PEORIA COUNTY BOARD
MEETING AGENDA
Thursday, February 13, 2020
6:00 PM
County Courthouse • 324 Main Street • County Board Room 403 • Peoria, Illinois 61602
Voice: (309) 672-6056 • Fax: (309) 672-6054 • TDD: (309) 672-6073
www.peoriacounty.org

CALL TO ORDER
MOMENT OF SILENCE
PLEDGE OF ALLEGIANCE
ROLL CALL BY THE COUNTY CLERK

I. APPROVAL OF MINUTES
   • Approval of January 9, 2020 County Board Meeting Minutes
   • Approval of January 9, 2020 County Board Executive Session Meeting Minutes

II. CITIZENS’ REMARKS
    (To address the County Board, fill out a card and submit it to the Chairman before the Board Meeting.)

III. CONSENT AGENDA (including reports to be filed)

    C2. The Auditor’s report of expenditures from Accounts Payable system is accessible at www.peoriacounty.org/auditor/transparency.

    C3. A resolution from (item 1 surrender; items 2 -3 conveyances) your Ways and Means Committee recommending that the County Board Chairman be authorized and directed to execute deed of said property to the highest bidder, and be authorized to cancel the appropriate Certificates of Purchase. This resolution shall be effective ninety days from February 13, 2020 and any transaction between the parties involved not occurring within this period shall be null and void.

    C4. A resolution from your Ways and Means Committee recommending approval of the Legislative Agenda for 2020 and 101st General Assembly.

    C5. A resolution from your Executive Committee recommending approval of the establishment of a loan loss reserve in the Community Development Assistance Program (CDAP) Fund for microlending in an amount not to exceed $100,000.00, to be utilized in coordination with Justine Petersen.
C6. A resolution from your County Operations Committee recommending approval of revisions to County of Peoria Drug-Free Workplace Policy and County of Peoria Drug Testing Policy in order to comply with the Cannabis Regulation and Taxation Act (CRTA).

C7. A recommendation from your Infrastructure Committee to approve an Ordinance reducing the speed limit in the Hendryx Manor Subdivision in Medina Township to 25 mph.

C8. A resolution from your Infrastructure Committee recommending approval of a Preliminary Engineering Services Agreement with Terra Engineering, Peoria, IL, for the replacement of a bridge structure on Dogtown Lane, at a cost not to exceed $172,690.00.

C9. Chairman Appointments.

IV. ZONING ORDINANCE AND RESOLUTIONS

1. A resolution from your Infrastructure Committee recommending approval of Addendum Number 5 to the surveying services agreement with Mohr & Kerr Engineering & Land Surveying, P.C. to perform structural cross sections on approximately 40-50 structures with a not-to-exceed amount of $92,000.00.

2. A joint resolution from your Public Safety and Justice Committee and your Budget Committee recommending approval of a budget appropriation in the amount of $638,424.30 to pay in full the Emergency Telephone System Board (ETSB) Master Lease Purchase Agreement with Fifth Third Bank. (Pending Committee Approval)

V. MISCELLANEOUS AND ANNOUNCEMENTS

VI. ADJOURNMENT
CALL TO ORDER
MOMENT OF SILENCE
PLEDGE OF ALLEGIANCE
ROLL CALL BY THE COUNTY CLERK

Attendance was taken with the Roll Call-Pro voting system, and the following members of the Board were present: Members Blair, Bryant, Daley, Dillon, Elsasser, Fennell, Groves Allison, Pastucha, Rand, Reliford, Reneau, Rosenbohm, Salzer, Watkins, Williams, and Windish, with Members Rieker and Robinson absent.

I. APPROVAL OF MINUTES
   • Approval of December 12, 2019 County Board Meeting Minutes
   • Approval of December 18, 2019 County Board Budget Meeting Minutes

   Member Salzer moved for approval of the minutes, Member Elsasser seconded. The minutes were approved by a unanimous roll call vote of 16 ayes.

II. PROCLAMATIONS AND PRESENTATIONS
    • Chief Judge Update

   Chief Judge Paul Gilfillan addressed the Board regarding the state of the 10th Judicial Circuit in Peoria County. He introduced Mark Bronke as the Director of Court Services and Probation and informed that he will be sworn in on January 13th. He detailed the relationship between the Judiciary and the Board, he explained where interests could differ, and he thanked the Board for its communication to reach a resolution over the budget. He reported that the courts are funded by State, County, and fees from filings and assessments imposed by the courts. He informed that the court functions are budgeted through the County, but that they are departments and employees of the courts. He invited board members to follow-up with him for additional information, noted the information available on the website, and thanked the Board for their work and partnership.

   Chairman Rand congratulated Member Salzer for 25 years of service to the County Board. Member Salzer thanked Chairman Rand and the citizens of Peoria County. He emphasized that there are great kids in the community, that the word needs to be spread that they perform a lot of duties, and that they should be recognized. He noted that he is feeling better after
having a procedure last month and that he doesn’t bounce back as quickly, but thanked all for their well-wishes.

III. CITIZENS' REMARKS

There were no citizens’ remarks.

IV. CONSENT AGENDA (including reports to be filed)

C1. The Treasurer report consisting of the Bank and CD’s Portfolio for the month of November 2019 and Revenue & Expenditure Reports for the month of October 2019.

C2. The Auditor’s report of expenditures from Accounts Payable system is accessible at www.peoriacounty.org/auditor/transparency.

C3. A resolution from your Public Safety and Justice Committee recommending the authorization of Peoria County and the County Administrator to execute Change Order #2 to the Motorola StarCom21 System Communications Agreement in the amount of $36,335.00 for a backup radio console.

C4. A resolution from your Public Safety and Justice Committee recommending approval of the FY 2020 State’s Attorney’s Appellate Prosecutor Agreement.

C5. A resolution from your Ways and Means Committee recommending approval of the most responsive and responsible bid of Master’s Touch LLC, Spokane, Washington, for tax bill printing and mailing services, with postage determined by USPS and remainder not to exceed $20,000.00.

C6. Chairman Appointments.

Member Williams moved to approve the Consent Agenda and Member Fennell seconded. The Consent Agenda was approved by a unanimous roll call vote of 16 ayes.

V. ZONING ORDINANCE AND RESOLUTIONS

1. Case #W01-20, Petition of David Schielein, Trustee. A resolution from your Land Use Committee recommending approval of a waiver of compliance from Section 20-8.3.4.1.b.2.a of the Unified Development Ordinance. This section requires a new minor subdivision to have public water supply. The petitioner is proposing to serve a one (1) lot subdivision with a private well. The property is located in Rosefield Township.

Member Dillon moved to approve the resolution and Member Elsasser seconded. The resolution passed by a unanimous roll call vote of 16 ayes.

2. A resolution from your County Operations Committee recommending approval of the Collective Bargaining Agreement (CBA) between Peoria County, Peoria County Sheriff’s Office, and the Police Benevolent Labor Committee (PBLC). (Pending Committee Approval)
Member Reneau moved to approve the resolution and Member Groves Allison seconded. Member Reneau expressed that the agreement is good and the members of the union are in favor. The resolution passed by a unanimous roll call vote of 16 ayes.

VI. EXECUTIVE SESSION

Chairman Rand announced he would take Miscellaneous and Announcements before the Board went into Executive Session. For those items, see below.

Member Fennell moved to go into executive session to discuss personnel matters and sale of real property and Member Williams seconded. The motion passed by a unanimous roll call vote of 16 ayes.

VII. MISCELLANEOUS AND ANNOUNCEMENTS

Member Pastucha invited all to purchase tickets fast for the Penguin Project’s performance of Legally Blonde the Musical Jr. January 17th through the 19th and expressed that all performers are children with disabilities.

Member Dillon brought up that Angel Cruz was recently hired as the Reentry Case Manager. He noted that Mr. Cruz is a great hire and he is constantly working to make Peoria County better. He congratulated the Sheriff’s office on a series of great hires. He remarked that the free family New Year’s ball drop at the Civic Center was very successful and that it is a truly positive event.

Member Fennell mentioned that he attended the Peoria Civic Chorale’s Gala at the Riverfront Museum and encouraged all to attend next year.

Member Elsasser discussed the Peoria Civic Chorale is worthwhile and the County is blessed to have them in the community.

VIII. ADJOURNMENT

There being no further business before the Board, the Chairman announced the meeting was adjourned.
# County of Peoria, Illinois

## Bank Account Portfolio

### As of December 31, 2019

<table>
<thead>
<tr>
<th>Account Name</th>
<th>Current Month</th>
<th>Prior Month</th>
<th>Variance Amount</th>
<th>Variance Percent</th>
<th>Interest Amount</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Payroll</td>
<td>1,277,455</td>
<td>154,037</td>
<td>1,123,418</td>
<td>729.31%</td>
<td>358</td>
<td>S,C</td>
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<tr>
<td>Juror's Payroll</td>
<td>36,139</td>
<td>47,959</td>
<td>-11,820</td>
<td>-24.65%</td>
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<td>C</td>
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<tr>
<td>Peoria County Employee Benefit Plan</td>
<td>600,713</td>
<td>626,516</td>
<td>-25,803</td>
<td>-4.12%</td>
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<td>C</td>
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<tr>
<td>Peoria County Flex Spending Acct</td>
<td>60,231</td>
<td>72,920</td>
<td>-12,690</td>
<td>-17.40%</td>
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<td>C</td>
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<tr>
<td>County Collector</td>
<td>1,167,211</td>
<td>10,792,216</td>
<td>-9,625,005</td>
<td>-89.18%</td>
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<td>S</td>
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<tr>
<td>Operating</td>
<td>9,268,343</td>
<td>10,895,819</td>
<td>-1,627,476</td>
<td>-14.94%</td>
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<td>S</td>
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<tr>
<td>Peoria County Forfeiture - State</td>
<td>423,352</td>
<td>465,307</td>
<td>-41,955</td>
<td>-9.02%</td>
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<tr>
<td>Peoria County Forfeiture - Federal</td>
<td>17,948</td>
<td>17,948</td>
<td>0</td>
<td>0.00%</td>
<td></td>
<td>C</td>
</tr>
<tr>
<td>Emergency Telephone System-E911</td>
<td>4,379,875</td>
<td>4,299,896</td>
<td>109,979</td>
<td>2.58%</td>
<td>4,674</td>
<td>S</td>
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<tr>
<td>Trust &amp; Condemnation</td>
<td>37,480</td>
<td>37,480</td>
<td>0</td>
<td>0.00%</td>
<td></td>
<td>D</td>
</tr>
<tr>
<td>County Motor Fuel</td>
<td>613,721</td>
<td>552,209</td>
<td>61,511</td>
<td>9.18%</td>
<td></td>
<td>S</td>
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<tr>
<td>Township Bridge</td>
<td>425,421</td>
<td>380,104</td>
<td>45,317</td>
<td>11.92%</td>
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<tr>
<td>Township Motor Fuel</td>
<td>1,230,293</td>
<td>1,098,653</td>
<td>131,639</td>
<td>11.98%</td>
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<td>CDAP</td>
<td>730,497</td>
<td>734,135</td>
<td>-3,638</td>
<td>-0.50%</td>
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<tr>
<td>VSP - HRA</td>
<td>820,768</td>
<td>826,617</td>
<td>-5,829</td>
<td>-0.71%</td>
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<tr>
<td>Clearing Account</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.00%</td>
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<td></td>
</tr>
<tr>
<td>Abandoned Property Program</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.00%</td>
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<td></td>
</tr>
<tr>
<td>Rural Transportation</td>
<td>136,976</td>
<td>136,958</td>
<td>18</td>
<td>0.01%</td>
<td></td>
<td>C</td>
</tr>
<tr>
<td><strong>Total Accounts at Illinois National Bank</strong></td>
<td>21,226,442</td>
<td>31,118,775</td>
<td>-9,892,333</td>
<td>-31.79%</td>
<td>17,000</td>
<td></td>
</tr>
</tbody>
</table>

### Accounts at Morton Community Bank

<table>
<thead>
<tr>
<th>Account Name</th>
<th>Current Month</th>
<th>Prior Month</th>
<th>Variance Amount</th>
<th>Variance Percent</th>
<th>Interest Amount</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capital Improvement</td>
<td>245,707</td>
<td>245,621</td>
<td>86</td>
<td>0.04%</td>
<td>88</td>
<td>M</td>
</tr>
<tr>
<td>Operating - Investment</td>
<td>28,943,506</td>
<td>32,893,800</td>
<td>-3,950,295</td>
<td>-12.01%</td>
<td>49,705</td>
<td>ICS</td>
</tr>
<tr>
<td>County Motor Fuel - Investment</td>
<td>4,276,748</td>
<td>4,269,936</td>
<td>6,811</td>
<td>0.16%</td>
<td>8,811</td>
<td>ICS</td>
</tr>
<tr>
<td><strong>Total Accounts at Morton Community Bank</strong></td>
<td>33,465,960</td>
<td>37,409,358</td>
<td>-3,943,397</td>
<td>-10.54%</td>
<td>56,603</td>
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</tbody>
</table>

### Accounts at Commerce Bank

<table>
<thead>
<tr>
<th>Account Name</th>
<th>Current Month</th>
<th>Prior Month</th>
<th>Variance Amount</th>
<th>Variance Percent</th>
<th>Interest Amount</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Investment Acct</td>
<td>5,315,990</td>
<td>5,309,420</td>
<td>6,570</td>
<td>0.12%</td>
<td>6,570</td>
<td>MI</td>
</tr>
</tbody>
</table>

### Notes

- C = Clearing Account Only
- S = Sweep Account
- D = Disbursed via Court Orders
- N/A = Current month information not yet rec'd
- M = Money Market Account
- ICS = Insured Cash Sweep
- MI = Mixed Investment Acct
## County of Peoria, Illinois
### Certificate of Deposit Portfolio
#### As of December 31, 2019

<table>
<thead>
<tr>
<th></th>
<th>Investment Amount</th>
<th>Purchased Date</th>
<th>Maturity Date</th>
<th>Term (Months)</th>
<th>Interest Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Associate Bank</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Employee Health Fund</td>
<td>400,000</td>
<td>12/5/19</td>
<td>1/5/21</td>
<td>13</td>
<td>1.65%</td>
</tr>
<tr>
<td><strong>Total for Bank</strong></td>
<td>400,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Busey Bank</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Employee Health Fund</td>
<td>1,000,000</td>
<td>1/23/19</td>
<td>1/27/20</td>
<td>12</td>
<td>2.63%</td>
</tr>
<tr>
<td>County Health-TB Fund</td>
<td>193,252</td>
<td>10/2/18</td>
<td>4/2/20</td>
<td>18</td>
<td>2.62%</td>
</tr>
<tr>
<td>Employee Health Fund</td>
<td>400,000</td>
<td>11/27/18</td>
<td>5/28/20</td>
<td>18</td>
<td>2.90%</td>
</tr>
<tr>
<td><strong>Total for Bank</strong></td>
<td>1,593,252</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>The F &amp; M Bank</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Employee Health Fund</td>
<td>1,000,000</td>
<td>8/30/19</td>
<td>8/30/20</td>
<td>12</td>
<td>2.00%</td>
</tr>
<tr>
<td><strong>Total for Bank</strong></td>
<td>1,000,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Integrity Community Bank a/k/a Bank of Farmington</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Employee Health Fund</td>
<td>400,000</td>
<td>12/14/18</td>
<td>6/14/20</td>
<td>18</td>
<td>2.68%</td>
</tr>
<tr>
<td><strong>Total for Bank</strong></td>
<td>400,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Morton Community Bank</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>County Health Fund</td>
<td>500,000</td>
<td>12/5/19</td>
<td>12/3/20</td>
<td>12</td>
<td>1.86%</td>
</tr>
<tr>
<td>Employee Health Fund</td>
<td>1,000,000</td>
<td>9/5/19</td>
<td>9/3/20</td>
<td>12</td>
<td>2.05%</td>
</tr>
<tr>
<td>Employee Health Fund</td>
<td>400,000</td>
<td>12/5/19</td>
<td>12/3/20</td>
<td>12</td>
<td>1.86%</td>
</tr>
<tr>
<td><strong>Total for Bank</strong></td>
<td>1,900,000</td>
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<td></td>
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<td></td>
</tr>
<tr>
<td><strong>Princeville State Bank</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Employee Health Fund</td>
<td>400,000</td>
<td>12/19/19</td>
<td>12/20/20</td>
<td>12</td>
<td>1.54%</td>
</tr>
<tr>
<td><strong>Total for Bank</strong></td>
<td>400,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Recap by Fund:**

