by the LA and STATE, a sum of money equal to the basic fee as determined in this AGREEMENT less the total of the amounts of partial payments previously paid to the ENGINEER shall be due and payable to the ENGINEER.
3. That, should the LA require changes in any of the detailed plans, specifications, or estimates, except for those required pursuant to paragraph 4 of THE ENGINEER AGREES, after they have been approved by the DEPARTMENT, the LA will pay the ENGINEER for such changes on the basis of actual cost plus 180 percent to cover profit, overhead and readiness to serve - "actual cost" being defined as in paragraph 1 above. It is understood that “changes” as used in this paragraph shall in no way relieve the ENGINEER of his responsibility to prepare a complete and adequate set of plans and specifications.

It is Mutually Agreed,

1. That any difference between the ENGINEER and the LA concerning the interpretation of the provisions of this AGREEMENT shall be referred to a committee of disinterested parties consisting of one member appointed by the ENGINEER, one member appointed by the LA and a third member appointed by the two other members for disposition and that the committee’s decision shall be final.

2. This AGREEMENT may be terminated by the LA upon giving notice in writing to the ENGINEER at his last known post office address. Upon such termination, the ENGINEER shall cause to be delivered to the LA all surveys, permits agreements, preliminary bridge design & hydraulic report, drawings, specifications, partial and completed estimates and data if any from traffic studies and soil survey and subsurface investigations with the understanding that all such material becomes the property of the LA. The ENGINEER shall be paid for any services completed and any services partially completed in accordance with Section 5 of THE LA AGREES.

3. That if the contract for construction has not been awarded one year after the acceptance of the plans by the LA and their approval by the DEPARTMENT, the LA will pay the ENGINEER the balance of the engineering fee due under this AGREEMENT, based on the estimate of cost as prepared by the ENGINEER and approved by the LA and the DEPARTMENT.

4. That the ENGINEER warrants that he/she has not employed or retained any company or person other than a bona fide employee working solely for the ENGINEER to solicit or secure this contract and that he/she has not paid or agreed to pay any company or person other than a bona fide employee working solely for the ENGINEER any fee, commission, percentage, brokerage fee, gifts or any other consideration contingent upon or resulting from the award or making of this contract. For breach or violation of this warranty the LA shall have the right to annul this contract without liability.

IN WITNESS WHEREOF, the parties have caused this AGREEMENT to be executed in quadruplicate counterparts each of which shall be considered as an original by their duly authorized officers.

Executed by the LA:

ATTEST: ________________________________

By ________________________________

______________________________ Clerk

(State of Illinois, acting by and through its

By ________________________________

Title ________________________________

Peoria County
(Municipality/Township/County)

(Seal)

Executed by the ENGINEER

Midwest Engineering Associates, Inc.

1904 NE Monroe St.

ATTEST: ________________________________

By ________________________________

Title ________________________________

By ________________________________

Title ________________________________

Peoria, Illinois 61603

Philip J. Lane, Senior Structural Engineer

David L. Horton, Senior Project Manager
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 072-4312 located on Princeville Cemetery Road (T.R. 156A) 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 repair bridges using the County Bridge Fund for:

Phase I and Phase II engineering for the repair of Structure Number 072-4312 on Princeville Cemetery Road (T.R. 156A), designated as County Aid No. 524, at a cost not to exceed $37,885.00 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 $37,885.00 be appropriated from the County Bridge fund for Phase I and Phase II engineering for County Aid No. 524 on Princeville Cemetery 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: Federal Agreement with the State of Illinois for construction on Dirksen Parkway.

BACKGROUND/DISCUSSION: Peoria County secured $2,800,000 in Federal Surface Transportation Program – Urban (STU) funding through PPUATS for the reconstruction of Dirksen Parkway. The project consists of reconstructing the existing 4 lane roadway to a 5 lane roadway with turn lanes, multi-use path, and street lighting.

The project is scheduled for the January 18, 2019 IDOT bid letting.

This Resolution allows the County to enter into an agreement with IDOT to use Federal Funding for the construction of Dirksen Parkway. The resolution also appropriates $1,200,000.00 of MFT funds for the local match portion of the construction.

COUNTY BOARD GOALS:

INFRASTRUCTURE STEWARDSHIP

STAFF RECOMMENDATION: Approve the Resolution.

COMMITTEE ACTION:

PREPARED BY: Jeffrey D. Gilles

DEPARTMENT: Highway

DATE: December 21, 2018
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 constructed in accordance with plans prepared by, or on behalf of the LPA, approved by the STATE and 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 Name</th>
<th>Route</th>
<th>Length</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dirksen Parkway (CH D49)</td>
<td>FAU 6671</td>
<td>0.73</td>
</tr>
</tbody>
</table>

Termini: Middle Road to Airport Road

**Current Jurisdiction**

Peoria County

**TIP Number**

PC-19-01

**Existing Structure No**

N/A

**Project Description**

Improvements include new pavement, curb and gutter, storm sewer, street lighting, and sidewalks.

**Division of Cost**

<table>
<thead>
<tr>
<th>Type of Work</th>
<th>STU</th>
<th>%</th>
<th>LPA</th>
<th>%</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Participating Construction</td>
<td>2,800,000</td>
<td>*</td>
<td>1,200,000</td>
<td>BAL</td>
<td>4,000,000</td>
</tr>
<tr>
<td>Non-Participating Construction</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Construction Engineering</td>
<td></td>
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</tr>
<tr>
<td>Right of Way</td>
<td></td>
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</tr>
<tr>
<td>Railroads</td>
<td></td>
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</tr>
<tr>
<td>Utilities</td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Materials</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>$2,800,000</td>
<td>$</td>
<td>$1,200,000</td>
<td>$</td>
<td>$4,000,000</td>
</tr>
</tbody>
</table>

*70% STU funds NTE $2,800,000

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 above.

**Local Public Agency Appropriation**

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 (required for State-let contracts only)

**Method of Financing (State Contract Work Only)**

METHOD A---Lump Sum (80% of LPA Obligation)

METHOD B--- Monthly Payments of due by the of each successive month.

METHOD C---LPA’s Share Balance divided by estimated total cost multiplied by actual progress payment.

(See page two for details of the above methods and the financing of Day Labor and Local Contracts)
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, and 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 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, an addendum is required.

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

(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 department; and the LPA agrees to cooperate fully with any audit conducted by the Auditor General and 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 a presumption in favor of the STATE for the 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) (State Contracts Only) That the method of payment designated on page one will be as follows:

Method A - Lump Sum Payment. Upon award of the contract for this improvement, the LPA will pay to 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) within thirty (30) calendar days of billing in a lump sum, upon completion of the project based on final costs.

