


TRANSPORTATION COMMITTEE AGENDA
Room 400, Government Center
115 E. Washington Street, Bloomington, IL
Tuesday, July 11, 2006
8:00 A.M.

1. **Roll Call**
2. **Approval of Minutes from June 6, 2006 Meeting**
3. **Recommend Payment of Bills to County Board**
4. **Appearance by Members of the Public and County Employees**
5. **Items to be Presented for Action**
 - A. Engineering Agreement with Clark Dietz for the East Side Highway Corridor Study 1-42
 - B. Federal Participation Amendment #1 – East Side Highway Study 43
 - C. Resolution & Letting Results from July 5, 2006 County & Township Projects 44-47
 - D. Intergovernmental Agreement – 80,000 Pound Truck Route Village of Danvers & McLean County 48-49
 - E. Bridge Repair Petition – Village of Carlock – Church Street Bridge 50
 - F. Jurisdictional Transfer – Dawson RD – CH 28 51-59
 - G. Resolution – CH’s 8, 29, 34 & I-55 Interchanges 60
 - H. Resolution – 80,000 Pound Truck Route – LeRoy-Lexington Road 61
 - I. Resolution – 80,000 Pound Truck Route – Ellsworth Road 62
 - J. Executive Session – Personnel Matters
6. **Items to be Presented for Information**
 - A. Project Summary
 1. Ellsworth Wind Farm Box Culverts – Sec 06-00134-05-BR & 06-00134-06-BR – (CH 17) 63
 2. Horizon Wind Farm Resurfacing – Sec 06-00044-10-SM, 06-00134-07-SM & 06-00140-03-SM 64
 3. Old Route 150 / White Oak Road – Sec 03-00182-00-RS 65
 4. Old Route 150 Bridge Replacement – Sec 00-00182-01-BR 66
 5. Stanford–McLean Rd Box Culvert – Sec 05-00047-10-BR 67
 6. Village of Chenoa Joint Culvert – Sec 02-00024-00-DR 68
 - B. East Side Highway Study 69
 - C. Village of Downs – Seminary & Washington Streets Intersection 4-Way Stop Request & Interstate 74 (I-74) Sign Request 70-72
 - D. Other
7. **Adjournment**

EAST SIDE HIGH

NOTICE TO PROCEED

PROJECT ELEMENT	October 2006	November 2006	December 2006	January 2007	February 2007	March 2007	April 2007
CONTEXT SENSITIVE SOLUTIONS COORDINATION							
Identify Stakeholders	█ (CD, HDR)						
Develop Project Purpose	█	█ (CD, HDR, H&H)	█	█			
Analyze Alternatives/Choose Preferred Alternative				█ (CD, HDR, H&H)			
Approval of Final Alternative							
<hr/>							
Data Collection	█ (CD, HDR, H&H)						
Mosaic Development	█ (CD)						
Environmental Data Review							
Drainage Evaluation				█ (CD, HDR, H&H, ACG)			█ (CD)
Travel Demand Modeling					█ (CD, HDR, ACG)		
Facility Type Determination/Alt. Geometric Studies					█ (CD, HDR, H&H)		
Structural Studies							
Corridor Report							
Financial Investigation Plan							
Project Administration and Coordination	█ (CD, HDR, H&H, ACG)	█	█	█	█	█	█

Local Agency McLean County	L O C A L A G E N C Y	 Illinois Department of Transportation Preliminary Engineering Services Agreement For Federal Participation	Consultant Clark Dietz, Inc.
County McLean County			Address 1817 S. Neil St. Suite 100
Section 05-00183-00-ES			City Champaign, IL
Project No. HPP-3650 (001)			State IL
Job No. P-95-347-05			Zip Code 61820
Contact Name/Phone/E-mail Address John "Jack" Mitchell/309.663.9445 jack.mitchell@mcleancountyil.gov			Contact Name/Phone/E-mail Address Jerry Payonk/217.373.8945 jerryp@clark-dietz.com

THIS AGREEMENT is made and entered into this 18 day of July, 2006 between the above Local Agency (LA) and Consultant (ENGINEER) and covers certain professional engineering services in connection with the PROJECT. Federal-aid funds allotted to the LA by the state of Illinois under the general supervision of the Illinois Department of Transportation (STATE) will be used entirely or in part to finance engineering services as described under AGREEMENT PROVISIONS.

Project Description

Name East Side Highway Phase I - Corridor Study Route _____ Length _____ Structure No. _____

Termini Preliminary termini consist of I-74 to the south and I-55 to the north

Description The project will involve the study and recommendations for a new highway facility east of Bloomington/Normal between I-74 to the south and I-55 to the north. The study will investigate potential corridors with a goal of identifying a single preliminary corridor measuring 300-500 feet in width.