- **030**  County Health & TB Fund  693,252
- **081**  Employee Health Fund  5,000,000

**Total Certificate of Deposits**  5,693,252

**Total Banks**  5,693,252

**Difference**  0
### Selection Criteria:
- All

### Accounting Period:
- 11/19

### Sorted By:
- Fund Type, 2nd Subtotal

### Totaled On:
- Fund Type

### Page Breaks On:
- Fund Type

### 2nd Subtotal--

<table>
<thead>
<tr>
<th>2nd Subtitle</th>
<th>Budget</th>
<th>Period Receipts</th>
<th>Receivables</th>
<th>Year to Date Receipts</th>
<th>Available Balance</th>
<th>YTD/BUD</th>
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</thead>
<tbody>
<tr>
<td>PROPERTY TAXES</td>
<td>8,238,870.00</td>
<td>20,669.70</td>
<td>8,064,497.84</td>
<td>173,962.16</td>
<td>97.89</td>
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<tr>
<td>OTHER TAXES</td>
<td>685,000.00</td>
<td>0.00</td>
<td>279,940.45</td>
<td>695,000.00</td>
<td>0.00</td>
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<tr>
<td>BUILDING/ZONING PERMITS</td>
<td>295,000.00</td>
<td>3,780.00</td>
<td>65,930.00</td>
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<td>MARRIAGE LICENSES</td>
<td>0.00</td>
<td>0.00</td>
<td>6,930.00</td>
<td>6,930.00</td>
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<tr>
<td>LICENSES/PERMITS</td>
<td>1,001,700.00</td>
<td>66,614.00</td>
<td>923,273.00</td>
<td>76,427.00</td>
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<td>STATE REVENUE</td>
<td>1,446,246.00</td>
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<td>152,332.51</td>
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<td>INCOME TAX</td>
<td>6,125,000.00</td>
<td>242,313.33</td>
<td>6,893,118.79</td>
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<tr>
<td>STATE REIMBURSEMENT-SALARY</td>
<td>1,408,971.00</td>
<td>112,884.42</td>
<td>1,028,851.53</td>
<td>380,119.47</td>
<td>73.02</td>
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<td>INTERGOVERNMENTAL REVENUE</td>
<td>149,840.00</td>
<td>10,215.00</td>
<td>81,002.20</td>
<td>60,837.80</td>
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<tr>
<td>SALES TAXES</td>
<td>12,870,725.00</td>
<td>1,013,628.32</td>
<td>10,985,822.74</td>
<td>1,884,902.26</td>
<td>85.36</td>
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<tr>
<td>POLICE PROTECTION CONTRACT</td>
<td>1,609,870.00</td>
<td>151,883.84</td>
<td>1,444,768.27</td>
<td>185,101.73</td>
<td>89.74</td>
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<td>ANIMAL PROTECT CONTRACT</td>
<td>319,535.00</td>
<td>471.00</td>
<td>245,069.00</td>
<td>75,466.00</td>
<td>76.70</td>
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<tr>
<td>FEES AND CHARGES</td>
<td>3,461,000.00</td>
<td>235,135.22</td>
<td>3,063,566.67</td>
<td>397,433.33</td>
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<td>REVENUE STAMPS</td>
<td>340,000.00</td>
<td>20,595.50</td>
<td>321,195.75</td>
<td>18,804.25</td>
<td>94.47</td>
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<tr>
<td>WARRANTS SERVICE</td>
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<td>142,687.43</td>
<td>7,312.57</td>
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<td>DETENTION CHARGE FEDERAL</td>
<td>735,475.00</td>
<td>74,490.00</td>
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## Peoria County, IL
### Revenue Status Report

**Selection Criteria:** All
**Accounting Period:** 11/19

**Sorted By:** Fund Type, 2nd Subtotal
**Totaled On:** Fund Type
**Page Breaks On:** Fund Type

**Fund Type - 2 Special Revenue**

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# Peoria County, IL
## Expenditure Status Report

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## PEORIA COUNTY, IL
### REVENUE STATUS REPORT

**DATE:** 02/03/2020  
**TIME:** 10:57:20  
**PAGE NUMBER:** 3

**SELECTION CRITERIA:** ALL  
**ACCOUNTING PERIOD:** 11/19  
**SORTED BY:** FUND TYPE, 2ND SUBTOTAL  
**TOTALED ON:** FUND TYPE  
**PAGE BREAKS ON:** FUND TYPE  

**FUND TYPE - 3 DEBT SERVICE**

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<th>RECEIVABLES</th>
<th>YEAR TO DATE RECEIPTS</th>
<th>AVAILABLE BALANCE</th>
<th>YTD/ BUD</th>
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DATE: 02/03/2020
TIME: 10:59:49

SELECTION CRITERIA: ALL
ACCOUNTING PERIOD: 11/19

SORTED BY: FUND TYPE, 2ND SUBTOTAL
TOTALED ON: FUND TYPE
PAGE BREAKS ON: FUND TYPE

FUND TYPE: DEBT SERVICE

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## Revenue Status Report

**Date:** 02/03/2020  
**Time:** 10:57:20  
**Selection Criteria:** All  
**Accounting Period:** 11/19  
**Sorted By:** Fund Type, 2nd Subtotal  
**Totaled On:** Fund Type  
**Page Breaks On:** Fund Type  

**Fund Type:** Internal Service  

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## EXPENDITURE STATUS REPORT

**Peoria County, IL**

### Date: 02/03/2020

Time: 10:58:49

**Selection Criteria:** All

**Accounting Period:** 11/19

**Sorted By:** Fund Type, 2nd Subtotal

**Totaled On:** Fund Type

**Page Breaks On:** Fund Type

**Fund Type:** Internal Service

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**Total Internal Service:** 19,412,927.00

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16,969,968.89

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86.92
### PEORIA COUNTY, IL
### REVENUE STATUS REPORT

**ACCOUNTING PERIOD:** 11/15

**SELECTION CRITERIA:** orgn.fund='076'

**DATE:** 02/03/2020  **TIME:** 10:55:55

**SORTED BY:** FUND, 2ND SUBTOTAL

**TOTALED ON:** FUND

**PAGE BREAKS ON:** FUND

**FUND-076 PEORIA COUNTY PARKING FAC**

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**PEORIA COUNTY, IL**

**EXPENDITURE STATUS REPORT**

**DATE:** 02/03/2020  
**TIME:** 10:58:18  

**SELECTION CRITERIA:** orgn.fund='076'  
**ACCOUNTING PERIOD:** 11/19  

**SORTED BY:** FUND, 2ND SUBTOTAL  
**TOTALED ON:** FUND  
**PAGE BREAKS ON:** FUND

**FUND-076 PEORIA COUNTY PARKING FAC**

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**TOTAL REPORT**

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### Peoria County Monthly Resolution List - January 2020

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Committee Members

APPROVED 1/29/20 (6-0 VOTES) Ms. Relford absent for vote
AGENDA BRIEFING

COMMITTEE: Ways and Means Committee
MEETING DATE: January 29, 2020

ISSUE:
For RESOLUTION: Legislative Agenda for 2020 and 101st General Assembly

BACKGROUND/DISCUSSION:
The County Board’s Rules of Order place the responsibility of the annual Legislative Program with the Ways and Means Committee. As has been the case in past years, the legislative program is a joint initiative with the City of Peoria. Like last year, and at the request of the Legislators, the Board of Health’s legislative program is included.

Past practice was followed here again this year. Elected and Appointed Officials were asked for legislative initiatives important to the organization. To be the most effective with our legislators, the most critical to the organization were selected. Coordination between the City Manager and County Administrator and Public Health Administrator then created the attached program.

COUNTY BOARD GOALS:
- **FINANCIAL STABILITY**
- **INFRASTRUCTURE STEWARDSHIP**
- **EFFECTIVE SERVICE DELIVERY**
- **HEALTHY VIBRANT COMMUNITIES**
- **WORKFORCE DEVELOPMENT**
- **COLLABORATION**

STAFF RECOMMENDATION:
**APPROVAL**

COMMITTEE ACTION:

APPROVED 1/29/20 (7-0 VOTES) MS. RELIFORD VOTED AYE VIA TELECONFERENCE

PREPARED BY: Scott Sorrel, County Administrator
DEPARTMENT: County Administration  DATE: January 7, 2020
2020 Joint Legislative Agenda

January 2020

Requests for Direct Sponsorship

• **Joint Request – Reduce Sales Tax Administrative Fee:** Eliminate or reduce the 1.5% administrative fee on the collection of locally-imposed sales taxes.

• **Joint Request – Grant Accountability and Transparency Act:** Exempt state shared revenues distributed by formula to units of local government (the Local Government Distributive Fund, Local Health Protection Funds, and Motor Fuel Tax Funds) from GATA.

• **Joint Request – 9-1-1 Surcharge Extension:** Support the extension of the current $1.50 9-1-1 surcharge.

• **City Request – Rivers Edge Redevelopment Zone Tax Credit Extension:** Support an additional five (5) year extension of the Rivers Edge Redevelopment Zone Tax Credit to continue to fuel the growth of the Warehouse District.

• **City Request – Rivers Edge Redevelopment Zone Tax Credit Window:** Support the ability of developers to avail themselves of the Rivers Edge Redevelopment Zone Tax Credit for a period of five (5) years if they act on the Tax Credit during the eligible window. This would afford the maximization of the credit and encourage additional redevelopment.

• **City Request – TIF District Extensions:** Support the extension of the Warehouse District and Hospitality Improvement Zone Tax Increment Financing Districts.

• **City Request – Public Safety Pension Reform:** Support an extended amortization period, such as a rolling 30-year period from the current, fixed 2040 date.

• **City Request – Tax Incentives:** Support an amendment to the Tax Abatement section of the Property Tax Code (35 ILCS 200/ 18/180) to include residential rehabilitation as well as new construction being eligible for a tax abatement.

• **County Request – FICA and IMRF Reimbursement for Court Employees:** Expand salary reimbursements from the AOIC to include FICA, Medicare and IMRF for Juvenile Detention, Court Administration, Probation and Pre-Trial employees of the Circuit Court that are currently paid by Counties.

• **County Request – County Motor Fuel Tax Law:** Expand 55 ILCS 5/5-1035.1 to include counties with a population greater than 150,000 at the time of the most recent federal census.

• **County Request – Juvenile Justice Reform:** Support legislation to make time from arrest to detention hearing 48 hours (federal standard).
• **PCCHD Request – Data Accountability:** Support legislation that centralizes and creates timely, specific and transparent reporting of data by State agencies.

**Request for Position Support**

• **Joint Request - Illinois Fiscal Concerns:** Oppose legislation that diverts funding from units of local government to the State. Support efforts that protect and enhance existing revenue base of local governments in the face of increasing pressure to use traditionally local revenues to bridge the State budget gap.

• **Joint Request – Automatic Appropriation Authority:** Annual appropriation authority is needed for MFT, video/casino gaming, Use Tax and 9-1-1 revenues to be distributed to local governments. Making these revenue sources continuing appropriations would eliminate these important local revenue sources from being dependent on the state budgeting process.

• **City Request – Broaden Sales Tax Base:** Taxing services (in addition to goods) would increase state and local revenues, bring Illinois in line with most other states, and allow localities to lower home rule sales tax rates on goods.

• **City Request - Preserve Home Rule Powers:** Support efforts to preserve home rule authority when drafting statewide legislation.

• **City Request - Tax Buyer Fees:** Sponsor legislation to implement a non-refundable fee when taxes are purchased through the County tax auction that would be specifically earmarked for blight removal efforts related to demolition and lot maintenance for abandoned properties.

• **City Request - Blight Task Force Recommendations:** Support Illinois Housing Development Authority’s recommendations from Blight Task Force: 1) to allow counties and cities to recoup costs related to Trustee property maintenance from auction proceeds; and 2) to allow counties and municipalities to petition the Court to declare vacant lots abandoned similar to the process for vacant abandoned structures.

• **County Request – State Salary Reimbursement Funding:** Support annual appropriation for full funding of salary reimbursements in the Supreme Court budget for probation officers, juvenile detention workers, and pre-trial services.

• **County Request - Medicaid Pending for Skilled Nursing Facilities:** Resolve backlog of CMS’ Macon County Office to comply with Federal Law and rule on Medicaid-Pending requests within 45 days.

• **PCCHD Request – Increase funding to the Local Health Protection Grant:** Increase funding to the Local Health Protection Grant from the current $18.1 million to $26 million for FY 2021.

• **PCCHD Request – HB2313 IL Violence Reduction Act:** Support funding towards community-based violence reduction programs.

• **PCCHD Request – Electronic Cigarettes/Vaping:** Support legislation that aligns flavored tobacco, electronic cigarettes, and vaping into standards of traditional tobacco; recognizing the health impacts posed by electronic cigarettes / vaping.
Capital Projects

- **City Request - West Main Street**: Support funding ($24.0M) for the rehabilitation of West Main Street from Farmington Road to Adams Street (Districts 1 and 2).

- **City Request - Pioneer Parkway**: Support funding ($16.0M) for the rehabilitation of Pioneer Parkway from Knoxville to Allen Rd (District 5).

- **City Request - Glen Avenue**: Support funding ($12.0M) for the rehabilitation of Glen Avenue from University to War Memorial Drive (District 4).

- **City Request – Allen Road**: Support funding ($12.0M) for the rehabilitation of Allen Road from War Memorial Drive to Willow Knolls (District 5).

- **City Request - Commercial Street**: Support the extension ($2.2M) of Commercial Street from Oak to Persimmon (District 1).

- **City Request – Riverfront Park Development**: Support funding ($10.0-20.0 M) to redesign the Peoria Riverfront from “Bridge to Bridge.” Amenities would include: Flood control; adaptive reuse; and recreation (District 1).

- **City Request - Warehouse District Parking Structure**: Support funding ($9.0-12.0 M) for a parking deck in the Warehouse District to accommodate the parking needs of new residential units (District 1).

- **City Request – MacArthur Corridor Plan**: Support funding ($10.0-15.0 M) to assist in redeveloping MacArthur Highway for residential and commercial redevelopment.

- **City Request – Relocation of the State Street Post Office and Ameren Gas Facility Acquisition**: Support the acquisition and relocation of the US Post Office on State Street and the acquisition of the former Ameren gas facility on Persimmon ($10.0M). This 27.1 acre area would extend the development of the Warehouse District and the recreational space along the Illinois River.

- **City Request - Ameren Substation relocation at Sterling**: Support funding ($2.0M) to relocate or screen the Ameren Substation from Sterling Avenue (District 4).

- **City Request – Support funding ($5.0 M) for IDOT to mill and overlay Lincoln and Howett from Adams to Western (District 1).**

- **City Request – Support funding ($5.0 M) for improvements to the road network within Springdale Cemetery (District 3).**

- **County Request – Lake Street Reconstruction**: Secure funding ($3.2 M) to reconstruct Lake Street from Sheridan Road to Ill Rte 40 / Knoxville Avenue to an urban cross-section (District 10).

- **County Request – Gale Avenue Reconstruction**: Secure funding ($3.2 M) to reconstruct Gale Avenue from Sterling Avenue to Forest Hill Avenue to an urban cross-section (District 10).

- **County Request – Sheridan Road Reconstruction**: Secure funding ($4.5 M) to reconstruct Sheridan Road from Glen Avenue to Northmoor Road to an urban cross-section (District 10).

- **County Request - Maxwell / Middle Roads Reconstruction**: Secure funding ($5.5 M) to reconstruct Maxwell Road from Ill Rte 116 to E.M. Dirksen Parkway. Major bridge funding has been included in IDOT’s TIP for the rehabilitation of a bridge structure over unused Union Pacific RR right-of-way (Districts 1, 17, 18).
• **County Request – Willow Knolls Road Reconstruction**: Secure funding ($3.2 M) to reconstruct Willow Knolls Road from Allen Road to University Street to an urban cross-section (District 15).

• **County Request – Radnor Road Reconstruction**: Secure funding ($13.4 M) to reconstruct Radnor Road from Willow Knolls Road to Alta Lane to an urban cross-section (District 15).

• **County Request – New Health & Human Services Campus**: Secure funding ($1.0 M) for architectural and engineering design services to replace the existing City-County Health Department and consolidate other county offices into a Health and Human Services (HHS) Campus (District 5).

• **County Request – Replace Fleet Garage and Salt Dome**: Secure funding ($2.8 M) to replace the County Fleet Garage and adjacent Salt Dome (District 18).