Method B - 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, and 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 - 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 adjusted 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 LPA on this or any other contract. The STATE, at its sole option, upon notice to the LPA, may place the debt into the Illinois Comptroller’s Offset System (15 ILCS 405/10.05) or take such other and further action as my be required to recover the debt.

(11) (Local Contracts or Day Labor) To provide or cause to be provided all of the initial funding, equipment, labor, material and services necessary to construct the complete project.

(12) (Preliminary Engineering) In the event that right-of-way acquisition for, or actual construction of, the project for which this preliminary engineering is undertaken with Federal participation is not started by the close of the tenth fiscal year following the fiscal year in which the project is federally authorized, the LPA will repay the STATE any Federal funds received under the terms of this Agreement.

(13) (Right-of-Way Acquisition) In the event that the actual construction of the project on this right-of-way is not undertaken by the close of the twentieth fiscal year following the fiscal year in which the project is federally authorized, the LPA will repay the STATE any Federal Funds received under the terms of this Agreement.
(14) (Railroad Related Work Only) The estimates and general layout plans for at-grade crossing improvements should be forwarded to the Rail Safety and Project Engineer, Room 204, Illinois Department of Transportation, 2300 South Dirksen Parkway, Springfield, Illinois, 62764. Approval of the estimates and general layout plans should be obtained prior to the commencement of railroad related work. All railroad related work is also subject to approval by the Illinois Commerce Commission (ICC). Final inspection for railroad related work should be coordinated through appropriate IDOT District Bureau of Local Roads and Streets office. Plans and preemption times for signal related work that will be interconnected with traffic signals shall be submitted to the ICC for review and approval prior to the commencement of work. Signal related work involving interconnects with state maintained traffic signals should also be coordinated with the IDOT’s District Bureau of Operations.

The LPA is responsible for the payment of the railroad related expenses in accordance with the LPA/railroad agreement prior to requesting reimbursement from IDOT. 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 on page one.

(15) And certifies to the best of its knowledge and belief its 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 antitrust 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.

(16) To include the certifications, listed in item 15 above, and all other certifications required by State statutes, in every contract, including procurement of materials and leases of equipment.

(17) (State Contracts) 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.

(18) 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 modification of any Federal contract, grant, loan or cooperative agreement;
(b) If any funds other than Federal appropriated funds have been paid or will be paid 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 an employee of a Member of Congress, in connection with this Federal contract, grant, loan or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, “Disclosure Form to Report Lobbying”, in accordance with its instructions;
(c) The LPA shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants and contracts under grants, loans and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

(19) To regulate parking and traffic in accordance with the approved project report.

(20) To regulate encroachments on public right-of-way in accordance with current Illinois Compiled Statutes.

(21) To regulate the discharge of sanitary sewage into any storm water drainage system constructed with this improvement in accordance with current Illinois Compiled Statutes.

(22) To complete this phase of the project within three (3) years from the date this agreement is approved by the STATE if this portion of the project described in the Project Description does not exceed $1,000,000 (five years if the project costs exceed $1,000,000).

(23) To comply with the federal Financial Integrity Review and Evaluation (FIRE) program, which requires States and subrecipients to 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 the STATE within six (6) months of the federal authorization date. Subsequent invoices will be submitted in intervals not to exceed six (6) months.

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

(25) The LPA shall provide the final report to the appropriate STATE district within twelve 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 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.

(26) (Single Audit Requirements) That 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. LPAs expending less than $750,000 a year shall be exempt from compliance. A copy of the audit report must be submitted to the STATE (Office of Finance and Administration, Audit Coordination Section, 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 (denoted by an “X” in the State Contract field at the top of page 1) are not included in a LPA’s calculation of federal funds expended by the LPA for Single Audit purposes.

(27) That the LPA is required to register with the System for Award Management or SAM (formerly Central Contractor Registration (CCR)), 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/portal/public/SAM/#1.

The LPA is also required to obtain a Dun & Bradstreet (D&B) D-U-N-S Number. This is a unique nine digit number required to identify subrecipients of federal funding. A D-U-N-S number can be obtained at the following website: http://fedgov.dnb.com/webform.

THE STATE AGREES:

(1) To provide such guidance, assistance and supervision and to monitor and perform audits to the extent necessary to assure validity of the LPA’s certification of compliance with Titles II and III requirements.

(2) (State Contracts) To receive bids for the 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) (Day Labor) To authorize the LPA to proceed with the construction of the improvement when Agreed Unit Prices are approved, and to reimburse the LPA for that portion of the cost payable from Federal and/or State funds based on the Agreed Unit Prices and Engineer’s Payment Estimates in accordance with the Division of Cost on page one.

(4) (Local Contracts) For agreements with Federal and/or State funds in engineering, right-of-way, utility work and/or construction work:
   (a) To reimburse the LPA for the Federal and/or State share on the basis of periodic billings, provided said billings contain sufficient cost information and show evidence of payment by the LPA;
   (b) To provide independent assurance sampling, to furnish off-site material inspection and testing at sources normally visited by STATE inspectors of 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, obligations 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 that Act exempt its application.

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**ADDENDA**

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

- Number 1 - Location Map
- Number 2 – LPA Appropriation Resolution
- Number 3 - GATA Reporting

(Insert Addendum numbers and titles as applicable)

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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

Scott Sorrel

Name of Official (Print or Type Name)

County Administrator

Title (County Board Chairperson/Mayor/Village President/etc.)

(Signature) Date

The above signature certifies the agency’s TIN number is 200000143 conducting business as a Governmental Entity.

DUNS Number 071436208

---

**APPROVED**

State of Illinois

Department of Transportation

Randall S. Blankenhorn, Secretary of Transportation

By:

Erin Aleman, Director of Planning & Programming

Erin Aleman, Director of Planning & Programming

Philip C. Kaufmann, Chief Counsel

Jeff Heck, Chief Fiscal Officer (CFO)

NOTE: If the LPA signature is by an APPOINTED official, a resolution authorizing said appointed official to execute this agreement is required.
PROPOSED
IMPROVEMENTS

ADDENDUM 1
LOCATION MAP
DIRKSEN PARKWAY
14-00102-01-PV
C-94-014-17
PEORIA COUNTY
PLACE HOLDER FOR ADDENDUM #2

APPROPRIATIONS RESOLUTION
Addendum No.__3__

Grant Accountability and Transparency Act (GATA)

Required Uniform Reporting

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, 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).