Agreement Provisions

I. THE ENGINEER AGREES,

- To perform or be responsible for the performance, in accordance with STATE approved design standards and policies, of engineering services for the LA for the proposed improvement herein described.
- To attend any and all meetings and visit the site of the proposed improvement at any reasonable time when requested by representatives of the LA or STATE.
- To complete the services herein described within 15 months from the date of the Notice to Proceed from the LA, excluding from consideration periods of delay caused by circumstances beyond the control of the ENGINEER.
- The classifications of the employees used in the work should be consistent with the employee classifications and estimated man-hours shown in EXHIBIT A. If higher-salaried personnel of the firm, including the Principal Engineer, perform services that are indicated in Exhibit A to be performed by lesser-salaried personnel, the wage rate billed for such services shall be commensurate with the payroll rate for the work performed.
- That the ENGINEER is qualified technically and is entirely conversant with the design standards and policies applicable for the PROJECT; and that the ENGINEER has sufficient properly trained, organized and experienced personnel to perform the services enumerated herein.
- That the ENGINEER shall be responsible for the accuracy of the work and shall promptly make necessary revisions or corrections resulting from the ENGINEER's errors, omissions or negligent acts without additional compensation. Acceptance of work by the STATE will not relieve the ENGINEER of the responsibility to make subsequent correction of any such errors or omissions or for clarification of any ambiguities.
- That all plans and other documents furnished by the ENGINEER pursuant to this AGREEMENT will be endorsed by the ENGINEER and will affix the ENGINEER's professional seal when such seal is required by law. Plans for structures to be built as a part of the improvement will be prepared under the supervision of a registered structural engineer and will affix structural engineer seal when such seal is required by law. It will be the ENGINEER's responsibility to affix the proper seal as required by the Bureau of Local Roads and Streets manual published by the STATE.
- That the ENGINEER will comply with applicable federal statutes, state of Illinois statutes, and local laws or ordinances of the LA.

The undersigned certifies neither the ENGINEER nor I have:

- a. employed or retained for commission, percentage, brokerage, contingent fee or other considerations, any firm or person (other than a bona fide employee working solely for me or the above ENGINEER) to solicit or secure this AGREEMENT,
- b. agreed, as an express or implied condition for obtaining this AGREEMENT, to employ or retain the services of any firm or person in connection with carrying out the AGREEMENT or
- c. paid, or agreed to pay any firm, organization or person (other than a bona fide employee working solely for me or the above ENGINEER) any fee, contribution, donation or consideration of any kind for, or in connection with, procuring or carrying out the AGREEMENT.
- d. are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any Federal department or agency,
- e. have not within a three-year period preceding the AGREEMENT been convicted of or had a civil judgment rendered against them for commission of fraud or criminal offense in connection with obtaining, attempting to obtain or performing a public (Federal, State or local) transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements or receiving stolen property,
- f. are not presently indicted for or otherwise criminally or civilly charged by a government entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (e) and
- g. have not within a three-year period preceding this AGREEMENT had one or more public transactions (Federal, State or local) terminated for cause or default.

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

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

12. Scope of Services to be provided by the ENGINEER:

- Make such detailed surveys as are necessary for the planning and design of the PROJECT.
- Make stream and flood plain hydraulic surveys and gather both existing bridge upstream and downstream high water data and flood flow histories.
- Prepare applications for U.S. Army Corps of Engineers Permit, Illinois Department of Natural Resources Office of Water Resources Permit and Illinois Environmental Protection Agency Section 404 Water Quality Certification.
- Design and/or approve cofferdams and superstructure shop drawings.
- Prepare Bridge Condition Report and Preliminary Bridge Design and Hydraulic Report, (including economic analysis of bridge or culvert types and high water effects on roadway overflows and bridge approaches).
- Prepare the necessary environmental and planning documents including the Project Development Report, Environmental Class of Action Determination or Environmental Assessment, State Clearinghouse, Substate Clearinghouse and all necessary environmental clearances.
- Make such soil surveys or subsurface investigations including borings and soil profiles as may be required to furnish sufficient data for the design of the proposed improvement. Such investigations to be made in accordance with the current Standard Specifications for Road and Bridge Construction, Bureau of Local Roads and Streets Administrative Policies, Federal-Aid Procedures for Local Highway Improvements or any other applicable requirements of the STATE.
- Analyze and evaluate the soil surveys and structure borings to determine the roadway structural design and bridge foundation.
- Prepare preliminary roadway and drainage structure plans and meet with representatives of the LA and STATE at the site of the improvement for review of plans prior to the establishment of final vertical and horizontal alignment, location and size of drainage structures, and compliance with applicable design requirements and policies.
- 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.
- Complete the general and detailed plans, special provisions and estimate of cost. Contract plans shall be prepared in accordance with the guidelines contained in the Bureau of Local Roads and Streets manual. The special provisions and detailed estimate of cost shall be furnished in quadruplicate.
- Furnish the LA with survey and drafts in quadruplicate all necessary right-of-way dedications, construction easements and borrow pit and channel change agreements including prints of the corresponding plans and staking as required.
- Develop a corridor report as outlined in attached exhibit D, and utilizing "Design Flexibility and the Stakeholder Involvement Process for Context Sensitive Solutions" as identified in BDE Procedure memorandum 48-06.*