• **County Request – Juvenile Detention & Jail Roofs**: Secure funding ($2.25 M) to replace both roofs at the Juvenile Detention Center and Peoria County Jail (District 18).

• **County Request – Election Commission**: Secure funding ($700 K) to acquire the land and building where the Peoria County Election Commission currently resides (District 6).

• **County Request – Courtroom Technology**: Secure funding ($300 K) to acquire technology improvements to Peoria County Courthouse courtrooms so that IDOC and IDJJ can reduce number of transports from state facilities to Peoria County when someone in the State’s custody is making a court appearance (District 3).

• **County Request – PCAPS Veterinary Surgical Suite**: Secure funding ($350 K) for either an addition or remodeling of PCAPS to create a veterinary surgical suite for in-house spay-neuter procedures (District 3).

• **County Request – Memorials**: Secure funding ($100 K) to create perpetual care fund for Soldiers & Sailors (Civil War), Lincoln Draws A Line in the Sand, World War I & II, and Korea, Vietnam, War on Terror memorials (District 3).

**Contacts**

**County of Peoria:**
Scott Sorrel  
County Administrator  
309.672.6056  
ssorrel@peoriacounty.org

**Peoria City/County Health Department:**  
Monica Hendrickson  
Public Health Administrator  
309.679.6100  
mhendrickson@peoriacounty.org

**City of Peoria:**  
Patrick Urich  
City Manager  
309.494.8524  
purich@peoriagov.org
TO THE HONORABLE COUNTY BOARD  
COUNTY OF PEORIA, ILLINOIS  

Your Ways and Means Committee does hereby recommend passage of the following Resolution.

RE: FY2020 Legislative Initiatives

RESOLUTION

WHEREAS, it is important that the County of Peoria advises its area legislators on proposed legislation which may have an effect upon the County, its officials, and its citizens; and

WHEREAS, the schedule of presenting bills and amendments of the General Assembly often prevents the County of Peoria from advising the area legislators in a timely or meaningful manner; and

WHEREAS, it is in the best interest of the County of Peoria to permit the Ways and Means Committee to respond to pending legislation in a timely manner and make recommendations directly to the General Assembly; and

WHEREAS, that authority has been granted through established guidelines set forth in the County Board Rules of Order; and

WHEREAS, the County Board and the Ways and Means Committee shall develop an annual State legislative program of primary legislative concerns; and

WHEREAS, the County Board and Ways and Means Committee has considered the proposed topics on the attached list to pursue with area legislators.

NOW THEREFORE BE IT RESOLVED, that the topics listed be discussed and full position statements regarding potential legislation be developed and presented to the legislators.

RESPECTFULLY SUBMITTED,
WAYS AND MEANS COMMITTEE
AGENDA BRIEFING

COMMITTEE: Executive Committee
MEETING DATE: January 29, 2020
LINE ITEM: CDAP
AMOUNT: $100,000 (NTE)

ISSUE:
For RESOLUTION: Establishment of a Loan Loss Reserve Fund

BACKGROUND/DISCUSSION:
Across the United States, use of standard retail banking services and products is below 75% and even lower in the most at-risk households. These same underserved households are the least likely to be able to save for emergencies and unexpected expenses. Peoria needs multiple organizations and deep funding to provide alternatives to the payday loans and informal banking methods (e.g. family member loan) these households turn to instead of banks. Reasons households do not use formal bank options are many including: lack of credit quality, lack of trust in banks, the low dollar amount of the loan, and access to banks. The FDIC studied this in their biennial survey of unbanked and underbanked households in the United States which was released in 2018. The FDIC’s study has three critical definitions:

- **Unbanked** - households that have no standard retail bank relationship (e.g. debit, checking, savings services).
- **Alternative Financial Services (AFS)** - non-bank financial services such as payday loans, rent-to-own, lien loans and other very high interest rate financial services. AFS can range from 40% to over 400% APR.
- **Underbanked** - households, where they do have a standard retail bank service or account in the household, but also rely on AFS.

The FDIC study found that over one-quarter (1/4) of American households are either unbanked or underbanked and unsurprisingly these numbers were found to be “markedly higher” in households that were Black, Hispanic, and younger. The study also found that only 56% of unbanked and 17% of underbanked households are saving for unexpected and emergency needs.

Looking at the issue locally, both City and County staff have been discussing support for a solution based in St. Louis that is looking to expand to the Peoria region. Justin Petersen is a non-profit bank and social service organization that provides private micro-loans, small business gap loans, financial education, credit building services, home purchase support and more. They provide these services alone and with partners and are the largest SBA micro-lender in the United States. They have made multiple attempts to enter the Peoria Region and currently are able to provide a few loans every year through significant commitment from local partners. However, the need is much greater and the ability for JP to expand service in the area is limited without a person on location in Peoria, full-time. The startup costs for a full-time employee and loan loss reserve are the most significant barriers to JP developing a larger presence and commitment to the Peoria area. As a result of the staff discussion, and a follow-up meeting with Chairman Rand, staff is recommending an allocation of $100,000 (not to exceed) from the CDAP Fund to be used as a loan loss reserve fund. The County’s are not actually being loaned but only used in the event of a default on a loan made by JP. Given the Justin Petersen’s history, the County’s $100,000 commitment will leverage $1M in loan activity by JP. Once established the expectation is that any later administrative costs would be primarily covered by the income associated with loans. And we would work with JP to identify alternate sources for future needs. For its part, the City will fund the position using a combination of TIF and City General Fund dollars.

Background on Justin Petersen:
Justin Petersen has assisted with financial service for the purchase of over 4,000 homes and over $415 M in home loans; $50M in over 2,600 microloans to businesses; and over $4 M to over 9,000 individuals. In addition, JP has opened over 1,500 IDA accounts structured to help households build a savings habit and fund. These and other educational and credit building activities have been built to address and economic equity gap in access to loans and credit, the ability to understand and build credit, a lack of healthy alternatives to AFS and more. Typical Justin Petersen private loans average $1,500 and business loans average $12,500. This means that 80 to 660 loans could be sourced by the initial $1M loan pool. In addition, JP would look to establish or partner locally to support financial and credit education and services.

Client Makeup:
• 80% Low- and Moderate-income Households
• 80% Inner City Residents
• 81% African American
• 68% Female Head of Household

Program Outcomes:
• 75% of assisted entrepreneurs started a business
• 94% business survival rate
• 58% of businesses were able to take an owner draw as compensation
• Nearly 4 jobs were created for each full-time business (including owner)
• Average of $17

COUNTY BOARD GOALS:

- **Financial Stability**
- **Infrastructure Stewardship**
- **Effective Service Delivery**
- **Healthy Vibrant Communities**
- **Workforce Development**
- **Collaboration**

STAFF RECOMMENDATION: 

APPROVAL

COMMITTEE ACTION:

APPROVED 1/29/20 (9-0 VOTES) MS. RELIFORD ABSENT FOR VOTE; MR. ROSENBOHM ABSENT

PREPARED BY: Scott A. Sorrel, County Administrator
DEPARTMENT: County Administration
DATE: January 21, 2020
TO THE HONORABLE COUNTY BOARD

COUNTY OF PEORIA, ILLINOIS

Your Executive Committee does hereby recommend passage of the following Resolution.

Re: Authorization to Establish a Loan Loss Reserve Fund for Microlending

RESOLUTION

WHEREAS, Federal Deposit Insurance Corporation (FDIC) data shows that 63 million American Adults are either unbanked, meaning they have no savings or checking account, or underbanked, meaning they may have a savings or checking account, but they must also rely on financial products outside the banking system; and

WHEREAS, the County of Peoria and City of Peoria have a mutual interest in improving the tax base and economic equitability of our residents by reducing the number of Peorians that are either unbanked or underbanked; and

WHEREAS, St. Louis-based Justine Petersen is the largest SBA microlender specializing in improving both individual and small business credit worthiness in the United States through:

- Counseled over 31,000 families on credit building strategies;
- Assisted in 4,800 home purchases with $415 Million in safe, affordable mortgage loans and $44 Million in micro-loans to 5,200 micro-enterprises;
- $4 Million in small dollar loans to 9,000 individuals as an alternative to high interest payday loans;
- Opened 1,500 IDA accounts and facilities 1,000 matched withdrawals for asset purchases.

WHEREAS, after conversations with the County and City, Justine Petersen wishes to establish a presence in Peoria; and

WHEREAS, the City of Peoria will fund the startup costs of bringing Justine Petersen to Peoria and the County of Peoria will dedicate up to $100,000 to create a loan loss reserve fund that will leverage $1 Million in loan activity by Justine Petersen; and

WHEREAS, the County’s contribution will not actually be loaned but will only be used in the event of a default on a loan made by Justine Petersen.

NOW THEREFORE BE IT RESOLVED, by the County Board of Peoria County, that the County Administrator is hereby authorized and directed to establish a loan loss reserve in the Community Development Assistance Program (CDAP) Fund in an amount not to exceed $100,000; and
BE IT FURTHER RESOLVED, that the County Administrator is directed to prepare and execute, with the approval of the States Attorney, any documentation necessary for the loan loss reserve fund is to be used in coordination Justine Petersen.

RESPECTFULLY SUBMITTED,
EXECUTIVE COMMITTEE
AGENDA BRIEFING

COMMITTEE: County Operations
MEETING DATE: January 28, 2020

ISSUE: Approval of revisions to the Peoria County Drug Free Workplace Policy and Drug Testing Policy.

BACKGROUND/DISCUSSION:
In June 2019 Governor Pritzker signed into law the Cannabis Regulation and Tax Act (CRTA), which legalizes the recreational use of marijuana and makes permanent the Compassionate use of Medical Cannabis Pilot Program Act, effective January 1, 2020. Peoria County’s current drug testing policy needs to be revised to address the legalization of marijuana. Staff has included a red-lined version of the proposed changes, including but not limited to, updating the drug free workplace language to specifically ban the use and possession of marijuana on any County premise, updating the drug testing language to state that employees cannot be under the influence of cannabis while at work, defining “under the influence” of cannabis for purposes of reasonable suspicion testing, etc.

COUNTY BOARD GOALS:

Effective Service Delivery

STAFF RECOMMENDATION:
Approve the proposed changes to the Drug-Free Workplace Policy and Drug Testing Policy to comply with the CRTA.

COMMITTEE ACTION:
APPROVED 1/28/20 (6-0 votes) Mr. Robinson absent

PREPARED BY: Shauna Musselman, Assistant County Administrator
DEPARTMENT: County Administration
DATE: January 17, 2020
III - 15: DRUG-FREE WORKPLACE POLICY

III - 15A: POLICY ON DRUG-FREE WORKPLACE

The Peoria County Policy regarding the work-related effects of drug use and the unlawful possession of controlled substances on County premises is:

III - 15A.1: Employees are expected and required to report to work on time and in appropriate mental and physical condition for work. It is our intent and obligation to provide a drug-free, healthful, safe and secure work environment.

III - 15A.2: The unlawful manufacture, distribution, dispensing, possession or use of a controlled substance, illicit drugs, controlled substances without a prescription, cannabis, or alcohol on County premises, or while conducting County business off County premises, is absolutely prohibited. Violation of this policy will result in disciplinary action, up to and including termination, and may have legal consequences.

III - 15A.3: Peoria County recognizes drug dependency as an illness and a major health problem. The County also recognizes drug abuse as a potential safety and security problem. Employees needing help in dealing with such problems are encouraged to use our Employee Assistance Program as appropriate. Conscientious efforts to seek such help will not jeopardize an employee’s job and will not be noted in any personnel records.

III - 15A.4: The County recognizes that the Compassionate Use of Medical Cannabis Pilot Program (410 ILCS 130), may allow the use of cannabis through a valid prescription. This permits an individual with a debilitating medical condition to register as a qualifying patient and avoid civil and criminal penalties under state or local law for certain medical uses of cannabis. In addition, the Illinois Cannabis Regulation and Tax Act (HB1438), which legalizes recreational marijuana use, became effective January 1, 2020. In accordance with both Acts and Federal laws, however, and in order to maintain a safe, efficient and effective workforce, employees may not use or possess cannabis on County property or in the course of their employment. The County also prohibits employees from reporting to work under the influence of cannabis to the extent of impairment as because such impairment may have an effect on the employee’s ability to safely, effectively, and productively perform work functions or job duties. Peoria County has a zero tolerance policy with regards to illicit drugs, controlled substances without a prescription, cannabis, and alcohol as they relate to being under the influence as to the extent of being impaired while at work, performing work functions or driving county vehicles.

III - 15A.5: Employees must, as a condition of employment, abide by the terms of the above policy and report any convictions under a criminal drug statute for violations occurring on or off County premises while conducting County business. A report of a conviction must be made within five (5) days after the conviction. (This requirement is mandated by the Illinois Drug-Free Workplace Act 30 ILCS 580/3.)

III - 15A.6: Employees who fail to abide by the terms of the above policy and/or fail to make a conscientious effort to seek help for their drug dependency are subject to appropriate disciplinary action which could include involuntary termination from employment.
III - **15A.7**: Employees will be subject to drug testing as outlined in the Peoria County Drug Test policy. Violations of that policy may be grounds for discipline up to and including termination.
III – 16: DRUG TESTING POLICY

In accordance with Peoria County’s Drug Free workplace policy the following drug testing will be initiated.

III – 16A: SCOPE

This policy shall apply to all current and potential employees of Peoria County. As the Employer, Peoria County has the right to expect its employees to report for work fit and able for duty. It is the expectation that employees must be free from illicit drugs and not impaired by legal drugs, prescription drugs, cannabis, or alcohol at all times when in the workplace, performing work related duties or driving a county vehicle. The purpose of this policy shall be achieved in such a manner as not to violate any established rights of the employees. Peoria County has a zero-tolerance policy with regards to both illicit drugs, controlled substances without a prescription, prescription drugs, cannabis, and alcohol as they relate to being under the influence to the extent of being impaired when in the workplace, performing work related duties or driving a county vehicle.

III – 16B: PROHIBITED SUBSTANCES

The substances covered in this policy include, but are not limited to, illicit drugs, controlled substances without prescription, cannabis, and alcoholic beverages. An illicit drug shall be defined as one whose use is prohibited or restricted by law.

III – 16C: PRE-EMPLOYMENT DRUG TESTING

Prior to a final hiring decision, individuals applying for employment with Peoria County will may undergo drug/alcohol testing depending on the position applied for. A candidate or transeree from another Peoria County office is also subject to this testing. If the intended candidate fails this testing, they will be eliminated from further consideration for transfer and be subject to the discipline procedure as outlined above. If a candidate refuses to undergo testing within the time frame specified by the employer, the employee will be eliminated from consideration for the position. If an individual is applying for a position which requires a commercial driver’s license (CDL) that individual will also undergo cannabis testing because as it is still a federally prohibited controlled substance.
III – 16D: REASONABLE CAUSE TESTING GOOD FAITH BELIEF TESTING

III – 16D.1: If there is reasonable cause to believe a good faith belief an employee’s behavior or appearance may indicate alcohol or drug use, a drug/alcohol test will be required. If an employee’s behavior or appearance manifests specific symptoms of impairment, a drug/alcohol test will be required. The employee’s supervisor must consult with the Human Resources Director or his/her designee within County Administration prior to sending the employee for testing. This decision will be made when supervisory or management personnel identify specific behavioral, performance, or physical indicators of possible impairment and/or when an employee’s work performance, including an absenteeism problem, creates reasonable suspicion that they are possibly abusing alcohol or drugs. A Peoria County representative will escort the employee to the provider for testing.

III – 16D.2: Employees required to take a drug/alcohol test due to a good faith belief of impairment will be considered on paid administrative leave pending investigation.

III – 16E: RANDOM TESTING

III – 16E.1: Employees will be subject to drug/alcohol testing on an unannounced and random basis as required by law or collective bargaining agreement.

III – 16E.2: Employees required to take a drug/alcohol test under random selection will, upon notification, be relieved of their regular assignment long enough to be tested and upon completion of the test be returned to their original assignment. Should the time required for testing go beyond the normal work assignment hours, the employee will be compensated according to their regular pay status.

III – 16F: POST ACCIDENT/POST INJURY

Employees injured while working (with the exception of basic first aid), or any employee who causes an injury to another person, or any employee who damages County property will be required to undergo drug/alcohol testing. The results of such testing may include disciplinary action up to and including termination. Any employee involved in an automobile accident while on County business will be required to undergo drug/alcohol testing. The results of such testing may include disciplinary action up to and including termination.