PLEASE NOTE: Under the terms of the Grant Funds Recovery Act (30 ILCS 705/4.1), “Grantor 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 )
Resolution for Improvement
Under the Illinois Highway Code

BE IT RESOLVED, by the Board of the County of Peoria
the Illinois that the following described street(s)/road(s)/structure be improved under
the Illinois Highway Code. Work shall be done by Contract

For Roadway/Street improvements:

<table>
<thead>
<tr>
<th>Name of Street(s)/Road(s)</th>
<th>Length (miles)</th>
<th>Route</th>
<th>From</th>
<th>To</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dirksen Parkway</td>
<td>0.73</td>
<td>FAU 6671</td>
<td>Middle Road</td>
<td>Airport Road</td>
</tr>
</tbody>
</table>

For Structures:

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

BE IT FURTHER RESOLVED,
1. That the proposed improvement shall consist of
reconstruction of the existing roadway to a 5 lane roadway with a multi-use path and street lighting.

2. That there is hereby appropriated the sum of one million two hundred thousand and 00/100*************** Dollars ( $1,200,000.00 ) for the improvement of said section from the Local Public Agency's allotment of Motor Fuel Tax funds.

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

I, **Steve Sonnemaker**
Name of Clerk
in the State aforesaid, and keeper of the records and files thereof, as provided by statute, do hereby certify the foregoing to be a true, perfect and complete original of a resolution adopted by

Board of Peoria
at a meeting held on February 14, 2019

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

(SEAL)

Clerk Signature

Approved

Regional Engineer
Department of Transportation
**Instructions for BLR 09110**

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

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

<table>
<thead>
<tr>
<th>Field</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Resolution Number</td>
<td>Enter the resolution number as assigned by the LPA, if applicable.</td>
</tr>
</tbody>
</table>
| Resolution Type               | From the drop down box choose the type of resolution:  
                          - Original would be used when passing a resolution for the first time for this project.  
                          - Supplemental would be used when passing a resolution increasing appropriation above previously passed resolutions.  
                          - Amended would be used when a previously passed resolution is being amended.                                                                 |
| Section Number                | Insert the section number of the improvement the resolution covers.                                                                                                                                          |
| Governing Body Type           | From the drop down box choose the type of administrative body. Choose Board for County; Council for a City or Town; President and Board of Trustees for a Village or Town.                             |
| LPA Type                      | From the drop down box choose the LPA body type. Types to choose from are: County, City, Town or Village.                                                                                                     |
| Name of LPA                   | Insert the name of the LPA.                                                                                                                                                                                 |
| Contract or Day Labor         | From the drop down choose either Contract or Day Labor.                                                                                                                                                     |
| Roadway/Street Improvements:  |                                                                                                                                                                                                           |
| Name Street/Road              | Insert the name of the Street/Road to be improved. Use a separate line for each street/road. If there are more names to be inserted than the table allows, type "See Attached" and place the additional information on a separate piece of paper. |
| Length                        | Insert the length of this segment of roadway being improved in miles.                                                                                                                                       |
| Route                         | Insert the Route number of the road/street to be improved if applicable.                                                                                                                                     |
| From                          | Insert the beginning point of the improvement as it relates to the Street/Road listed to the left.                                                                                                          |
| To                            | Insert the ending point of the improvement as it relates to the Street/Road listed to the left.                                                                                                             |
| Structures:                   |                                                                                                                                                                                                           |
| Name Street/Road              | Insert the name of the Street/Road on which the structure is located. Use a separate line for structure. If there are more structures to be inserted than the table allows, type "See Attached" and place the additional information on a separate piece of paper. |
| Existing Structure No.        | Insert the existing structure number this resolution covers, if no current structure insert n/a.                                                                                                           |
| Route                         | Insert the Route number on which the structure is located.                                                                                                                                                   |
| Location                      | Insert the location of the structure.                                                                                                                                                                       |
| Feature Crossed               | Insert the feature the structure crosses.                                                                                                                                                                   |
| 1                             | Insert a description of the major items of work of the proposed improvement.                                                                                                                                  |
| 2                             | Insert the dollar value of the resolution for the proposed improvement to be paid for with MFT funds in words followed by in the same amount in numerical format in the ().                                                                                       |
| Name of Clerk                 | Insert the name of the LPA clerk.                                                                                                                                                                           |
| LPA Type                      | Insert the type of clerk based on the LPA type. Types to choose from are: County, City, Town or Village.                                                                                                      |
| Name of LPA                   | Insert the name of the LPA.                                                                                                                                                                                 |
| Governing Body Type           | Insert the type of administrative body. Choose Board for County; Council for a City or Town; President and Board of Trustees for a Village or Town.                                                        |
| Name of LPA                   | Insert the name of the LPA.                                                                                                                                                                                 |
| Date                          | Insert the date of the meeting.                                                                                                                                                                             |
Day Insert the day Clerk is signing the document.
Month, Year Insert the month and year of the clerk's signature.
Seal The Clerk shall seal the document here.
Clerk Signature Clerk shall sign here.
Approved The Department of Transportation shall sign and date here once approved.

A minimum of four (4) certified signed originals must be submitted to the Regional Engineer's District office. Following the Regional Engineer's approval, distribution will be as follows:

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

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

**Local Agency Agreement for Federal Participation with the State of Illinois for the reconstruction of Dirksen Parkway**

**RESOLUTION**

WHEREAS, Dirksen Parkway (C.H. D49), hereby designated as Section Number 14-00102-01-PV, is scheduled for reconstruction; and

WHEREAS, PEORIA COUNTY is eligible to receive a total of $2,800,000 in Federal funding towards the project.

NOW, THEREFORE BE IT RESOLVED, that the attached Local Agency Agreement for Federal Participation with the Illinois Department of Transportation is hereby approved; and

BE IT FURTHER RESOLVED, that the County Administrator be authorized to sign the Local Agency Agreement for Federal Participation; and

BE IT FURTHER RESOLVED, that the sum of $1,200,000.00 is appropriated from the County Motor Fuel Tax Fund for construction costs for Section Number 14-00102-01-PV; and

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

Respectfully submitted,

Infrastructure Committee
ISSUE: Resolution for a Construction Engineering Agreement with Maurer-Stutz, Inc. for the Kickapoo-Edwards Road Safety Project

BACKGROUND/DISCUSSION: Peoria County has secured Federal Highway Safety Improvement Program (HSIP) Funding to reconstruct a portion of Kickapoo-Edwards Road to improve the safety in a section of road where two fatal accidents have occurred. The project is scheduled for bid letting on January 19, 2018.

Due to a heavy work load for the 2019 construction season, the Highway Department must contract with a consultant to perform Resident Engineer duties for the Kickapoo-Edwards Road Safety Project. The cost of the construction engineering will be paid for through the County MFT fund, which will then be reimbursed 90% of the cost with Federal Funds.

This resolution will allow Peoria County to enter into an agreement with Maurer-Stutz, Inc. to perform the construction engineering for the Kickapoo-Edwards Road Safety Project.

COUNTY BOARD GOALS:

INFRASTRUCTURE STEWARDSHIP

STAFF RECOMMENDATION: Approve the Resolution

COMMITTEE ACTION:

PREPARED BY: Jeffrey D. Gilles

DEPARTMENT: Highway    DATE: January 11, 2019
THIS AGREEMENT is made and entered into this __________ day of __________, 2019 between the above Local Public Agency (LPA) and Consultant (ENGINEER) and covers certain professional engineering services in connection with the PROJECT described herein. Federal-aid funds allotted to the LPA by the state of Illinois under the general supervision of the Illinois Department of Transportation (STATE) will be used entirely or in part to finance engineering services as described under AGREEMENT PROVISIONS.

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

Regional Engineer  
Deputy Director Division of Highways, Regional Engineer, Department of Transportation

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

## Project Description

Name  
Kickapoo-Edwards Road

Route  
CH R40

Length  
0.61 Mi

Structure No.  
____________

Termini  
Shamrock Lane to Countryside Lane

Description: Construction of 4’ HMA shoulders with rumble strips, 2’ aggregate shoulders and the reconstruction of ditches on Kickapoo-Edwards Road from Shamrock Lane to Countryside Lane.

### Agreement Provisions

**I. THE ENGINEER AGREES,**

1. To perform or be responsible for the performance of the engineering services for the LPA, in connection with the PROJECT hereinbefore described and checked below:

   a. Proportion concrete according to applicable STATE Bureau of Materials and Physical Research (BMPR) Quality Control/Quality Assurance (QC/QA) training documents or contract requirements and obtain samples and perform testing as noted below.

   b. Proportion hot mix asphalt according to applicable STATE BMPR QC/QA training documents and obtain samples and perform testing as noted below.

   c. For soils, to obtain samples and perform testing as noted below.

   d. For aggregates, to obtain samples and perform testing as noted below.

   NOTE: For 1a. through 1d. the ENGINEER is to obtain samples for testing according to the STATE BMPR “Project Procedures Guide”, or as indicated in the specifications, or as attached herein by the LPA; test according to the STATE BMPR “Manual of Test Procedures for Materials”; submit STATE BMPR inspection reports; and verify compliance with contract specifications.
e. Inspection of all materials when inspection is not provided at the sources by the STATE BMPR, and submit inspection reports to the LPA and the STATE in accordance with the STATE BMPR “Project Procedures Guide” and the policies of the STATE.

f. For Quality Assurance services, provide personnel who have completed the appropriate STATE BMPR QC/QA trained technician classes.

g. Inspect, document and inform the LPA employee In Responsible Charge of the adequacy of the establishment and maintenance of the traffic control.

h. Geometric control including all construction staking and construction layouts.

i. Quality control of the construction work in progress and the enforcement of the contract provisions in accordance with the STATE Construction Manual.

j. Measurement and computation of pay items.

k. Maintain a daily record of the contractor’s activities throughout construction including sufficient information to permit verification of the nature and cost of changes in plans and authorized extra work.

l. Preparation and submission to the LPA by the required form and number of copies, all partial and final payment estimates, change orders, records, documentation and reports required by the LPA and the STATE.

m. Revision of contract drawings to reflect as built conditions.

n. Act as resident construction supervisor and coordinate with the LPA employee In Responsible Charge.

2. Engineering services shall include all equipment, instruments, supplies, transportation and personnel required to perform the duties of the ENGINEER in connection with the AGREEMENT.

3. To furnish the services as required herein within twenty-four hours of notification by the LPA employee In Responsible Charge.

4. To attend meetings and visit the site of the work at any reasonable time when requested to do so by representatives of the LPA or STATE.

5. That none of the services to be furnished by the ENGINEER shall be sublet, assigned or transferred to any other party or parties without the 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 not be construed to relieve the ENGINEER of any responsibility for the fulfillment of this AGREEMENT.

6. The ENGINEER shall submit invoices, based on the ENGINEER’s progress reports, to the LPA employee In Responsible Charge, no more than once a month for partial payment on account for the ENGINEER’s work completed to date. Such invoices shall represent the value, to the LPA of the partially completed work, based on the sum of the actual costs incurred, plus a percentage (equal to the percentage of the construction engineering completed) of the fixed fee for the fully completed work.

7. That the ENGINEER is qualified technically and is entirely conversant with the design standards and policies applicable to improvement of the SECTION; and that the ENGINEER has sufficient properly trained, organized and experienced personnel to perform the services enumerated herein.

8. That the ENGINEER shall be responsible for the accuracy of the ENGINEER’s work and correction of any errors, omissions or ambiguities due to the ENGINEER’s negligence which may occur either during prosecution or after acceptance by the LPA. Should any damage to persons or property result from the ENGINEER’s error, omission or negligent act, the ENGINEER shall indemnify the LPA, the STATE and their employees from all accrued claims or liability and assume all restitution and repair costs arising from such negligence. The ENGINEER shall give immediate attention to any remedial changes so there will be minimal delay to the contractor and prepare such data as necessary to effectuate corrections, in consultation with and without further compensation from the LPA.

9. That the ENGINEER will comply with applicable federal statutes, state of Illinois statutes, and local laws or ordinances of the LPA.

10. The undersigned certifies neither the ENGINEER nor I have:

   a) 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 me or the above ENGINEER) to solicit or secure this AGREEMENT;

   b) 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) paid, or agreed to pay any firm, organization or person (other than a bona fide employee working solely for me or the above ENGINEER) any fee, contribution, donation or consideration of any kind for, or in connection with, procuring or carrying out the AGREEMENT.

d) are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any Federal department or agency;

e) have 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 (e) of this certification; and

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

11. To pay its subconsultants for satisfactory performance no later than 30 days from receipt of each payment from the LPA.

12. To submit all invoices to the LPA within one year of the completion of the work called for in this AGREEMENT or any subsequent Amendment or Supplement.

13. To submit BLR 05613, Engineering Payment Report, to the STATE upon completion of the work called for in the AGREEMENT.

14. To be prequalified with the STATE in Construction Inspection when the ENGINEER or the ENGINEER’s assigned staff is named as resident construction supervisor. The onsite resident construction supervisor shall have a valid Documentation of Contract Quantities certification.

15. Will provide, as required, project inspectors that have a valid Documentation of Contract Quantities certification.

II. THE LPA AGREES,

1. To furnish a full time LPA employee to be In Responsible Charge authorized to administer inherently governmental PROJECT activities.