III – 16G: RETURN FROM LEAVE

Any employee who has been laid-off or on medical leave for longer than three (3) months may be required to undergo drug/alcohol testing upon their return to work.
III – 16H: RETURN FROM REHABILITATION

Any employee returning from drug or alcohol rehabilitation leave shall be tested for 
*illicit and legal drugs and alcohol* illicit drugs upon their return to work. Upon release to return to work, such employees are subject to random drug testing (apart from and in addition to the routine, random testing imposed on other employees).

III – 16I: TESTING PROCEDURE

Testing shall be conducted in accordance with U.S. Department of Transportation (DOT) and State of Illinois testing procedures and standards. Test results will be determined through urinalysis for drugs and urinalysis and/or breathalyzer for alcohol. *When required by law or provided voluntarily by the employee, a blood test may be conducted.* Testing will be administered at a local occupational health center of the County’s choosing. Whenever a specimen is taken, a second (split) specimen shall be retained at the test laboratory for possible confirmatory testing. The untested specimen shall be retained for six months when a positive test result is found.

III – 16J: MANAGEMENT ACTIONS

**III – 16J.1:** Negative Test Result: A negative test result will result in clearance to return to work for current employees and clearance to continue in the application process for potential employees.

**III – 16J.2:** Positive Test Result: Any employee who tests positive on any required drug/alcohol test will be suspended immediately without pay until further testing proves negative and will be subject to disciplinary action up to and including termination.

**III – 16J.2a:** The employee shall have the opportunity to explain or challenge positive test results. If it is deemed necessary by the employee, the split specimen shall be submitted for confirmatory testing at a laboratory of the employee’s choice and at the employee’s expense. The untested specimen shall be retained for six months when a positive test result is found. If the employee who tests positive does not exercise the right to have the untested specimen reanalyzed during the six-month period, it will be assumed that the employee does not wish to exercise such a right and the untested sample will be discarded.

**III – 16J.2b:** In the event of a positive test result, the County *shall may* refer the employee to the Employee Assistance Program (EAP) for evaluation of a therapeutic referral, and may also discipline an employee as outlined above. In case the employee refuses a referral to the EAP, or upon referral refuses to participate in recommended therapy, the employee shall be terminated. If a subsequent incident occurs, the employee shall be terminated.

**III – 16J.2c:** Any employee who is undergoing or has undergone treatment toward rehabilitation for drug or alcohol use, and who has returned to work during or following such treatment, shall be subject to unannounced drug testing for up to twelve (12) months following the beginning of such treatment. A confirmed and validated positive for such test shall be cause for immediate termination.
**III – 16J.3: Inconclusive Test Result:** In the event of an inconclusive drug test result, the affected employee will be put on leave of absence without pay until conclusive results are returned to Peoria County. If the results from the re-test are negative, the affected employee will be paid at his or her regular rate of pay for the leave of absence days.

**III – 16J.4: Refusal to Test:** Any employee who refuses drug testing in any circumstance as required/requested by Peoria County, will be subject to disciplinary action up to and including termination.

**III – 16J.5: Any employee whose job description requires a valid driver’s license who is convicted of a DUI either during or after employment hours will be subject to disciplinary action up to and including termination.**
LETTER OF AGREEMENT

I do hereby certify that I have received the attached Peoria County Employee Drug Testing Policy and Procedure. I further certify that I have read and understand the Policy.

____________________________________               ______________
(Name)                                             (Date)

_________________________________________________________
Print full name
Your County Operations Committee does hereby recommend passage of the following Resolution:

RE: REVISIONS TO THE DRUG-FREE WORKPLACE POLICY AND DRUG TESTING POLICY

RESOLUTION

WHEREAS, in June 2019 Governor Pritzker signed into law the Cannabis Regulation and Taxation Act (CRTA), effective January 1, 2020; and

WHEREAS, the Peoria County Drug-Free Workplace Policy and Drug Testing Policy need updating to comply with the CRTA; and

WHEREAS, staff has proposed in the attached red-lined version the recommended changes.

NOW THEREFORE BE IT RESOLVED, by the County Board of Peoria County, that the County of Peoria approves the proposed changes to the aforementioned policies to comply with the CRTA, effective February 13, 2020.

RESPECTFULLY SUBMITTED,
County Operations Committee
**ISSUE:** Ordinance to lower the speed limit in the Hendryx Manor Subdivision in Medina Township.

**BACKGROUND/DISCUSSION:** Medina Township received a petition from the residents in the Hendryx Manor Subdivision to lower the speed limit in the subdivision, and therefore requested a speed study to be performed.

A speed study conforming to the Illinois Department of Transportation’s POLICY ON ESTABLISHING AND POSTING SPEED LIMITS ON THE STATE HIGHWAY SYSTEM, was completed in the subdivision between December 2017 and January 2018. Due to the configuration of the subdivision’s streets and the low volume of traffic on the streets, only the three main routes in the subdivision were studied.

The results of the speed study were shared with the Road Commissioner, who then shared them with the residents of the subdivision. On December 18, 2019 the Road Commissioner requested that the change in speed limit be submitted to the County Board for approval. The results of the speed study revealed the following:

<table>
<thead>
<tr>
<th>ROAD</th>
<th>LOCATION</th>
<th>EXISTING SPEED LIMIT</th>
<th>PROPOSED MAXIMUM SPEED LIMIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Resthaven Road</td>
<td>N. Broadway to dead end.</td>
<td>Posted 30 mph</td>
<td>25 mph</td>
</tr>
<tr>
<td>North Broadway St.</td>
<td>E. Melaik Court. to Kenneth Street</td>
<td>Posted 30 mph</td>
<td>25 mph</td>
</tr>
<tr>
<td>E. Hendryx Pl.</td>
<td>N. Broadway St. to Vicary Lane</td>
<td>Posted 30 mph</td>
<td>25 mph</td>
</tr>
</tbody>
</table>

If this ordinance is approved, all streets in the Hendryx Manor Subdivision will be posted to 25 mph.

**COUNTY BOARD GOALS:**

INFRASTRUCTURE STEWARDSHIP

**STAFF RECOMMENDATION:** Post speed limits on all roads in Hendryx Manor Subdivision in accordance with the speed study results.

**COMMITTEE ACTION:**

Approved 1/28/20 (5-0 votes) Mr. Reneau and Mr. Robinson absent

**PREPARED BY:** Jeffrey D. Gilles

**DEPARTMENT:** Highway

**DATE:** December 20, 2019
Hendryx Manor – PEORIA COUNTY
MEDINA TOWNSHIP

Resthaven Rd. from N. Broadway St. to dead-end
Existing speed limit – posted 30 MPH

North Broadway St. from E. Melaik Ct. to Kenneth St.
Existing speed limit – posted 30 MPH

E. Hendryx Pl. from N. Broadway St. to Vicary Ln.
Existing speed limit – posted 30 MPH

This study included 3 individual studies done at different locations on different dates under the same general conditions. The results of these studies have been combined to make a single recommendation for the entire subdivision.

The subdivision studied is all two-lane streets situated within an urban district. No sidewalks are provided and a total of 5 pedestrians were noted during all 3 studies. Parking is allowed throughout the subdivision. The subdivision consists of mostly single-family dwelling units, a couple of multi-family dwelling units, and a park that would be utilized more during the summer months. The subdivision has 2 entrances off Route 29 and does not provide thoroughfare to anywhere else.

The first section studied was Resthaven from N. Broadway St. to the dead-end. This section had a prevailing speed of 30 MPH with a 19% violation rate, and a prevailing speed adjustment of 3 MPH.

The second section studied was N. Broadway St. from E. Melaik Ct. to Kenneth St. This section had a prevailing speed of 25 MPH with a 0% violation rate, and a prevailing speed adjustment of 2.5 MPH.

The third section studied was E. Hendryx Pl. from N. Broadway St. to Vicary Ln. The section had a prevailing speed of 27.5 MPH with a 0% violation rate, and a prevailing speed adjustment of 2.75 MPH.

There were only 87 vehicles during all 3 of the speed studies combined with a prevailing speed of 28 MPH.

**Recommendation:** It is our recommendation that the existing speed limit of 30 MPH be reduced to 25 MPH for the entire subdivision.
SPOT SPEED STUDY  Combined Studies

CITY: Medina Township  ROUTE:

FROM

TO

<table>
<thead>
<tr>
<th>CHECK NO.</th>
<th>RECORDER</th>
<th>DATE</th>
<th>DAY</th>
<th>HOURS</th>
<th>WEATHER</th>
<th>PAVEMENT</th>
<th>WET</th>
<th>DAMP</th>
<th>E W N S</th>
<th>METER OF</th>
<th>METER OV</th>
</tr>
</thead>
<tbody>
<tr>
<td>All 5</td>
<td>ZWT</td>
<td>1-26-18</td>
<td>Friday</td>
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<table>
<thead>
<tr>
<th>TRAFFIC CHECKED</th>
<th>EB</th>
<th>MB</th>
<th>SB</th>
</tr>
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<tbody>
<tr>
<td>85 TH PERCENT</td>
<td>27</td>
<td>29</td>
<td>30</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>10 MPH PACE UPPER LIMIT</th>
<th>POSTED LIMIT</th>
<th>VIOLATION RATE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>30</td>
<td>7%</td>
</tr>
</tbody>
</table>

Notes:
87 Total Vehicles

Handicap Walker Combined Study
ESTABLISHMENT OF SPEED ZONE
DISTRICT 4

ROUTE: Resthaven Rd. FROM: Broadway St.

TO: N/A LENGTH: .35 MI
CITY: Medina Township COUNTY: Peoria

I SPOT SPEED STUDIES (Attached)

<table>
<thead>
<tr>
<th>CHECK NO.</th>
<th>85TH %</th>
<th>UPPER LIMIT 10 MPH PACE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Combo</td>
<td>31</td>
<td>39</td>
</tr>
<tr>
<td>1 EB</td>
<td>31</td>
<td>29</td>
</tr>
<tr>
<td>1 WB</td>
<td>29</td>
<td>31</td>
</tr>
</tbody>
</table>

II TEST RUNS

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

III PREVAILING SPEED

85TH % AVG.: 31 MPH
UPPER LIMIT OF 10 MPH PACE: 29 MPH
TEST RUN AVE.: 6 MPH
PREVAILING SPEED: 30 MPH

IV EXISTING SPEED LIMIT

ZONE BEING STUDIED: 30 MPH
VIOLATION RATE: 19 %
ADJACENT ZONE N or W: 30 MPH
LENGTH: MILES
ADJACENT ZONE S or E: N/A MPH
LENGTH: N/A MILES

V ACCESS CONFLICTS

RESIDENTIAL DRIVES: 2 X 1 = 2
SMALL BUSINESS DRIVES: 1 X 5 = 5
LARGE BUSINESS DRIVES: 0 X 10 = 0
ACCESS CONFLICT NO. TOTAL: 3

STUDY LENGTH: .35 = 88.6 (MILES) CONFLICTS / MILE

VI MISC. FACTORS

PEDESTRIAN VOLUME: 3 during 3 hour Study
HIGH-CRASH LOCATION: YES NO
PARKING PERMITTED: YES NO

VII PREVAILING SPEED ADJUSTMENT

DRIVEWAY ADJUSTMENT: 10 %
PEDESTRIAN ADJUSTMENT: 0 %
CRASH ADJUSTMENT: 0 %
TOTAL (MAX 20%): 10 %

30 MPH X 10 % = 3 (Prevailing Speed) (adjust.) (Max. 9 MPH)

ADJUSTED PREVAILING SPEED: 27

VIII REVISED SPEED LIMIT

RECOMMENDED SPEED LIMIT: 35 MPH
ANTICIPATED VIOLATION RATE: <10 %

RECOMMENDED BY: 2WT
DATE:
APPROVED BY:
DATE:
Disclaimer: Data is provided 'as is' without warranty or any representation of accuracy, timeliness or completeness. The burden for determining fitness for, or the appropriateness for use, rests solely on the requester. The requester acknowledges and accepts the limitations of the Data, including the fact that the Data is in a constant state of maintenance. This website is NOT intended to be used for legal litigation or boundary disputes and is informational only. -Peoria County GIS Division

Map Scale
1 inch = 667 feet
12/7/2017
# SPOT SPEED STUDY

**CITY:** Medina Township  
**FROM:** Broadway St.  
**ROUTE:** Resthaven Rd.  
**TO:** N/A

<table>
<thead>
<tr>
<th>CHECK NO.</th>
<th>RECORDER</th>
<th>DATE</th>
<th>DAY</th>
<th>HOURS</th>
<th>WEATHER</th>
<th>PAVEMENT</th>
<th>METER ON</th>
<th>TRAFFIC CHECKED</th>
<th>BS TH PERCENT</th>
<th>10 MPH PACE</th>
<th>POSTED LIMIT</th>
<th>VIOLATION RATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Combo 1</td>
<td>ZWT</td>
<td>12/10/17</td>
<td>Wednesday</td>
<td>8:30</td>
<td>Sunny</td>
<td>Dry</td>
<td>E W S O S</td>
<td>E W S O S</td>
<td>31</td>
<td>29</td>
<td>30</td>
<td>19%</td>
</tr>
</tbody>
</table>

**Notes:**
- 27 total Vehicles
- 3 Pedestrians
SPOT SPEED STUDY

CITY: Medina Township
FROM Broadway St.
ROUTE: Resthaven Rd.
TO N/A

CHECK NO. 1
RECORDED 2WT
DATE 12/20/17
DAY Wednesday
HOURS 8:30 am TO 11:30 am
WEATHER Sunny
PAVEMENT WET DAMP DRY
5.5 MI E W/S OF Resthaven Rd.
METER ON E W/S SIDE
TRAFFIC CHECKED N/S NB SB
85 TH PERCENT 31
10 MPH PACE 25
POSTED LIMIT 30
VIOLATION RATE 20%

NOTES
15 EB Vehicles 3 total Pedestrians

Bicycle - 1
Pedestrian - 11
## SPOT SPEED STUDY

**CITY:** Medina Township  
**ROUTE:** Resthaven Rd.

**FROM:** Broadway St.  
**TO:** N/A

<table>
<thead>
<tr>
<th>CHECK NO.</th>
<th>RECORDER</th>
<th>DATE</th>
<th>DAY</th>
<th>HOURS</th>
<th>WEATHER</th>
<th>50 MI</th>
<th>METER ON</th>
<th>TRAFFIC CHECKED</th>
<th>85TH PERCENT</th>
<th>10 MPH PACE</th>
<th>POSTED LIMIT</th>
<th>VIOLATION RATE</th>
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</thead>
<tbody>
<tr>
<td>WB1</td>
<td>ZWT</td>
<td>10/20/17</td>
<td>Wednesday</td>
<td>8:30 am to 11:30 am</td>
<td>Sunny</td>
<td>E W S of Resthaven Rd.</td>
<td>CB SB</td>
<td>29</td>
<td>31</td>
<td>30</td>
<td>16%</td>
<td></td>
</tr>
</tbody>
</table>

**NOTES:** 12 WB Vehicles 3 total Pedestrians
ESTABLISHMENT OF SPEED ZONE
DISTRICT 4

ROUTE: N. Broadway St. FROM: E. Melaiik Ct. TO: Kenneth St. LENGTH: 0.28 MI
CITY: Medina Township COUNTY: Peoria

I SPOT SPEED STUDIES (Attached)

<table>
<thead>
<tr>
<th>CHECK NO.</th>
<th>85TH %</th>
<th>UPPER LIMIT 10 MPH PACE</th>
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<tbody>
<tr>
<td>58 1</td>
<td>24</td>
<td>26</td>
</tr>
<tr>
<td>NB 1</td>
<td>24</td>
<td>26</td>
</tr>
<tr>
<td>Comp 801</td>
<td>24</td>
<td>26</td>
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II TEST RUNS

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

III PREVAILING SPEED

85TH % AVG.: 24 MPH
UPPER LIMIT OF 10 MPH PACE: 26 MPH
TEST RUN AVE.: 25 MPH
PREVAILING SPEED: 25 MPH

IV EXISTING SPEED LIMIT

ZONE BEING STUDIED: 30 MPH
VIOLATION RATE: 0 %
ADJACENT ZONE: N or W: 30 MPH
LENGTH: 0.25 MILES
ADJACENT ZONE: S or E: 30 MPH
LENGTH: 0.10 MILES