2. To furnish the necessary plans and specifications.

3. To notify the ENGINEER at least 24 hours in advance of the need for personnel or services.

4. To pay the ENGINEER as compensation for all services rendered in accordance with this AGREEMENT, on the basis of the following compensation formulas:

Cost Plus Fixed Fee Formulas

- FF = 14.5%[DL + R(DL) + OH(DL) + IHDC], or
- FF = 14.5%[(2.3 + R)DL + IHDC]

Where:
- DL = Direct Labor
- IHDC = In House Direct Costs
- OH = Consultant Firm’s Actual Overhead Factor
- R = Complexity Factor
- FF=Fixed Fee
- SBO = Services by Others

Total Compensation = DL +IHDC+OH+FF+SBO

Specific Rate
- (Pay per element)

Lump Sum
- _________________

5. To pay the ENGINEER using one of the following methods as required by 49 CFR part 26 and 605 ILCS 5/5-409:
To certify by execution of this AGREEMENT that the selection of the ENGINEER was performed in accordance with the Local
Government Professional Services Selection Act 50 ILCS 510, the Brooks Act 40USC 11, and Procurement, Management, and
Administration of Engineering and Design related Services (23 CFR part 172). Exhibit C is required to be completed with this
AGREEMENT less the total of the amounts of partial payments previously paid to the ENGINEER shall be due and payable to
the ENGINEER.

To submit approved form BC 775 (Exhibit C) and BC 776 (Exhibit D) with this AGREEMENT.

The recipient shall not discriminate on the basis on the basis of race, color, national origin or sex in the award and performance of
any 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 DOT-
assisted contracts. The recipient’s DBE program, as required by 49 CFR part 26 and as approved by 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 (31U.S.C. 3801 et seq.).

That any differences between the ENGINEER and the LPA concerning the interpretation of the provisions of this AGREEMENT
shall be referred to a committee of disinterested parties consisting of one member appointed by the ENGINEER, one member
appointed by the LPA, and a third member appointed by the two other members for disposition and that the committee’s decision
shall be final.
6. That in the event the engineering and inspection services to be furnished and performed by the LPA (including personnel furnished by the ENGINEER) shall, in the opinion of the STATE be incompetent or inadequate, the STATE shall have the right to supplement the engineering and inspection force or to replace the engineers or inspectors employed on such work at the expense of the LPA.

7. That the ENGINEER has not been retained or compensated to provide design and construction review services relating to the contractor’s safety precautions, except as provided in numbered paragraph 1f of Section I.

8. This certification is required by the Drug Free Workplace Act (30ILCS 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 State 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 contracting or grant opportunities with the State for at least one (1) year but no more than five (5) years.

For the purpose of this certification, “grantee” or “contractor” means a corporation, partnership or other 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 a contract or grant of $5,000 or more from the State, as defined in 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 the 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 five (5) days after such conviction.

(b) Establishing a drug free awareness program to inform employees about:
   (1) the dangers of drug abuse in the workplace;
   (2) the grantee’s or contractor’s policy of maintaining 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 by, any employee who is convicted, as required by section S of the Drug Free Workplace Act.

(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.

(g) Making a good faith effort to continue to maintain a drug free workplace through implementation of the Drug Free Workplace Act.

9. 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 DOT-assisted contracts. Failure by the ENGINEER to carry out these requirements is a material breach of this AGREEMENT, which may result in the termination this AGREEMENT or such other remedy as the LPA deems appropriate.

10. When the ENGINEER is requested to complete work outside the scope of the original AGREEMENT, a supplemental AGREEMENT will be required. Supplements will also be required for the addition or removal of subconsultants, direct costs, the use of previously unspecified staff, and other material changes to the original AGREEMENT.
### Agreement Summary

<table>
<thead>
<tr>
<th>Prime Consultant:</th>
<th>TIN Number</th>
<th>Agreement Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maurer-Stutz, Inc.</td>
<td>27-1013849</td>
<td>$142,362.94</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Sub-Consultants:</th>
<th>TIN Number</th>
<th>Agreement Amount</th>
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</thead>
<tbody>
<tr>
<td>Millennia Professional Services of Illinois, Ltd.</td>
<td>20-0886076</td>
<td>$5,247.15</td>
</tr>
</tbody>
</table>

Sub-Consultant Total: $5,247.15

Prime Consultant Total: $142,362.94

Total for all Work: $147,610.09

---

Executed by the LPA: Peoria County (Municipality/Township/County)

ATTEST:

By: ____________________________

Title: ____________________________

Clerk

(SEAL)

---

Executed by the ENGINEER: Maurer-Stutz, Inc.

ATTEST:

By: ____________________________

Title: ____________________________

Senior Project Engineer

Title: Vice President
**Exhibit A - Phase III Engineering - PRIME**

Method of Compensation:
- Cost Plus Fixed Fee 1 [X] 14.5%[DL + R(DL) + OH(DL) + IHDC]
- Cost Plus Fixed Fee 2 14.5%[DL + R(DL) + 1.4(DL) + IHDC]
- Cost Plus Fixed Fee 3 14.5%[(2.3 + R)DL + IHDC]
- Specific Rate
- Lump Sum

### Cost Estimate of Consultant’s Services in Dollars

<table>
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<tr>
<th>Element of Work</th>
<th>Employee Classification</th>
<th>Man-Hours</th>
<th>Payroll Rate</th>
<th>Payroll Costs (DL)</th>
<th>Overhead*</th>
<th>Services by Others</th>
<th>In-House Direct Costs (IHDC)</th>
<th>Profit</th>
<th>Total</th>
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<td><strong>PRIME</strong></td>
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<td>5,247.15</td>
<td>10,075.00</td>
<td>18,028.50</td>
<td>147,610.09</td>
</tr>
</tbody>
</table>

Direct Costs: 

Overhead Rate (OH) 189.85 %
Complexity Factor (R) 0
Calendar Days 100

Firm’s **approved rates** on file with IDOT’S Bureau of Accounting and Auditing:

**Route:** Kickapoo-Edwards Road

**Local Agency:** Peoria County

**Section:** 16-00054-00-SP

**Project:** M6CS(759)

**Job No.:** C-94-067-17

---

*Calendar Days 100*
### Exhibit C

**Federal Qualification Based Selection (QBS) Checklist**

Local Public Agency: Peoria County  
Section Number: 16-00054-00-SP  
Project Number: M6CS(759)  
Job Number: C-94-067-17

The LPA must complete Exhibit C, if federal funds are used for this engineering agreement and the value will exceed $25,000. The LPA must follow federal small purchase procedures, if federal funds are used and the engineering agreement has a value less than $25,000.

- Form Not Applicable (engineering services less than $25,000)

<p>| | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></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>
<td>☒ Yes</td>
<td>☐ No</td>
<td></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 <em>BLRS Manual</em>?</td>
<td>☒ Yes</td>
<td>☐ No</td>
<td></td>
</tr>
<tr>
<td></td>
<td>If no, IDOT’s approval date:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.</td>
<td>Was the scope of services for this project clearly defined?</td>
<td>☒ Yes</td>
<td>☐ No</td>
<td></td>
</tr>
<tr>
<td>4.</td>
<td>Was public notice given for this project?</td>
<td>☒ Yes</td>
<td>☐ No</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Due date of submittal: 12/21/2018</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Method(s) used for advertisement and dates of advertisement:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Posted on Peoria County Website for 2 weeks, and RFQ was also emailed to area consultants.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5.</td>
<td>Do the written QBS policies and procedures cover conflicts of interest?</td>
<td>☐ Yes</td>
<td>☒ No</td>
<td></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>☐ Yes</td>
<td>☒ No</td>
<td></td>
</tr>
<tr>
<td>7.</td>
<td>Do the written QBS policies and procedures discuss the method of evaluation?</td>
<td>☐ Yes</td>
<td>☒ No</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Criteria for this project</td>
<td>Weighting</td>
<td>Criteria for this project</td>
<td>Weighting</td>
</tr>
<tr>
<td></td>
<td>Staff Capabilities</td>
<td>30%</td>
<td>Approach to Plan, Org, Manage</td>
<td>15%</td>
</tr>
<tr>
<td></td>
<td>Past Performance</td>
<td>20%</td>
<td></td>
<td>%</td>
</tr>
<tr>
<td></td>
<td>Firm Experience</td>
<td>20%</td>
<td></td>
<td>%</td>
</tr>
<tr>
<td></td>
<td>Work Load Capacity</td>
<td>15%</td>
<td></td>
<td>%</td>
</tr>
<tr>
<td>8.</td>
<td>Do the written QBS policies and procedures discuss the method of selection?</td>
<td>☐ Yes</td>
<td>☒ No</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Selection committee (titles) for this project: County Engineer, Assistant County Engineer, and Civil Engineer III</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Top three consultants selected for this project in order: 1) Maurer Stutz 2) Hermann &amp; Associates 3) Millennia</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>If less than 3 responses were received, IDOT’s approval date:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9.</td>
<td>Was an estimated cost of engineering for this project developed in-house prior to contract negotiation?</td>
<td>☒ Yes</td>
<td>☐ No</td>
<td></td>
</tr>
<tr>
<td>10.</td>
<td>Were negotiations for this project performed in accordance with federal requirements?</td>
<td>☐ Yes</td>
<td>☒ No</td>
<td></td>
</tr>
<tr>
<td>11.</td>
<td>Were acceptable costs for this project verified?</td>
<td>☒ Yes</td>
<td>☐ No</td>
<td>X ☐ LPA will rely on IDOT review and approval of costs.</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>
<td>☐ Yes</td>
<td>☒ No</td>
<td></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, record retention, responsibility, remedies to violations or breaches to a contract, and resolution of disputes)?</td>
<td>☐ Yes</td>
<td>☒ No</td>
<td></td>
</tr>
</tbody>
</table>
January 8, 2019

Mr. Curtis Lynn, P.E.
Maurer-Stutz
3116 N. Dries Lane, Suite 100
Peoria, IL 61604

Subject: Estimated Cost Proposal for QA Materials Testing
        Kickapoo-Edwards Road, Peoria County

Dear Mr. Lynn

Introduction:

Millennia Professional Service of Illinois, Ltd (MPS) is pleased to submit this proposal to Maurer-Stutz to provide QA (Quality Assurance) Soils Technicians and QA laboratory testing services during the construction of the Kickapoo-Edwards Road in Peoria County, Illinois. MPS is a certified Disadvantage Business Enterprise (DBE) pre-qualified by Illinois Department of Transportation. Our team of experienced, licensed professionals provides a wide variety of services to meet your business needs with high quality, high value results. MPS has a fully equipped laboratory accredited by IDOT, AASHTO, CCRL, AMRL and OMP.

The field services will be performed on an as-needed basis with coordination being between Maurer-Stutz’s designated representative and MPS’s Morton office.

Scope of Services:

Soil and Aggregate Placement/Testing:

- Evaluate earth fill or crushed stone aggregates to be used as fill and/or backfill. This evaluation would include the performance of Standard Proctor tests in accordance with AASHTO T-99, and other laboratory testing requirements.

- Observe the placement of earth fill and backfill, or crushed stone aggregate, and test for in-place density using a nuclear moisture density gauge (ASTM D 2922), to assess the degree of compaction being obtained as well as perform one-point proctors with dry-back for actual moisture readings.
HMA Density Testing:

- Perform QA density testing of HMA in accordance with AASHTO T-355.

Unit Rates

**Technician and Laboratory Rates**

<table>
<thead>
<tr>
<th>Service Description</th>
<th>Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Soils – Technician III (8 hrs) ($100/hr)</td>
<td>$800.00</td>
</tr>
<tr>
<td>HMA – Technician III (40 hrs) ($100/hr)</td>
<td>$4,000.00</td>
</tr>
</tbody>
</table>

**Equipment Rental/Reimbursable**

<table>
<thead>
<tr>
<th>Service Description</th>
<th>Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trip Charge (270 miles) ($0.545/mile)</td>
<td>$147.15</td>
</tr>
<tr>
<td>Nuclear Gauge Rental (6 days) ($50.00/day)</td>
<td>$300.00</td>
</tr>
<tr>
<td>TOTAL ESTIMATED COST</td>
<td>$5,247.15</td>
</tr>
</tbody>
</table>

**Estimated Cost:** These figures are based on an estimate. The estimated total cost may increase or decrease depending on the actual construction schedule and Technician performing the work. Additional types of testing will be considered an extra to the estimated costs and be billed at the corresponding rates.

Sincerely,

Millennia Professional Services of Illinois, Ltd.
TO THE HONORABLE COUNTY BOARD
COUNTY OF PEORIA, IL

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

RE: CONSTRUCTION ENGINEERING SERVICES AGREEMENT RESOLUTION

RESOLUTION

WHEREAS, your Infrastructure Committee, having considered the economic effects of the following project, believes that the best interests of Peoria County will be served by the approval of a Construction Engineering Services Agreement using the County Motor Fuel Tax Fund for:

Construction engineering for improvements to Kickapoo-Edwards Road, designated as Section 16-00054-00-SP, at a cost not to exceed $147,610.09, with Maurer-Stutz, Inc.

NOW THEREFORE BE IT RESOLVED, that the engineering agreement be approved and that the County Administrator be designated as the officer to sign the agreement with Maurer-Stutz, Inc. for construction engineering for improvements to Kickapoo-Edwards Road, designated as Section 16-00054-00-SP; and

BE IT FURTHER RESOLVED, that the County Treasurer is hereby authorized to issue checks from the County Motor Fuel Tax Fund in payment for construction engineering services for Section 16-00054-00-SP.