V ACCESS CONFLICTS

RESIDENTIAL DRIVES: 5 X 1 = 5
SMALL BUSINESS DRIVES: 4 X 5 = 20
LARGE BUSINESS DRIVES: 0 X 10 = 0
ACCESS CONFLICT NO. TOTAL: 25
STUDY LENGTH: 0.28 = 89.3 (MILES) CONFLICTS / MILE

VI MISC. FACTORS

PEDESTRIAN VOLUME: 1 During 3-hour study
HIGH-CRASH LOCATION: YES ☑ NO
PARKING PERMITTED: YES ☑ NO

VII PREVAILING SPEED ADJUSTMENT

DRIVEWAY ADJUSTMENT: 10 %
PEDESTRIAN ADJUSTMENT: 0 %
CRASH ADJUSTMENT: 0 %
TOTAL (MAX 20%): 10 %

25 MPH X 10 % = 2.5 MPH
(Prevailing Speed) (adjust.)
(Max. 9 MPH)

ADJUSTED PREVAILING SPEED: 22.5

VIII REVISED SPEED LIMIT

RECOMMENDED SPEED LIMIT: 25 MPH
ANTICIPATED VIOLATION RATE: <10 %

RECOMMENDED BY: 2 W
DATE: 
APPROVED BY: 
DATE: 

12 49
Disclaimer: Data is provided 'as is' without warranty or any representation of accuracy, timeliness or completeness. The burden for determining fitness for, or the appropriateness for use, rests solely on the requester. The requester acknowledges and accepts the limitations of the Data, including the fact that the Data is in a constant state of maintenance. This website is NOT intended to be used for legal litigation or boundary disputes and is informational only. - Peoria County GIS Division

Map Scale
1 inch = 667 feet
12/7/2017
# Spot Speed Study

**City:** Medina Township

**Route:** N. Broadway St.

**From:** E. Melaik Ct.

**To:** Kenneth St.

| Check No. | Recorder | Date     | Day  | Hours | Weather | Pavement | 85% M. | ENS of Broadway | Traffic Checked | 85% Percent | 10 MPH Pace | Posted Limit | Violation Rate |
|-----------|----------|----------|------|-------|---------|----------|--------|-----------------|----------------|-------------|--------------|--------------|---------------|---------------|
|           |          | 1-25-18  | Thurs. | 8:50a | Sunny   | Wet      |        |                 |                |             |              |              |               | 0%            |

**Notes:**
- 52 total vehicles
- 1 pedestrian
CITY: Medina Township
FROM E. Melaić Ct.
TO Kenneth St.

ROUTE: N. Broadway St.

SPOT SPEED STUDY

South Bound traffic

CHECK NO.  SHEET
RECORDER  DATE  DAY  HOURS  WEATHER  PAVEMENT  METER ON  TRAFFIC  PERCENT  POSTED  VIOLATION
SB 1  ZWT  1-25-18  Thurs.  8:50 am 11:50 am  Sunny  Wet  Damper

NOTES

25 SB Vehicles

Pedestrians - 1
**SPOT SPEED STUDY**

**CITY:** Medina Township  
**ROUTE:** N. Broadway St.  
**FROM:** E. Melaik Ct.  
**TO:** Kenneth St.  

<table>
<thead>
<tr>
<th>CHECK NO.</th>
<th>RECORDER</th>
<th>DATE</th>
<th>DAY</th>
<th>HOURS TO</th>
<th>WEATHER</th>
<th>PAVEMENT</th>
<th>METER ON</th>
<th>TRAFFIC CHECKED</th>
<th>BS TH PERCENT</th>
<th>10 MPH PACE</th>
<th>POSTED LIMIT</th>
<th>VIOLATION RATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>NB1</td>
<td>ZWT</td>
<td>1-25-18</td>
<td>Thurs</td>
<td>8:50 am</td>
<td>Sunny</td>
<td>Wet</td>
<td>S of E</td>
<td>EB SB</td>
<td>2.4</td>
<td>20</td>
<td>30</td>
<td>0%</td>
</tr>
</tbody>
</table>

**NOTES:** 27 NB Vehicles
### ESTABLISHMENT OF SPEED ZONE

**DISTRICT: **

**ROUTE:** E. Hendryx St. **FROM:** N. Broadway St. **TO:** Vicary Ln. **LENGTH:** .23 mi

**CITY:** Medina Township **COUNTY:** Peoria

### I SPOT SPEED STUDIES (Attached)

<table>
<thead>
<tr>
<th>CHECK NO.</th>
<th>85TH %</th>
<th>UPPER LIMIT 10 MPH PACE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Combo</td>
<td>37</td>
<td>38</td>
</tr>
</tbody>
</table>

### II TEST RUNS

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

### III PREVAILING SPEED

- **85TH % AVG.:** 37 MPH
- **UPPER LIMIT OF 10 MPH PACE:** 28 MPH
- **TEST RUN AVE.:** 27 MPH
- **PREVAILING SPEED:** 27.5 MPH

### IV EXISTING SPEED LIMIT

- **ZONE BEING STUDIED:** 30 MPH
- **VIOLATION RATE:** 0 %
- **ADJACENT ZONE N or W:** 30 MPH
- **LENGTH:** 30 MILES
- **ADJACENT ZONE S or E:** 30 MPH
- **LENGTH:** 1 MILES

### V ACCESS CONFLICTS

- **RESIDENTIAL DRIVES:** 22 x 1 = 22
- **SMALL BUSINESS DRIVES:** 0 x 5 = 0
- **LARGE BUSINESS DRIVES:** 0 x 10 = 0
- **ACCESS CONFLICT NO. TOTAL:** 22

**STUDY LENGTH:** .23 = 95.6 (MILES)

**CONFLICTS / MILE**

### VI MISC. FACTORS

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

### VII PREVAILING SPEED ADJUSTMENT

- **DRIVEWAY ADJUSTMENT:** 10 %
- **PEDESTRIAN ADJUSTMENT:** 0 %
- **CRASH ADJUSTMENT:** 0 %
- **TOTAL (MAX 20%):** 10 %

\[
27.5 \text{ MPH} \times 10 \% = 2.75 \text{ MPH (Prevailing Speed)}
\]

**ADJUSTED PREVAILING SPEED:** 24.75 MPH

### VIII REVISED SPEED LIMIT

- **RECOMMENDED SPEED LIMIT:** 25 MPH
- **ANTICIPATED VIOLATION RATE:** <10%

**RECOMMENDED BY:** ZWT

**DATE:**

**APPROVED BY:**

**DATE:**
Disclaimer: Data is provided 'as is' without warranty or any representation of accuracy, timeliness or completeness. The burden for determining fitness for, or the appropriateness for use, rests solely on the requester. The requester acknowledges and accepts the limitations of the Data, including the fact that the Data is in a constant state of maintenance. This website is NOT intended to be used for legal litigation or boundary disputes and is informational only. -Peoria County GIS Division

Map Scale
1 inch = 667 feet
12/7/2017
SPOT SPEED STUDY

CITY: Medina Township
FROM N. Broadway St.
ROUTE: E. Hendryx Pl.
TO Vicary Ln.

<table>
<thead>
<tr>
<th>CHECK NO</th>
<th>RECORDER</th>
<th>DATE</th>
<th>DAY</th>
<th>HOURS</th>
<th>WEATHER</th>
<th>PAVEMENT</th>
<th>METER ON</th>
<th>TRAFFIC CHECKED</th>
<th>BS TH</th>
<th>10 MPH PACE</th>
<th>POSTED LIMIT</th>
<th>VIOLATION RATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Combo</td>
<td>ZWT</td>
<td>1-26-18</td>
<td>Friday</td>
<td>8:50 AM to 11:50 AM</td>
<td>Sunny</td>
<td>Wet/Damp</td>
<td>E/W NS of Hendryx Pl</td>
<td>SB</td>
<td>27</td>
<td>28</td>
<td>30</td>
<td>0%</td>
</tr>
</tbody>
</table>

Notes:
1. Pedestrian during study.
<table>
<thead>
<tr>
<th>CHECK NO.</th>
<th>RECORDER</th>
<th>DATE</th>
<th>DAY</th>
<th>HOURS</th>
<th>WEATHER</th>
<th>PAVEMENT</th>
<th>__________ FT. MI.</th>
<th>METER ON E W N S</th>
<th>TRAFFIC CHECKED EM NB SB</th>
<th>BS TH PERCENT</th>
<th>10 MPH PACE UPPER LIMIT</th>
<th>POSTED LIMIT</th>
<th>VIOLATION RATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>EB 1</td>
<td>ZWT</td>
<td>1-26-18</td>
<td>Friday</td>
<td>8:50 a</td>
<td>Sunny</td>
<td>Wet</td>
<td>E W N S OF E W N S SIDE</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>30</td>
<td>0%</td>
</tr>
</tbody>
</table>

**NOTES:**
- Pedestrians: 1

---

**SPOT SPEED STUDY**

**CITY:** Medina Township  
**FROM N. Broadway St.**  
**ROUTE:** E. Hendryx Pl.  
**TO Vicary Ln.**
CITY: Medina Township
FROM N. Broadway St.
ROUTE: E. Hendryx Pl.
TO Vicary Ln.

SPOT SPEED STUDY

CHECK NO. | RECORDER  | DATE     | DAY   | HOURS | WEATHER | PAVEMENT | FT. M. | METER ON E W N S | TRAFFIC CHECKED | BS TH PERCENT | 10 MPH PACE | POSTED LIMIT | VIOLATION RATE
-----------|-----------|----------|-------|-------|---------|----------|--------|-----------------|-----------------|---------------|-------------|--------------|--------------|---------------
WB1 ZWT    | 1-26-18   | Friday   | 7:50a | 11:50a| Sunny   | Damp     | E W N S | E W N S OF SIDE | EB WB            | /             | /           | 30           | 0%           |
Policy on Establishing and Posting Speed Limits on the State Highway System

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

APPLICATION OF POLICY TO CITIES, COUNTIES AND OTHER LOCAL AGENCIES

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

GENERAL SPEED LIMITS

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

A. Statutory Speed Limits

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

Outside Urban Districts

Freeways/Expressways

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

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

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

All vehicle types 55 mph

Inside Urban Districts (All vehicle types)

All streets and highways 30 mph
Alleys 15 mph

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

B. Altered Speed Limits

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

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

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

Prevailing Speed

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

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

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

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

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

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

**Optional Supplementary Investigations**

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

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

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

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

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

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

**Selection of Altered Speed Limit**

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

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

Speed Reduction Signs

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

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

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

Speed Limit Signs

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

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

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

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

**Minimum Speed Limit Signs**

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

**SCHOOL SPEED LIMITS**

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

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

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

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

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

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

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

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

**WORK ZONE SPEED LIMITS**

**A. Altered Speed Limits**

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

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

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

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

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

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

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

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

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

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

B. Increased Fines in Work Zones

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

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

C. Justifications for Work Zone Speed Limit Reductions

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

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

D. Posting of Work Zone Speed Limit Signs

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

A. Blanket Speed Limit Signs

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

B. Radar Warning Signs

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

C. Aerial Speed Check Markings

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

D. Design, Posted, and Operating Speeds

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

- Seek a design exception
- Increase the design speed to equal the anticipated posted speed
- Post the project with a legal speed limit equal to the design speed
  (The legal speed limit shall be determined in accordance with:
   Section 625 ILCS 5/11-602 of the Illinois Vehicle Code
   Section 23 CFR 655 of the US Code of Federal Regulations
   The requirements of this policy)

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

Curbed Sections

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

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

F. **Park Zone Speed Limits**

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

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

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

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

**Above 85 MPH, list individually:**

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11

70
**ESTABLISHMENT OF SPEED ZONE**

**DISTRICT ________**

**ROUTE:** __________________ FROM: ________________________________

TO: __________________________ LENGTH: __________________________

CITY: ________________________ COUNTY: ________________________

**I SPOT SPEED STUDIES (Attached)**

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

**II TEST RUNS**

<table>
<thead>
<tr>
<th>RUN NO.</th>
<th>AVG. SPEED</th>
<th>DIRECTION</th>
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<tbody>
<tr>
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</table>

**III PREVAILING SPEED**

85TH % AVG.: _______ MPH

UPPER LIMIT OF
10 MPH PACE: _______ MPH

TEST RUN AVE.: _______ MPH

PREVAILING SPEED: _______ MPH

**IV EXISTING SPEED LIMIT**

ZONE BEING STUDIED: _______ MPH

VIOLATION RATE: _______ %

ADJACENT ZONE N or W: _______ MPH

LENGTH: _______ MILES

ADJACENT ZONE S or E: _______ MPH

LENGTH: _______ MILES

**V ACCESS CONFLICTS**

RESIDENTIAL DRIVES: _______ X 1 = ______

SMALL BUSINESS DRIVES: _______ X 5 = ______

LARGE BUSINESS DRIVES: _______ X 10 = ______

ACCESS CONFLICT NO. TOTAL: _______

STUDY LENGTH: _______ = ________ (MILES)

CONFLICTS / MILE

**VI MISC. FACTORS**

PEDESTRIAN VOLUME: ____________

HIGH-CRASH LOCATION: _____ YES _____ NO

PARKING PERMITTED: _____ YES _____ NO

**VII PREVAILING SPEED ADJUSTMENT**

DRIVEWAY ADJUSTMENT: _______ %

PEDESTRIAN ADJUSTMENT: _______ %

CRASH ADJUSTMENT: _______ %

TOTAL (MAX 20%): _______ %

_______ MPH x _______ % = _______ MPH

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

ADJUSTED PREVAILING SPEED: _______

**VIII REVISED SPEED LIMIT**

RECOMMENDED SPEED LIMIT: _______ MPH

ANTICIPATED VIOLATION RATE: _______ %

RECOMMENDED BY: ________________

DATE: ________________

APPROVED BY: ________________

DATE: ________________
CONDITION DIAGRAM
District 7
Illinois 33 River Road
First Ave to Elm Road
Frostville, Damon County
STATE OF ILLINOIS  
COUNTY OF PEORIA  

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

RE: Lowering of Speed Zones in Hendryx Manor Subdivision

ORDINANCE

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

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

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

SCHEDULE

<table>
<thead>
<tr>
<th>ROAD</th>
<th>LOCATION</th>
<th>PROPOSED MAXIMUM SPEED LIMIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Resthaven Road</td>
<td>N. Broadway to dead end</td>
<td>25 mph</td>
</tr>
<tr>
<td>N. Broadway St.</td>
<td>E. Sunny Ln. to Kenneth St.</td>
<td>25 mph</td>
</tr>
<tr>
<td>E. Hendryx Pl.</td>
<td>N. Broadway St. to Vicary Lane</td>
<td>25 mph</td>
</tr>
<tr>
<td>E. Sunny Lane</td>
<td>N. Broadway to dead end</td>
<td>25 mph</td>
</tr>
<tr>
<td>E. Medina St.</td>
<td>N. Broadway to dead end</td>
<td>25 mph</td>
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<tr>
<td>E. Court St.</td>
<td>N. Broadway to dead end</td>
<td>25 mph</td>
</tr>
<tr>
<td>E. Fairview St.</td>
<td>N. Broadway to dead end</td>
<td>25 mph</td>
</tr>
<tr>
<td>E. Hendryx Ln.</td>
<td>N. Broadway to Vicary Ln.</td>
<td>25 mph</td>
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<tr>
<td>E. Melaik Ct.</td>
<td>N. Broadway to Vicary Ln.</td>
<td>25 mph</td>
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<tr>
<td>E. Valley Shore</td>
<td>N. Broadway to N. Cross St.</td>
<td>25 mph</td>
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<tr>
<td>E. Beach St.</td>
<td>N. Broadway to dead end</td>
<td>25 mph</td>
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<tr>
<td>E. Dean St.</td>
<td>N. Broadway to dead end</td>
<td>25 mph</td>
</tr>
<tr>
<td>N. Kenneth St.</td>
<td>E. Dean St. to dead end</td>
<td>25 mph</td>
</tr>
<tr>
<td>Vicary Lane</td>
<td>E. Hendryx Pl. to E. Melaik Ct.</td>
<td>25 mph</td>
</tr>
<tr>
<td>N. Cross St.</td>
<td>E. Resthaven Rd. to E. Dean St.</td>
<td>25 mph</td>
</tr>
</tbody>
</table>

BE IT FURTHER ORDAINED that signs giving notice of the maximum speed limit for the zone of said Township Roads described in the above Schedule shall be erected in conformance with the standards and specification contained in the Manual of Uniform Traffic Control Devices for Streets and Highways.
BE IT FURTHER ORDAINED that the altered proposed maximum speed limit for the zone of said Township Roads described in the Schedule above shall take effect immediately after the erection of said signs giving notice of the maximum speed limit.