Respectfully Submitted,

Infrastructure Committee
AGENDA BRIEFING

COMMITTEE: County Infrastructure Committee

MEETING DATE: January 29, 2019

<table>
<thead>
<tr>
<th>TYPE</th>
<th>DESCRIPTION</th>
<th>LINE ITEM</th>
<th>AMOUNT</th>
</tr>
</thead>
<tbody>
<tr>
<td>EXPENSE</td>
<td>Building Improvements FY 2019</td>
<td>062-4-062-3-301-55107</td>
<td>$117,000.00</td>
</tr>
</tbody>
</table>

ISSUE:

The Fire Alarm Study Project (Project), listed as Jail-16-007, at the Jail is a multi-year project funding undertaking due to the dollar magnitude of the overall Project. Cost estimates range from $300,000 to well over $1,075,000. The Project is moving forward to replace the 1985 Fire Alarm System (FAS) as well as the 1998 FAS and to integrate them into a single state of the art FAS. Parts and devices are becoming scarce to unavailable for the 1985 FAS.

BACKGROUND/DISCUSSION:

FY 2019 Capital Projects has funded $350,000.00 to continue this Project. Midwest Engineering Associates, Inc. (MWE) continues to meet with the County to further define and refine the present capabilities of the FAS. MWE has provided a “Peoria County Jail Fire Alarm System Phase II Proposal” (Phase II Proposal) to develop Plans and Specifications that will allow the County to bid a full FAS replacement. It is the County’s desire to bid the total FAS replacement at this time with the caveat that if 2019 Capital Funding for this Project are insufficient, then language will be included in the bid documents and contract award language that the successful bidder will commit to a complete FAS package and pricing that will complete the Project in FY 2020. This will allow the County and the contractor to have a working document and understanding that will allow the complete FAS Project to be completed when additional funds are available.

MWE’s Phase II Proposal includes their complete fee to provide a complete FAS regardless of regardless if the Project completes in this phase of work or extends over multiple phases of work. MWE’s fee is Not-To-Exceed $117,000.00 and is a Time-And-Materials proposal based on their 2019 hourly consulting rates. MWE will not exceed this fee without prior written authorization from the County.

The States Attorney Office (SAO) reviewed MWE’s original Proposal language and required changes to MWE’s General Conditions (GC). Staff and MWE worked together to get the SAO’s changes made to the GC. MWE then provided an updated Proposal with these changes. MWE’s Phase II Proposal includes the same SAO approved language as the Phase I Proposal. The MWE Phase II Proposal is attached as part of this Agenda Briefing.
Staff is requesting that $117,000.00 of the Project’s FY 2019 $350,000.00 be appropriated for this work. Staff is further requesting that the County Administrator, with the approval of SAO, shall oversee the issuances of the necessary Purchase Orders, Change Orders, and other Documents necessary to accomplish this Phase II Proposal.

COUNTY BOARD GOALS:

Infrastructure Stewardship

STAFF RECOMMENDATION:
Approve the commitment of Project Jail-16-007 funds for this portion of the Project. Authorize the County Administrator, with the approval of SAO, to issue necessary documents to complete this portion of the Project with MWE.

COMMITTEE ACTION:

PREPARED BY: Daniel O’Connell, Director, Facilities and Grounds Operations
DATE: January 29, 2019
January 17, 2019

Mr. Daniel P. O’Connell
Director, Facilities and Grounds Operations
County of Peoria
324 Main Street, Room 502
Peoria, Illinois 61602-1319

RE: Peoria County Jail Fire Alarm System Phase II Proposal

Dear Mr. O’Connell:

Midwest Engineering Associates, Inc. (MWEA) is pleased to offer this engineering proposal to provide the scope of services listed below:

SCOPE OF SERVICES

Peoria County has requested MWEA provide engineering services for replacement of the existing Fire Alarm system at the Peoria County Jail located at 301 N. Maxwell Road in Peoria. As stated within the Phase I system evaluation, MWEA recommends a subsequent effort that will produce deliverables required for full system replacement.

MWEA proposes a Phase II project to perform the following scope of services:

1. Complete existing system analysis and record drawings required for the development of construction (Bid) documents.
   a. Includes detailed site investigation required to complete architectural floor plans (Original jail, addition, and subsequent building modifications).
   b. Produce architectural floor plans (CAD) of the original jail and addition.
   c. Includes detailed site investigation required to locate existing fire alarm system devices to remain, as well as those to be demolished.
   d. Meet with existing Fire Alarm system vendors (Johnson Controls and Thompson Electronics Company) in order to acquire system programming needed to understand current HVAC and smoke control systems integration.
   e. Provide mechanical engineering support necessary to understand current HVAC and smoke control systems integration.
2. Produce construction documents (Plans and specifications) required to allow for bidding a complete code compliant system.

   a) Meet with Peoria County Jail and Facilities staff to discuss processes and new system operations.

   b) Meet with Peoria County and the AHJ in order to define construction phasing options, and provide specifications as to how the project will proceed through calendar years 2019 and 2020 based on available funding.

   c) Complete the following construction drawings required for bidding and deliver in AutoCAD and PDF formats:

      i. Cover Sheet
      ii. General Electrical Symbols, Abbreviations, and Notes.
      iii. Electrical Specifications.
      iv. Demolition Floor Plans.
      v. New Work Floor Plans.
      vi. Fire Alarm System Riser Diagram (New/existing components).
      vii. Detail Sheets, as required.

3. Provide bidding process and construction administration support.

   a) MWEA will attend a pre-bid meeting per Peoria County’s request.

   b) MWEA will attend a pre-construction meeting per Peoria County’s request.

   c) MWEA will attend construction phasing meetings anticipated to be one (1) time per week for an estimated (4) months. The hours for this are included in the estimated construction observation hours shown in Section 3.d.iv.

   d) MWEA will provide the following construction administration services:

      i. Shop drawing submittal review.
      ii. Responses to contractor RFI’s.
      iii. Limited Construction Observation - 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. Peoria County has not retained MWEA to make detailed tests or to provide continuous/daily project review and observation services. If Peoria County desires more extensive project observation or full-time project representation, Peoria County shall
request such services to be provided by MWEA as Additional Services in accordance with the terms of this Agreement.

iv. On site construction observation services are estimated at 10 hours per week for a project duration of 4 months.

v. Answer contractor questions during construction.

vi. Perform a walk-through of the project and prepare a punch list and review completed punch list items with the contractor at substantial completion.

vii. Provide onsite observation during system startup testing.

ADDITIONAL SERVICES

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

a) Mechanical, Electrical, and Plumbing engineering and design services other than as related to the Fire Alarm system.

b) Fire Protection and Fire Suppression systems.

c) Smoke Management Control systems.

d) Continuous Construction Observation and/or Construction Inspection Services.

e) Construction Management Services.

f) Commissioning Services.

g) HVAC Systems Control Services.

h) Communication systems.

i) Building Security, Access Control, and Lighting systems.

FEES

Midwest Engineering Associates proposes to complete the above Scope of Services on a time and materials basis using our 2019 hourly consulting rates with an estimated not to exceed fee of $117,000.00.

MWEA will not exceed the estimated not to exceed fee without prior written authorization from Peoria County.

SCHEDULE

Midwest Engineering Associates can start work immediately upon receipt of an executed copy of this agreement. MWEA will work with Peoria County in order to meet key design/bidding schedule milestones.

Construction phasing will be adjusted based on availability of funds.
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 of your office 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.

We look forward to working with you on this project and sincerely appreciate the opportunity to provide our professional engineering services to you and your team.

Sincerely,

Shawn E. Gleason, E.I.
Electrical Engineer

David L. Horton, P.E.
Sr. Project Manager

Attachments:
MWEA 2019 Consulting Services Rate Sheet
General Conditions of Service

Responsible for Payment and Accepted by:

Signature: ______________________

Name (please print): ______________________

Title (please print): ______________________
The following schedule is for normal design and consulting services provided on an hourly basis.

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

<table>
<thead>
<tr>
<th>Position</th>
<th>Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Principal</td>
<td>$180.00</td>
</tr>
<tr>
<td>Sr. Structural Engineer</td>
<td>$180.00</td>
</tr>
<tr>
<td>Sr. Civil/Transportation Engineer</td>
<td>$175.00</td>
</tr>
<tr>
<td>Sr. Electrical Engineer</td>
<td>$169.00</td>
</tr>
<tr>
<td>Certified Commissioning Authority</td>
<td>$165.00</td>
</tr>
<tr>
<td>Sr. Mechanical/Plumbing Engineer</td>
<td>$163.00</td>
</tr>
<tr>
<td>Sr. Fire Protection Engineer</td>
<td>$163.00</td>
</tr>
<tr>
<td>Sr. Project Manager</td>
<td>$157.00</td>
</tr>
<tr>
<td>Process Engineer</td>
<td>$149.00</td>
</tr>
<tr>
<td>Project Manager</td>
<td>$134.00</td>
</tr>
<tr>
<td>Civil/Transportation Engineer II</td>
<td>$128.00</td>
</tr>
<tr>
<td>Electrical Engineer II</td>
<td>$125.00</td>
</tr>
<tr>
<td>Construction Services Manager</td>
<td>$117.00</td>
</tr>
<tr>
<td>Professional Land Surveyor</td>
<td>$107.00</td>
</tr>
<tr>
<td>Landscape Architect/Wetlands Specialist</td>
<td>$107.00</td>
</tr>
<tr>
<td>Project Engineer</td>
<td>$104.00</td>
</tr>
<tr>
<td>Sr. Designer</td>
<td>$104.00</td>
</tr>
<tr>
<td>Civil/Transportation Engineer I</td>
<td>$96.00</td>
</tr>
<tr>
<td>Designer/Sr. CADD Technician</td>
<td>$96.00</td>
</tr>
<tr>
<td>Construction Technician II</td>
<td>$93.00</td>
</tr>
<tr>
<td>Mechanical Engineer I</td>
<td>$92.00</td>
</tr>
<tr>
<td>Electrical Engineer I</td>
<td>$92.00</td>
</tr>
<tr>
<td>Construction Technician I/Materials Tester</td>
<td>$78.00</td>
</tr>
<tr>
<td>Administrative Assistant</td>
<td>$75.00</td>
</tr>
<tr>
<td>Intern</td>
<td>$45.00</td>
</tr>
</tbody>
</table>

1. Rates are subject to change and may be superseded by a new schedule on or about January 1, 2020.
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. **RISK ALLOCATION**
   a. The total liability, in the Agreement, of Midwest Engineering Associates, Inc. and Midwest Engineering Associates, Inc.'s officers, directors, employees, agents and consultants, and any of them, to Client and anyone claiming by, through or under Client, for all and all injuries, claims, losses, expenses, or damages arising out of, or related to any of Midwest Engineering Associates, Inc.'s services, the Project of this Agreement, including but not limited to negligence, errors, omissions, strict liability or breach of contract of Midwest Engineering Associates, Inc. or Midwest Engineering Associates, Inc.'s officers, directors, employees, agents and consultants, and any of them shall not exceed the total compensations received by Midwest Engineering Associates, Inc. under the Agreement or the total amount of $50,000, whichever is greater.

3. **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 therefrom. 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. for its reuse of documents.

4. **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.

5. **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.
6. **SUBCONTRACTING**
   a. Each party has the right to subcontract any and all services, duties, and obligations of the Agreement, without the prior written authorization of the other party.

7. **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.

8. **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.

9. **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.

10. **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.

11. **ATTORNEY’S FEES**
    a. In the event of litigation based upon, or arising out of, this Agreement, the losing party will pay to the prevailing party all costs of expenses, including attorney’s fees, incurred by the prevailing party in the enforcing of any of the covenants and provisions of this Agreement and incurred in any action brought on account of the provisions of this Agreement and incurred in any action brought on account of the provisions hereof, and all such costs, expenses and attorney’s fees may be included in and form a part of any judgment entered in any proceeding brought on or under this Agreement. This Agreement shall be bound by the governing laws of the State of Illinois. The parties hereto stipulate and agree that any litigation based upon or arising out of this Agreement shall be filed in the Circuit Court of Peoria County, Illinois.

12. **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.
13. **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.

14. **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: Approval of funds for the Phase II Proposal for the Fire Alarm System (FAS) Study Project (Project), and to authorize the County Administrator, with the approval of SAO, to issue the necessary documents for this Phase II of the overall Project with Midwest Engineering Associates, Inc. (MWE).

RESOLUTION

WHEREAS, your County Infrastructure Committee recommends that the County Board approve the appropriation of necessary funds from the 2019 Capital Project Jail-16-007 to pay for the Phase II Proposal work from MWE on the FAS Project at the Jail; and

WHEREAS, your County Infrastructure Committee recommends that the County Board authorize these funds to be One Hundred Seventeen Thousand Dollars ($117,000.00) for FY 2019 for this Phase II Proposal of the Project with MWE; and

WHEREAS, your County Infrastructure Committee recommends that the County Board authorize the County Administrator, with the approval of SAO, to issue the necessary documents for this Phase II Proposal work of the overall Project with MWE;

NOW THEREFORE BE IT RESOLVED, by the Peoria County Board, that FY 2019 funds for the Phase II Proposal of the FAS Project at the Jail is approved and that the County Administrator, with the approval of SAO, is authorized to execute the necessary documents for this initial phase of the Project with MWE.

RESPECTFULLY SUBMITTED,

County Infrastructure Committee

Date: January 29, 2019