Respectfully Submitted,
Infrastructure Committee
AGENDA BRIEFING

COMMITTEE: Infrastructure    LINE ITEM: 034-2-034-5-511-54303
MEETING DATE: January 28, 2020    AMOUNT: $172,690.00

ISSUE: Resolution for Preliminary Engineering Services Agreement of Structure Number 072-3105 on Dogtown Lane with Terra Engineering.

BACKGROUND/DISCUSSION:

Structure Number 072-3105 on Dogtown Lane (C.H. R23) is a 126’ long, three span precast concrete deck beam bridge. The bridge was constructed in 1977 and has a Sufficiency Rating of 46.8. The bridge currently carries 200 vehicles per day. The bridge support piers have deteriorated concrete and exposed reinforcement bars. The bridge deck has advanced deterioration that required the Highway Department to reduce the width of the bridge so traffic can safely cross.

Federal funding will be available in the year 2022 for 80% of the construction costs of this project. Construction costs are estimated to be $1,700,000 with federal funds paying $1,360,000.

This resolution will allow Peoria County to enter into a Preliminary Engineering Services Agreement with Terra Engineering to Perform Phase I and Phase II preliminary engineering and other miscellaneous work for the project.

COUNTY BOARD GOALS:

INFRASTRUCTURE STEWARDSHIP

STAFF RECOMMENDATION: Approve the Resolution.

COMMITTEE ACTION:

Approved 1/28/20 (5-0 votes) Mr. Reneau and Mr. Robinson absent

PREPARED BY: Jeffrey D. Gilles
DEPARTMENT: Highway    DATE: January 14, 2020
DOG TOWN LANE BRIDGE LOCATION MAP
Northbound Approach

Delineators on West Edge Line

Southbound Approach
072-3105 DOG TOWN LANE RD., 9-18-2019

ROAD ALIGNMENT FACING SOUTH

NORTH PIER

NORTH ABUTMENT

SUPER STRUCTURE
072-3105 DOG TOWN LANE RD., 9-18-2019

SOUTH PIER

CENTER SPAN

STREAM BED FACING EAST

SOUTH SLOPE WALL CRACK
072-3105 DOG TOWN LANE RD., 9-18-2019

POP OUTS SOUTH SPAN

SOUTH SPAN BEAM CRACKING

SOUTH SPAN SPALLING

DAMAGED CURB OVER PIERS (TYPICAL)
THIS AGREEMENT is made and entered into this ______ day of __________ , 2020 between the above Local Agency (LA) and Consultant (ENGINEER) and covers certain professional engineering services in connection with the improvement of the above SECTION.

Section Description

Name  Dog Town Lane over Kickapoo Creek

Route ............ Length .......... Mi. .......... FT (Structure No. 072-3105 )

Termini  500 Feet North of the Bridge to 500 Feet South of the Bridge

Description:
Preliminary Engineering Phase I and Phase II for the replacement of Structure Number 072-3105 and associated roadway improvements on Dog Town Lane, approximately 4,000 feet north of Graham Chapel Rd.

Agreement Provisions

The Engineer Agrees,

1. To perform or be responsible for the performance of the following engineering services for the LA, in connection with the proposed improvements herein before described, checked below and per Attachment A, Scope of Services:

   a. ☒ Make such detailed surveys as are necessary for the preparation of detailed roadway plans

   b. ☒ Make stream and flood plain hydraulic surveys and gather high water data, and flood histories for the preparation of detailed bridge plans.

   c. ☒ Make or cause to be made such soil surveys or subsurface investigations including borings and soil profiles and analyses thereof as may be required to furnish sufficient data for the design of the proposed improvement. Such investigations are to be made in accordance with the current requirements of the DEPARTMENT.

   d. ☐ Make or cause to be made such traffic studies and counts and special intersection studies as may be required to furnish sufficient data for the design of the proposed improvement.

   e. ☒ Prepare Army Corps of Engineers Permit, Department of Natural Resources-Office of Water Resources Permit, Bridge waterway sketch, and/or Channel Change sketch, Utility plan and locations, and Railroad Crossing work agreements.

   f. ☒ Prepare Preliminary Bridge design and Hydraulic Report, (including economic analysis of bridge or culvert types) and high water effects on roadway overflows and bridge approaches.

   g. ☒ Make complete general and detailed plans, special provisions, proposals and estimates of cost and furnish the LA with 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 easement and borrow pit and channel change agreements including prints of the corresponding plats and staking as required.
i. ☐ Assist the LA in the tabulation and interpretation of the contractors’ proposals

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

k. ☒ Prepare the Project Development Report when required by the DEPARTMENT.

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

(3) To attend conferences at any reasonable time when requested to do so by representatives of the LA or the Department.

(4) In the event plans or surveys are found to be in error during construction of the SECTION and revisions of the plans or survey corrections are necessary, the ENGINEER agrees that 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,

1. To pay the ENGINEER as compensation for all services performed as stipulated in paragraphs 1a, 1g, 1i, 2, 3, 5 and 6 in accordance with one of the following methods indicated by a check mark:

   a. ☒ A sum of money equal to * ___________ percent of the awarded contract cost of the proposed improvement as approved by the DEPARTMENT.

   b. ☐ A sum of money equal to the percent of the awarded contract cost for the proposed improvement as approved by PEORIA COUNTY based on the following schedule:

      | Awarded Cost | Percentage Fees |
      |--------------|-----------------|
      | Under $50,000 | (see note)      |
      |              | %               |
      |              | %               |
      |              | %               |
      |              | %               |

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

2. To pay for services stipulated in paragraphs 1b, 1c, 1d, 1e, 1f, 1h, 1j & 1k of the ENGINEER AGREES at actual cost of performing such work plus * ___________ percent to cover profit, overhead and readiness to serve - “actual cost” being defined as material cost plus payrolls, insurance, social security and retirement deductions. Traveling and other out-of-pocket expenses will be reimbursed to the ENGINEER at his actual cost. Subject to the approval of the LA, the ENGINEER may sublet all or part of the services provided under the paragraph 1b, 1c, 1d, 1e, 1f, 1h, 1j & 1k. 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 classifications for the services performed. If the personnel of the firm, including the Principal Engineer, perform routine services that should normally be performed by lesser-salaried personnel, the wage rate billed for such services shall be commensurate with the work performed.

   * Based on Attachment B Estimate Cost. Engineering Estimate Not To Exceed $ 172,690.
3. That payments due the ENGINEER for services rendered in accordance with this AGREEMENT will be made as soon as practicable after the services have been performed in accordance with the following schedule:

   a. Upon completion of detailed plans, special provisions, proposals and estimate of cost - being the work required by paragraphs 1a through 1g under THE ENGINEER AGREES - to the satisfaction of the LA and their approval by the DEPARTMENT, 90 percent of the total fee due under this AGREEMENT based on the approved estimate of cost.

   b. Upon award of the contract for the improvement by the LA and its approval by the DEPARTMENT, 100 percent of the total fee due under the AGREEMENT based on the awarded contract cost, less any amounts paid under “a” above.

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

4. That, should the improvement be abandoned at any time after the ENGINEER has performed any part of the services provided for in paragraphs 1a, through 1h and prior to the completion of such services, the LA shall reimburse the ENGINEER for his actual costs plus 160.60 percent incurred up to the time he is notified in writing of such abandonment - “actual cost” being defined as in paragraph 2 of THE LA AGREES.

5. That, should the LA require changes in any of the detailed plans, specifications or estimates except for those required pursuant to paragraph 4 of THE ENGINEER AGREES, after they have been approved by the DEPARTMENT, the LA will pay the ENGINEER for such changes on the basis of actual cost plus 160.60 percent to cover profit, overhead and readiness to serve - “actual cost” being defined as in paragraph 2 of THE LA AGREES. It is understood that “changes” as used in this paragraph shall in no way relieve the ENGINEER of 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 their interpretation of the provisions of this Agreement shall be referred to a committee of disinterested parties consisting of one member appointed by the ENGINEER, one member appointed by the LA and a third member appointed by the two other members for disposition and that the committee’s decision shall be final.

2. This AGREEMENT may be terminated by the LA upon giving notice in writing to the ENGINEER at 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 4 of THE LA AGREES.

3. That if the contract for construction has not been awarded one year after the acceptance of the plans by the LA and their approval by the DEPARTMENT, the LA will pay the ENGINEER the balance of the engineering fee due to make 100 percent of the total fees due under this AGREEMENT, based on the estimate of cost as prepared by the ENGINEER and approved by the LA and the DEPARTMENT.

4. That the ENGINEER warrants that 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 the 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:

Peoria County __________________ of the
(Municipality/Township/County)

State of Illinois, acting by and through its

ATTEST:

By ____________________________ Clerk
(Seal)

Title ____________________________

Executed by the ENGINEER:

TERRA Engineering, LTD

401 Main Street Suite 1560

Peoria, IL 61602

ATTEST:

By ____________________________

Title ____________________________

Senior Structural Engineer

Title ____________________________

Associate Vice President
PROJECT DESCRIPTION:

This project involves the removal and replacement of the bridge Existing Structure Number 072-3105, which carries Dogtown Lane over a West Fork of Kickapoo Creek, located east of Elmwood, IL. Minimal roadway reconstruction adjacent to the bridge will be included in this work.

This scope of work is for Phase I and Phase II Engineering Services along with Land Acquisition services and Phase III assistance with Shop Drawings and plan coordination Phase III. This construction cost for this project will be funded with STP-Br (FY2022) federal funds. The proposed letting date is in November 2021.

According to information provided by the County, the bridge roadway has been recently narrowed to force traffic toward the center of the bridge to avoid the outer deck beams with more deterioration. This bridge is in a deteriorated state and has a low sufficiency rating. The superstructure has been rated to be in serious condition, and the substructure has been rated to be in poor condition. The limits of the roadway improvements are anticipated to extend approximately 300 feet east of the bridge structure and 300 feet west of the bridge structure.

SCOPE OF SERVICES:

The Scope of Services to be provided by TERRA Engineering, Ltd. is as follows:

Phase I Engineering Services

I. Environmental Studies
   1. Collect environmental data, including wetland maps, floodplain maps, topographic mapping, etc.
   2. Conduct a field reconnaissance survey of the project area and delineate the stream boundaries of the West Fork of Kickapoo Creek.
   3. Prepare the Environmental Survey Request (ESR) form and supporting documentation to submit to IDOT for cultural, biological, and wetland resources review.
   4. Conduct a Special Waste Assessment (SWA) screening to determine if a Preliminary Environmental Assessment (PEA) is required.
   5. Determine the type of US Army Corp of Engineers Nationwide Permit that is applicable for the project and prepare documentation for inclusion in the Project Development Report (PDR).
   6. Perform asbestos testing and prepare an Asbestos Determination in accordance with IDOT policies and procedures.

II. Topographic, Hydraulic and Right-Of-Way Surveys
   1. Establish the horizontal and vertical control.
      a. Horizontal control will be based on Illinois State Plane Coordinates, NAD83.
      b. Set control points referenced to the proposed roadway centerline and provide recovery ties.
      c. Vertical control will be based on the North American Vertical Datum of 1988 (NAVD88).
      d. Set a site benchmark and provide a detailed description for use on the Construction Plans.
2. Perform a Topographical Survey within the Project Limits
   a. The topographic survey limits will include an area approximately 100 feet left and right of the roadway centerline within the project limits. The length along the roadway for the project limits will be 500 feet north of the centerline of the bridge, and 500 feet south of the centerline of the bridge structure.
   b. Collect data for the existing Dogtown Lane roadway centerline and roadway profile at 50 feet intervals within the project limits, and extending 300 feet each way beyond the project limits.
   c. Within the project limits, locate the visible above ground utilities and above ground indications of below ground utilities, such as signs, manholes, and markings made by utility companies.
   d. Stake the soil boring locations.
   a. Collect hydraulic cross sections at the upstream and downstream bridge openings, 100 feet upstream and downstream of the bridge, 200 feet upstream and downstream of the bridge, 500 feet upstream and downstream of the bridge, and 1000 feet upstream and downstream of the bridge.
   b. Locate and collect data for the stream flowline every 100 feet for a distance of 500 feet upstream and downstream of the bridge. Distance will be measured along the stream flowline.
   c. Collect the survey information for the existing bridge opening.
4. Right-Of-Way Survey to determine the location of the existing right of way.
   a. Perform the record research, field reconnaissance, measurements, and analysis to determine the existing right of way, relevant land section lines and adjacent boundary lines.
   b. Prepare plats of survey and legal descriptions and other necessary documents for proposed right of way and/or easements. Note that the need for proposed right of way and easements will be determined during the planning and design phases of the project work. This scope of work and fee estimate assumes that up to five (5) right of way or easement parcels may be needed.
   c. Secure the necessary title commitments for up to five (5) impacted parcels to designate the owner’s name, type of interest in the parcel and to disclose any significant encumbrance which could affect the parcel acquisition.

III. Hydraulic Study and Report
1. Make a visit to the site to evaluate the existing conditions. Photographs will be taken during the site visit.
2. Determine the peak flow rates for the bridge structure, and use HEC-RAS to model the natural, existing and proposed structure conditions. The hydraulic analysis will determine the flows, water surface elevations and created head values for the design year, the 100 year flow, the 200 year flow and the 500 year flow through the bridge structure.
4. The Preliminary Bridge and Hydraulic Report will be prepared in accordance with IDOT requirements. Exhibits to this report will include the Waterway Information Table, hydraulic report data sheets, the preliminary Type, Size and Location (TSL) drawing for the proposed structure, streambed profile, existing and proposed roadway profile, the location map, photographs and hydraulic analysis output.
IV. Preliminary Bridge Engineering
1. Perform a site visit to observe and document existing conditions in order to complete an abbreviated Bridge Condition Report (BCR).
2. Prepare an abbreviated BCR to submit to Peoria County and to IDOT for review. Due to the extensive deterioration present in the superstructure and piers, it is expected that total replacement will be the recommended course of action.
3. Perform soil borings in accordance with IDOT requirements to evaluate subsurface conditions. Groundwater observations will be made during drilling. Drilling and preparation of boring logs will be performed by Whitney & Assoc.
4. Prepare the Type, Size and Location (TSL) drawing(s) for the proposed structure replacement alternative. The new structure will likely be a single span bridge that will be longer in length than the existing bridge in order to accommodate a typical slope from the stream up to the new abutments. The TSL will be submitted to IDOT for review.

V. Roadway Geometric Studies
1. Complete the utility research and coordination and identify possible conflicts.
2. Perform the guardrail analysis; complete the safety/crash analysis.
3. Determine the proposed profile for the reconstructed portion of Dogtown Lane.
4. Prepare plan and profile exhibit for Dogtown Lane.
5. Assess the existing cross section and prepare proposed typical section.
6. Perform the pavement design.
7. Identify easements and right of way needs.
8. Prepare the preliminary opinion of probable construction cost.

VI. Prepare letters as appropriate for communicating with property owners about the proposed project improvements.

VII. Prepare and compile information to complete the Project Development Report (PDR) to submit to IDOT for review and approval.

VIII. Attend and participate in one FHWA/IDOT District 4 Bi-Monthly Meeting and prepare meeting minutes to submit to Peoria County and IDOT for concurrence.

IX. Provide project management and coordination with Peoria County and IDOT throughout Phase I Engineering services for the project. Attend project coordination/review meetings with Peoria County as required.

Land Acquisition Services

I. TERRA will cause a Sales book to be developed to assist with the development of Waiver valuations. This will be done under a Direct Cost.

II. TERRA will prepare up to five (5) Waiver forms LA 33B for review and approval by the County Engineer.

III. Upon approval of Waiver Valuations TERRA will cause the negotiation for the purchase of up to five (5) Right-of-Way parcels including any associated easements. This will be done under a Direct Cost.

IV. Upon conclusion of ROW negotiations, TERRA will have the purchase process certified by IDOT and then record the parcels at the Peoria County Courthouse.
Phase II Engineering

I. Based on the approved proposed structure replacement TSL, perform the final bridge design and prepare pre-final bridge replacement plans to submit to IDOT and Peoria County for concurrent review.

II. Complete the roadway design and prepare plan and profile plan sheets and cross sections for every 50 feet for the length of roadway within the project limits. Submit the roadway plans for IDOT and Peoria County concurrent review.

III. Prepare a temporary erosion control plan and Storm Water Pollution Prevention Plan (SWPPP), if necessary, for the project limits for inclusion in the construction documents.

IV. Prepare the Special Provisions that supplement the current version of IDOT Standard Specifications for Road and Bridge Construction for the project limits.

V. Prepare schedules and summary of quantities to be incorporated into the construction plans for the project work.

VI. Prepare an Opinion of Probable Construction Cost and Estimate of Time for the project work.

VII. Submit (90%) Pre-Final Drawings to the County for review. Address any comments and then submit to IDOT for review.

VIII. Finalize and respond to any remaining comments from the reviewing agencies and submit up to 7 copies of final plans, specifications and estimate (PS&E) documents to Peoria County and to IDOT for approval and final distribution.

IX. Complete the load rating for the new bridge.

X. Provide project management and coordination with Peoria County and IDOT throughout Phase II Engineering services for the project. Attend project coordination/ review meetings with Peoria County as required.

Construction Phase Services

I. Attend and participate in the pre-construction meeting if requested.

II. Perform shop drawing review (up to 6 hours of effort assumed).

III. Respond to questions from Peoria County during construction.

Assumptions and Clarifications for Project Work

The following assumptions were made based on TERRA’s general understanding of the project and project site. If during the design process, it is determined that one or more of these assumptions is not relevant and additional services are warranted, TERRA will discuss with the County the need for additional services and corresponding fees.

1. No sampling or testing of existing bridge materials will be required outside of Asbestos testing on the deck.

2. The existing bridge has no historical significance.

3. IDOT will perform a bat habitat inspection as part of the ESR process. A follow-up inspection will be required immediately prior to demolition of the structure.

4. The proposed bridge structure will be constructed using road closure.

5. The proposed bridge will have approach slabs.

6. Bridge hydraulic adequacy will be permitted using Statewide Permit No. 2 or No. 12.

7. It is assumed that the project will be permitted under a Nationwide 404/401 permit. The current scope of work does not include acquiring Individual Permits from USACE, IEPA, and IDNR.

8. Should a wetland determination and/or delineation be required, it will be subcontracted as an additional service.
9. The project will be processed as a Federally Approved Categorical Exclusion. The current scope of work does not include the preparation of separate environmental documents such as ECAD, EA or EIS.
10. Should Relocation Services will be required, it will be subcontracted as an additional service.
11. Should eminent domain proceedings be required, it will be subcontracted as an additional service.
12. Obtaining utility agreements and preparation of utility relocation or adjustment plans is not included in this scope of work.
13. Construction observation activities and responding to Contractor questions are not included in this scope of work.
14. Design and preparation of lighting plans is not included in this scope of work.
## ATTACHMENT B

### Estimated Cost

**PROJECT:** Dogtown Lane over Kickapoo Creek  
**PROJECT NO:** 20-XXX  
**COMPUTATION BY:** Eric Therkildsen/Kristen Fields  
**CHECKED BY:** Lindsey Jones  
**Date:** 10-Jan-20

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**Preliminary Engineering, Phase I**

- **Survey**  
  - Hours: 64  
  - Rate: $201.00  
  - Total Dollars: $12,112.00

- **Geotechnical**  
  - Hours: 16  
  - Total Dollars: $1,920.00

- **Environmental Studies**  
  - Hours: 36  
  - Total Dollars: $3,228.00

- **Hydraulic Study**  
  - Hours: 72  
  - Total Dollars: $11,488.00

- **Phase I Structural**  
  - Hours: 124  
  - Total Dollars: $20,208.00

- **Phase I Roadway**  
  - Hours: 92  
  - Total Dollars: $10,512.00

- **Waivers**  
  - Hours: 125  
  - Total Dollars: $13,542.00

**PHASE I TOTAL**  
- Total Hours: 577  
- Total Dollars: $76,226.00

**Engineering, Phase II**

- **Bridge Plans**  
  - Hours: 421  
  - Total Dollars: $47,077.00

- **Roadway Plans**  
  - Hours: 185  
  - Total Dollars: $19,051.00

- **ROW / Plat Preparation**  
  - Total Hours: 32  
  - Total Dollars: $3,968.00

**PHASE II TOTAL**  
- Total Hours: 638  
- Total Dollars: $70,096.00

**Direct Costs**

- **Geotech/Asbestos - Whitney**  
  - Total Dollars: $5,750.00

- **Vehicle**  
  - Total Dollars: $585.00

- **Sales Book**  
  - Total Dollars: $2,400.00

- **Negotiation**  
  - Total Dollars: $6,500.00

- **Title Search**  
  - Total Dollars: $1,250.00

- **Environmental Database Search**  
  - Total Dollars: $250.00

**TOTAL DIRECT COSTS**  
- Total Dollars: $16,735.00

**Construction Services**

- **Coordination**  
  - Hours: 16  
  - Total Dollars: $2,488.00

- **Shop Drawings**  
  - Hours: 6  
  - Total Dollars: $1,146.00

**PHASE III TOTAL**  
- Total Hours: 22  
- Total Dollars: $5,634.00

**Project Coordination/Administration (assume 4%)**  
- Total Dollars: $5,999.00

**TOTALS:**  
- Total Hours: 1,237  
- Total Dollars: $172,690.00
TO THE HONORABLE COUNTY BOARD  
COUNTY OF PEORIA, ILLINOIS  

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

**RE: PRELIMINARY ENGINEERING AGREEMENT TO DESIGN BRIDGES WITHIN PEORIA COUNTY**

**RESOLUTION**

WHEREAS, Structure Number 072-3105 located on Dogtown Lane (C.H. R23) 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 replace structures using the County Bridge Fund for:

Phase I and Phase II engineering for the replacement of Structure Number 072-3105 on Dogtown Lane (C.H. R23), designated as Section 17-00132-00-BR, at a cost not to exceed $172,690.00 with Terra Engineering.

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 $$172,690.00 be appropriated from the County Bridge fund for Phase I and Phase II engineering for Section 17-00132-00-BR on Dogtown Lane; 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
**PEORIA COUNTY BOARD APPOINTMENTS**  
**February 13, 2020**  

*Subject to Change*

**Agricultural Areas Committee**  
*(Length of Term: 2 years)*  
Brian Elsasser  
330 S Kennedy Ave  
Princeville IL 61559-9623  
**Expiring: 2/28/2022**

**Emergency Telephone System Board**  
*(Length of Term: 4 years)*  
Brian Asbell  
19606 W. US Highway 150  
Brimfield IL 61517  
**Expiring: 2/28/2024**

- David Tuttle  
  18725 W Farmington Rd  
  Trivoli IL 61569-9518  
  **Expiring: 2/28/2024**

- Michael Cheatham  
  1 Graham Ave  
  Bartonville IL 61607-1908  
  **Expiring: 2/28/2024**

- Rob Williams  
  3223 S. Hilton  
  Bartonville IL 61607  
  **Expiring: 2/28/2024**

- Scott Mettille  
  15317 N. 7th Street  
  Chillicothe IL 61523  
  **Expiring: 2/28/2024**

- Tom Mitzelfelt  
  5826 W. Charleston Ct.  
  Peoria IL 61607  
  **Expiring: 2/28/2024**

**Peoria County Plat Officers**  
*(Length of Term: 2 years)*  
Andrew Braun  
324 Main St, Room 301  
Peoria IL 61602  
**Expiring: 2/28/2022**
Economic Development Council
Andrew Rand
1230 W. Moss Ave
Peoria IL 61606
Expiring: 3/1/2020
ISSUE: Resolution for Survey Agreement Addendum Number 5 for Structural Cross Sections.

BACKGROUND/DISCUSSION: The Federal Highway Administration completed an audit of the State of Illinois’s bridge inspection program and found deficiencies that needed to be addressed across the State. One of the deficiencies stated that upstream and downstream channel cross-sections need to be taken for structures over waterways every five years.

The County Engineer is the designated Program Manager for all 180 County and Township structures in Peoria County. As the Program Manager, the Highway Department is responsible for performing the cross-section surveys of all 180 Peoria County and Township structures. In order to have all structures cross-sectioned in a timely manner, the survey work will be split between Highway Department staff and the Highway Department’s survey consultant firm, Mohr & Kerr. Highway Department staff will be surveying bridges. Mohr & Kerr will be surveying culverts.

This resolution will allow Peoria County to create an Addendum to the Mohr & Kerr Survey Services Agreement dated March 8, 2018 to March 8, 2021 to perform structural cross sections on approximately 40-50 structures with a Not to Exceed Amount of $92,000.

COUNTY BOARD GOALS:

INFRASTRUCTURE STEWARDSHIP

STAFF RECOMMENDATION: Approve the Resolution

COMMITTEE ACTION: Approved 1/28/20 (4-0 votes) Mr. Windish abstained; Mr. Reneau and Mr. Robinson absent

PREPARED BY: Jeffrey D. Gilles
DEPARTMENT: Highway
DATE: January 15, 2020
July 17, 2019

NBI Subscription Service Announcement 20190717

National Bridge Inspection Program (NBIP) Metric #15: Inspection Procedures – Bridge Files

The purpose of this NBI Subscription Service Announcement is to provide information to NBIS Program Managers, NBIS Team Leaders and others involved in the bridge inspection program of an effort to improve the State of Illinois’ compliance with the NBIP.

A recent FHWA review of the bridge inspection program in the State revealed deficiencies with NBIP Metric 15 that must be addressed. Item #4 of NBI Subscription Service Announcement 20190430 provided initial notification regarding the submittal of channel cross-sections for structures over waterways. In addition, the announcement stated the development of a standard IDOT Form, with further guidance, was underway and would be distributed in the future. The guidance has been finalized and is included with this announcement. The standard IDOT Form is still under development and will be released at a later date.

Section 3.3.3.1 – Routine Inspections – Structures over Waterways of the Structural Services Manual will be revised to incorporate the following information. The Structural Services Manual may be found at http://www.idot.illinois.gov/Assets/uploads/files/Doing-Business/Manuals-Guides-&-Handbooks/Highways/Bridges/Inspection/Structural%20Services%20Manual.pdf.

Channel Cross-Section Documentation

**Purpose:** The most common cause of structure failure stems from the scouring of foundations. To document changes in the streambed elevations, stream channel cross-sections must be obtained at the structure fascias. Measurements from successive inspections may reveal channel migration and/or degradation, thus aiding in the identification and assessment of scour at the site. Photographs may also be considered to augment the documentation. Results from the channel cross-sections may provide an indication of the need to revisit ISIS Item 113 “Scour Critical Evaluation”, and in some cases ISIS Item 60 “Substructure Condition”.

**Equipment:** The following examples of equipment will allow personnel to obtain stream channel cross-sections at most structures: range pole; weighted measuring tape; laser measuring tool; hip/chest waders; small boat; sonar; writing instrument; paper and clipboard.
Procedures:

Channel Cross-Sections at Bridge Fascias

Channel cross-sections, along the upstream and downstream fascias, shall be taken along the entire bridge length using the following guidelines. Additional cross-sections may be appropriate after significant flood events.

1. All vertical measurements must be taken from a reference datum line on the bridge that is not likely to change over time. Examples are top of parapet/rail; top of curb/deck; and top or bottom of abutment/pier cap.

2. All channel cross-sections should be taken and plotted with the orientation looking downstream at both fascias of the bridge.

3. Substructure Unit should be labeled per the existing plans, if applicable, for consistency.

4. Vertical measurements must be taken at all substructure units. At abutments, measure where ground intersects the exposed face. At Piers/Intermediate Bents, measure at the centerline of the substructure unit.

5. Vertical measurements should be taken at regular longitudinal intervals in each span. The longitudinal interval can be a predetermined percentage of span length or at fixed points on the structure, such as side mounted rail posts.

6. Vertical measurements must be taken at: the beginning and end of a slope; beginning, low points, and end of a scour hole; edges of water; low streambed elevation and any other location(s) with a substantial change in elevation.

7. Vertical measurements should be taken, at a minimum, at the midpoint of a significant ‘flat’ area and the location(s) labeled.

8. Vertical measurements should be taken to the nearest one-half foot unless a scour hole is being measured. Scour hole measurements should be taken to the nearest tenth of a foot.

9. Horizontal measurements should be taken to the nearest foot.

10. If debris piles are present, suggest taking measurements at the ends of the scour hole and across the top of the debris pile to document the extent of the decreased structure opening.

11. If there is a set of twin bridges in close proximity, such as an interstate, and no appreciable difference in streambed elevation between the adjacent fascias, the measurements obtained from one fascia can be used for both bridges.

12. Additional channel cross-sections should be taken when conditions indicate significant changes from original construction or previous inspections. An elevation ‘grid’ may be established for tracking local scour around individual substructure units. Whether accomplished during Routine Inspection or by a Special Inspection, the condition of substructure units below the waterline and the streambed adjacent to those units must be determined to verify existing conditions do not compromise the safety of the bridge. This need for inspection applies to all bridges over water, including those which may have been designed to structurally accommodate an established scour depth determined by analysis. See Structural Services Manual Figure 3.4-2.

13. Inputting the vertical measurements obtained through the above steps into an Excel Spreadsheet is one way to produce a neat and legible Stream Channel Cross-Section. This also allows additional information to be easily added/graphed in the future.
Channel Cross-Sections at Culverts

Channel cross-sections, along the inlet and outlet of the barrel openings, shall be taken along the entire culvert length using the following guidelines. Additional cross-sections may be appropriate after significant flood events.

1. All vertical measurements must be taken from a reference datum line on the culvert that is not likely to change over time. Examples are headwalls and the bottom of the top slab.
2. All channel cross-sections should be taken and plotted with the orientation looking downstream at both ends of the culvert.
3. Culvert barrels should be labeled consistently and if applicable, per the existing plans.
4. Vertical measurements must be taken at the inside face of all interior and exterior walls.
5. Vertical measurements should be taken at regular longitudinal intervals in each barrel. The longitudinal interval can be a predetermined percentage of the barrel clear span or at fixed points on the structure, such as headwall mounted rail posts.
6. Vertical measurements must be taken at: the beginning and end of a slope; beginning, low points, and end of a scour hole; edges of water; low streambed elevation and any other location(s) with a substantial change in elevation.
7. Vertical measurements should be taken, at a minimum, at the midpoint of a significant ‘flat’ area and the location(s) labeled.
8. Vertical measurements should be taken to the nearest one-half foot unless a scour hole is being measured. Scour hole measurements should be taken to the nearest tenth of a foot.
9. Horizontal measurements should be taken to the nearest foot.
10. If debris piles are present, suggest taking measurements at the ends of the scour hole and across the top of the debris pile to document the extent of the decreased structure opening.
11. Additional channel cross-sections should be taken when conditions indicate significant changes from original construction or previous inspections. An elevation ‘grid’ may be established for tracking local scour around the inlet and outlet of the barrel openings. Whether accomplished during Routine Inspection or by a Special Inspection, the condition of inlet and outlet barrel openings below the waterline and the streambed adjacent to those areas must be determined to verify existing conditions do not compromise the safety of the culvert. This need for inspection applies to all culverts over water, including those which may have been designed to structurally accommodate an established scour depth determined by analysis. See Structural Services Manual Figure 3.4-2.
12. Inputting the vertical measurements obtained through the above steps into an Excel Spreadsheet is one way to produce a neat and legible Stream Channel Cross-Section. This also allows additional information to be easily added/graphed in the future.
13. For culverts with an apron, vertical measurements should be taken at the end of the apron, with the top of apron as the reference datum.
Channel Cross-Section Frequency

Channel cross-sections shall be taken on all structures located over a waterway. The frequency, as stated below, begins when the initial baseline channel cross-section is completed.

1. For structures meeting the ‘Basic Submergence Criteria’ outlined in the Structural Services Manual Section 3.3.4, an Underwater Inspection is required. The Underwater Inspection shall have a maximum interval of 60 months (5 years).
2. For new structures and those with minimal change to the streambed, channel cross-sections shall be recorded at a maximum interval equal to the structures In-Depth Inspection interval. Per Structural Services Manual Section 3.3.7, the In-Depth Inspection interval is a multiple of the Routine Inspection Interval.
   a. Routine Inspection Interval = 12 months => In-Depth Inspection Interval = 48 months;
   b. Routine Inspection Interval = 24 months => In-Depth Inspection Interval = 72 months;
   c. Routine Inspection Interval = 48 months => In-Depth Inspection Interval = 96 months
3. The agency having maintenance responsibility of a structure may elect to record Channel Cross-Sections more frequently than required above.

Requirements: A copy of the most recent channel cross-section data/graphs/sketches, preferably in pdf format, must be submitted to the Bridge Management and Inspection Unit at the following email address: DOT.BBS.BridgeMgmt@illinois.gov. If channel cross-sections have not yet been completed, we suggest the information be obtained during the next Routine Inspection.

See attached examples of channel cross-sections. Channel Cross-Section Examples #2-#4 (Figures 10-12) are from the Kentucky Bridge Inspection Procedure Manual.

Questions regarding this NBI Subscription Service Announcement are to be directed to the Bridge Management and Inspection Unit by telephone at 217/785-4537 or by email at DOT.BBS.BridgeMgmt@illinois.gov.
Channel Cross-Section Example #1 – SN 093-0009

| Dist From West Joint | Top Parapet North Edge | Elev 397.5 | Top Parapet North Edge | Elev 396.8 | Dist From West Joint | South Edge | Elev 387.9 | South Edge | Elev 386.3 | South Edge | Elev 386.2 | South Edge | Elev 385.6 | South Edge | Elev 385.6 | South Edge | Elev 376.3 | South Edge | Elev 373.1 | South Edge | Elev 373.4 | South Edge | Elev 376.6 | South Edge | Elev 377.5 | South Edge | Elev 375.4 | South Edge | Elev 375.9 | South Edge | Elev 385.3 | South Edge | Elev 386.1 | South Edge | Elev 386.2 | South Edge | Elev 385.9 | South Edge | Elev 386 | South Edge | Elev 386.8 | South Edge | Elev 397.2 |
|---------------------|------------------------|------------|------------------------|------------|----------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| 10                  | 8.6                    | 397.5      | 13                     | 9.3        | 396.8                |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |
| 28                  | 17.5                   | 388.6      | 38                     | 18.2       | 387.9                |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |
| 40                  | 19.2                   | 386.9      | 60                     | 19.8       | 386.3                |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |
| 60                  | 19.5                   | 386.6      | 82                     | 19.9       | 386.2                |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |
| 82                  | 20                     | 386.1      | 100                    | 20.5       | 385.6                |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |
| 100                 | 19.7                   | 386.4      | 121                    | 29.8       | 376.3                |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |
| 117                 | 20.4                   | 385.7      | 144                    | 36.3       | 373.4                |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |
| 139                 | 30.3                   | 375.8      | 165                    | 33         | 373.1                |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |
| 160                 | 32.8                   | 373.3      | 175                    | 32.7       | 373.4                |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |
| 175                 | 32                     | 374.1      | 180                    | 29.5       | 376.6                |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |
| 186                 | 30.5                   | 375.6      | 200                    | 28.6       | 377.5                |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |
| 200                 | 31.5                   | 374.6      | 215                    | 30.7       | 375.4                |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |
| 220                 | 29.2                   | 376.9      | 232                    | 30.2       | 375.9                |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |
| 227                 | 25.6                   | 380.3      | 255                    | 20.8       | 385.3                |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |
| 238                 | 21.5                   | 384.6      | 275                    | 20         | 386.1                |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |
| 260                 | 19.6                   | 386.5      | 290                    | 19.9       | 386.2                |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |
| 280                 | 20                     | 386.1      | 300                    | 20.2       | 385.9                |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |
| 287                 | 19.9                   | 386.2      | 320                    | 20.1       | 386                  |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |
| 300                 | 19.8                   | 386.3      | 341                    | 19.3       | 386.8                |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |
| 320                 | 19.8                   | 386.3      | 363                    | 8.9        | 397.2                |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |
| 332                 | 18.7                   | 387.4      |                        |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |
| 360                 | 8.8                    | 397.3      |                        |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |

Top Of Parapet = Elev 406.1
Bottom of Footings -- P1 & P3 = 380.0; P2 = 368.2
Channel Cross-Section Example #1 – SN 093-0009
Channel Cross-Section Example #2

Reference Datum: Top of New Jersey Barrier

Figure 10- Example of a Stream Cross Sections at Bridge Fascias
Channel Cross-Section Example #3

**Inlet Cross Section:**

Note: Barrel height is 12 ft
Reference Datum is bottom of culvert ceiling
Barrel 1 is almost completely filled with silt. Barrel 2 also has silt build up but not as severe.

**Outlet Cross Section:**

Note: Barrel height is 12 ft
Reference Datum is bottom of culvert ceiling
Barrel 1 is about halfway filled with silt. Barrel 2 also has silt build up but not as severe.

**Figure 11** - Example of a Stream Cross Sections at Culverts without Aprons
Channel Cross-Section Example #4

Inlet Cross Section:

Note: Reference Datum is top of the toe of the apron. The stream cross section vertical dimensions are 1 foot from x=0 to x=3 and x=0 to x=35 (stream bed is level with apron.)

Outlet Cross Section:

Note: Reference Datum is top of the toe of the apron. The stream cross section vertical dimensions are 1 foot from x=0 to x=35 (stream bed is level with apron.)

Figure 12 - Example of a Stream Cross Sections at Culverts with Aprons
Peoria County Typical Structures
Peoria County Typical Structures
Peoria County Typical Structures
The parties below hereto agree and understand that this addendum shall be for the ENGINEERING FIRM to perform surveying services for:

Peoria County Highway Department Structures

The scope of services is based on a telephone conversation and meeting with Jeff Gilles in January 2020. The Scope of Services for the initial survey is as follows:

Office Management and coordination of project.
Provide x-sections at culverts.
Approximately 40-50 culverts will be surveyed under this agreement.

Our time and materials Not-to Exceed estimate to complete the above scope of services is $92,000.

Our current standard hourly billing rates are as follows:

Professional Land Surveyor $112.00hr
Senior Engineering Designer $101.00hr
1 Man Survey Crew $118.00hr
2 Man Survey Crew $156.00hr

Executed by the Engineer / Surveyor Executed by Peoria County Administrator

___________________________________   _________________________________________
Date   _______________________       Date   ________________________
TO THE HONORABLE COUNTY BOARD

COUNTY OF PEORIA, IL

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

RE: Survey Agreement Addendum Number 5 for Structural Cross Sections

RESOLUTION

WHEREAS, Peoria County is required to perform structural cross section surveys of all County and Township structures over waterways; and

WHEREAS, Peoria County has an existing surveying service agreement with Mohr & Kerr Engineering & Land Surveying, P.C. to provide various land surveying services for the time period of March 8, 2019 to March 8, 2021.

NOW THEREFORE BE IT RESOLVED, that Addendum Number 5 to the surveying services agreement with Mohr & Kerr Engineering & Land Surveying, P.C. to provide structural cross sections be approved, and that the County Administrator be designated as the officer to sign Addendum Number 5; and

BE IT FURTHER RESOLVED, that the sum of ninety-two thousand dollars ($92,000.00) be appropriated from the County Bridge Fund for Addendum Number 5 to the surveying services agreement; and

BE IT FURTHER RESOLVED that the County Treasurer is hereby authorized to issue checks from the County Bridge Fund in payment of invoices for the survey work.

Respectfully Submitted,

Infrastructure Committee
AGENDA BRIEFING

COMMITTEE: Joint Public Safety Committee and Budget Committee

LINE ITEM: 003-2-056-3-820-57010 003-2-056-3-820-57020

MEETING DATE: February 13, 2020

AMOUNT: $638,425

ISSUE:
For RESOLUTION: Budget Appropriation for ETSB to pay in full the Fifth Third Bank lease in full by March 1, 2020

BACKGROUND/DISCUSSION:

On September 18, 2013 the Emergency Telephone System Board (ETSB) authorized with the approval of the Peoria County Board a master lease purchase agreement with Fifth Third Bank in the amount of $1,695,000.00. $1,292,440.87 was for the Microwave system to serve as a backbone of the P-25 Public Safety Radio System and the remaining amount, $402,559.13 was for the interop equipment that would tie some of the legacy systems into the P-25 radio system.

This lease purchase agreement called for quarterly payments, 40 of them, for a period of time from October 1, 2013 to July 1, 2023. The interest rate is 2.39%.

Over the last year and a half, the ETSB has been able to secure two grants from the State of Illinois that were not anticipated. The two grants; one for the new phone system was for $460,550.70 and the other was for our upcoming dispatch center construction and that grant was for $1,085,989.98. Both grants total $1,546,540.68.

The ETSB approved the payoff amount of $638,424.30 which would result in a savings of $26,330.65 at the January 8, 2020 meeting. It is our recommendation that the Peoria County Board approve a budget appropriation to authorize the payment of the lease as approved by ETSB in the amount of $638,424.30. A budget amendment is requested in Principal line item 003-2-056-3-820-57010 for $635,892 and in the Interest line item 003-2-056-3-820-57020 for $2,533. After the budget appropriation is approved and posted, a payment is due by March 1, 2020 to pay Fifth Third Bank in full for the lease.

COUNTY BOARD GOALS:

Financial Stability

STAFF RECOMMENDATION:

APPROVAL

COMMITTEE ACTION:

PREPARED BY: David Tuttle, Peoria County ETSB Chairperson and Julie Ciesla, Assistant Chief Financial Officer

DEPARTMENT: ETSB and Finance

DATE: January 9, 2020
Date Requested: 01/01/20

COUNTY OF PEORIA, ILLINOIS
Attn: David Tuttle
Fax:

Microwave and Radio Equipment

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Wire Transfer Instructions:
Fifth Third Bank, Cincinnati, OH
ABA# 042-000-314
Acct of: Fifth Third Leasing Co.
Acct No: 790-56487
Randy Willoughby
5050 Kingsley Drive - 1MOC1Q
Attn: Box 635188
Cincinnati, OH 45227-5188
P.O. Box 635188
Fifth Third Bank

Regular Mail Address:
Randy Willoughby
Fifth Third Bank

Please call with questions to Randy Willoughby 513 534 8942

Remaining Rents | Late Charges | Sales Tax | Property Tax | Other | Purchase Price |
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Total: $ 638,424.30

Please return this invoice with your payment in order to insure accurate and timely credit to your account.

For Title Equipment, Please Note:
If funds are received via wire transfer or cashiers check, the title (s) will take approximately 5 working days to process. If funds are received via personal check or company check, there is a 10 working day policy for check (s) to clear, at which time the title (s) will then be processed.
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90 = \frac{42,216,111}{100} \\
+ \frac{2,532.97}{60} \\
\approx 638,424.30
\end{align*} \]
FIFTH THIRD BANK

INDIVIDUAL PAYMENT SCHEDULE – NO. 001
DATED SEPTEMBER 18, 2013

TO MASTER LEASE-PURCHASE AGREEMENT
DATED AS OF SEPTEMBER 18, 2013

Lessor: FIFTH THIRD BANK
an Ohio banking corporation

Lessee: COUNTY OF PEORIA, ILLINOIS
a county in the State of Illinois

This Individual Payment Schedule is entered into this September 18, 2013, by and between Lessor and Lessee pursuant to and subject to the terms and conditions of the Master Lease-Purchase Agreement dated as of September 18, 2013 (as amended, supplemented or modified from time to time, the "Master Lease-Purchase Agreement"). Lessor may include any parent, subsidiary or affiliate of Fifth Third Bank who endorses an Equipment Schedule. By endorsing herein such party hereby agrees to, and shall be bound by, the terms and conditions of the Master Lease regardless of whether it executed such Master Lease as the original Lessor. All of the terms of the Master Lease-Purchase Agreement are incorporated by reference herein. Capitalized terms used, and not otherwise defined, herein shall have the meanings attached thereto in the Master Lease-Purchase Agreement.

1. Equipment covered by this Individual Payment Schedule.

Subject to the terms and conditions hereof, Lessor agrees to acquire and lease to Lessee the equipment listed below ("Equipment").

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<th>Description of Equipment</th>
<th>Equipment Location</th>
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The total cost of the Equipment covered by this Individual Payment Schedule is One Million Six Hundred Ninety-Five Thousand Dollars and No Cents ($1,695,000.00).

2. Escrow Agreement

In connection with this Individual Payment Schedule and prior to making any payments in respect of such Equipment, Lessor, Lessee and Escrow Agent shall execute and deliver an Escrow Agreement in form and substance satisfactory to Lessor, Lessee and Escrow Agent and establish an Acquisition Fund in accordance with the terms and conditions thereof.

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3. **Billing Address.**

324 Main Street  
Peoria, Illinois 61602

4. **Term.**

The Scheduled Term is 117 months. The Final Period shall be the period commencing on the first day of the Fiscal Year in which the final payment is scheduled to occur and ending on July 1, 2023.

5. **Rent and Purchase Option.**

(a) **Base Rent:** See Schedule 1  
(b) **Commencement Date:** October 1, 2013  
(c) **First Payment Date:** October 1, 2013  
(d) **Payment Frequency:** quarterly  
(e) **Number of Payments:** Forty (40)  
(f) **Purchase Price Dates and Purchase Price:** See dates and amounts designated on Schedule 2

6. **Base Rent.**

The total cost for the Equipment is the amount specified in Section 1 hereof. Of that amount, Lessee shall pay No Dollars and No Cents ($0.00) and, subject to the terms and conditions hereof, Lessor shall advance One Million Six Hundred Ninety-Five Thousand Dollars and No Cents ($1,695,000.00 (the "Lessor Amount"). The Base Rent of the Lease-Purchase Payments is determined by applying an annual rate of interest equal to two and 39/100ths percent (2.39%) (the "Implicit Interest Rate") of the outstanding balance equal to the Lessor Amount.

IN WITNESS WHEREOF, the parties have executed this Individual Payment Schedule by their authorized officers as of the date set forth above.

**LESSOR:**
FIFTH THIRD BANK

By: ______________________________
Name: ____________________________
Title: _____________________________

**LESSEE:**
COUNTY OF PEORIA, ILLINOIS

By: ______________________________
Name: ____________________________
Title: _____________________________

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### Schedule 1

**To**

**Individual Payment Schedule 001**

**Schedule of Payments**

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## SCHEDULE 2
TO
INDIVIDUAL PAYMENT SCHEDULE 001

### PURCHASE PRICE DATES AND PURCHASE PRICES

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THE HONORABLE COUNTY BOARD
COUNTY OF PEORIA, ILLINOIS

Your Public Safety & Justice Committee and Budget Committee do hereby recommend passage of the following resolution:

RE: For RESOLUTION: Budget Appropriation for ETSB to pay in full the Fifth Third Bank lease in full by March 1, 2020

RESOLUTION

WHEREAS, the County of Peoria approved an ordinance creating the Emergency Telephone System Board (ETSB) of Peoria County on December 7, 1989; and

WHEREAS, the purpose of the Peoria County ETSB shall be, now and hereafter, according to provisions of 50 ILCS 751/ ET. Seq., as amended; and

WHEREAS, on September 18, 2013 the Emergency Telephone System Board (ETSB) authorized with the approval of the Peoria County Board a master lease purchase agreement with Fifth Third Bank in the amount of $1,695,000.00. $1,292,440.87 was for the Microwave system to serve as a backbone of the P-25 Public Safety Radio System and the remaining amount, $402,559.13 was for the interop equipment that would tie some of the legacy systems into the P-25 radio system; and

WHEREAS, this lease purchase agreement called for quarterly payments, 40 of them, for a period of time from October 1, 2013 to July 1, 2023; and

WHEREAS, over the last year and a half, the ETSB has been able to secure two grants from the State of Illinois that were not anticipated. The two grants; one for the new phone system was for $460,550.70 and the other was for our upcoming dispatch center construction and that grant was for $1,085,989.98. Both grants total $1,546,540.68; and

WHEREAS, the ETSB approved the payoff amount of $638,424.30 which would result in a savings of $26,330.65 at the January 8, 2020 meeting; and

WHEREAS, a budget amendment is requested in Principal line item 003-2-056-3-820-57010 for $635,892 and in the Interest line item 003-2-056-3-820-57020 for $2,533; and
WHEREAS, after the budget appropriation is approved and posted, a payment is due by March 1, 2020 to pay Fifth Third Bank in full for the lease; and

NOW THEREFORE BE IT RESOLVED, the County Board appropriate $635,892 in Principal line item 003-2-056-3-820-57010 and $2,533 in the Interest line item 003-2-056-3-820-57020 for the lease to be paid in full to Fifth Third Bank by March 1, 2020.

RESPECTFULLY SUBMITTED,

PUBLIC SAFETY & JUSTICE COMMITTEE
BUDGET COMMITTEE