II. THE LA AGREES,

1. To furnish the ENGINEER all presently available survey data and information
2. To pay the ENGINEER as compensation for all services rendered in accordance with this AGREEMENT, on the basis of the following compensation formulas:

Cost Plus Fixed Fee CPFF = 14.5%[DL + R(DL) + OH(DL) + IHDC], or
 CPFF = 14.5%[DL + R(DL) + 1.4(DL) + IHDC], or
 CPFF = 14.5%[(2.3 + R)DL + IHDC]

Direct Labor Multiple DLM = [(2.8 + R)DL] + IHDC

Where: DL = Direct Labor
 IHDC = In House Direct Costs
 OH = Consultant Firm's Actual Overhead Factor
 R = Complexity Factor

Specific Rate (Pay per element)

Lump Sum

3. To pay the ENGINEER using one of the following methods as required by 49 CFR part 26 and 605 ILCS 5/5-409:

With Retainage

- a) For the first 50% of completed work, and upon receipt of monthly invoices from the ENGINEER and the approval thereof by the LA, monthly payments for the work performed shall be due and payable to the ENGINEER, such payments to be equal to 90% of the value of the partially completed work minus all previous partial payments made to the ENGINEER.
- b) After 50% of the work is completed, and upon receipt of monthly invoices from the ENGINEER and the approval thereof by the LA, monthly payments covering work performed shall be due and payable to the ENGINEER, such payments to be equal to 95% of the value of the partially completed work minus all previous partial payments made to the ENGINEER.
- c) Final Payment – Upon approval of the work by the LA but not later than 60 days after the work is completed and reports have been made and accepted by the LA and the STATE, a sum of money equal to the basic fee as determined in this AGREEMENT less the total of the amounts of partial payments previously paid to the ENGINEER shall be due and payable to the ENGINEER.

Without Retainage

- a) For progressive payments – Upon receipt of monthly invoices from the ENGINEER and the approval thereof by the LA, monthly payments for the work performed shall be due and payable to the ENGINEER, such payments to be equal to the value of the partially completed work minus all previous partial payments made to the ENGINEER.
- b) Final Payment – Upon approval of the work by the LA but not later than 60 days after the work is completed and reports have been made and accepted by the LA and STATE, a sum of money equal to the basic fee as determined in this AGREEMENT less the total of the amounts of partial payments previously paid to the ENGINEER shall be due and payable to the ENGINEER.

4. The recipient shall not discriminate on the basis on the basis of race, color, national origin or sex in the award and performance of any DOT-assisted contract or in the administration of its DBE program or the requirements of 49 CFR part 26. The recipient shall take all necessary and reasonable steps under 49 CFR part 26 to ensure nondiscrimination in the award and administration of DOT-assisted contracts. The recipient's DBE program, as required by 49 CFR part 26 and as approved by DOT, is incorporated by reference in this agreement. Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as violation of this agreement. Upon notification to the recipient of its failure to carry out its approved program, the Department may impose sanctions as provided for under part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31U.S.C. 3801 et seq.).

III. IT IS MUTALLY AGREED,

1. That no work shall be commenced by the ENGINEER prior to issuance by the LA of a written Notice to Proceed.
2. That tracings, plans, specifications, estimates, maps and other documents prepared by the ENGINEER in accordance with this AGREEMENT shall be delivered to and become the property of the LA and that basic survey notes, sketches, charts and other data prepared or obtained in accordance with this AGREEMENT shall be made available, upon request, to the LA or to the STATE, without restriction or limitation as to their use.

3. That all reports, plans, estimates and special provisions furnished by the ENGINEER shall be in accordance with the current Standard Specifications for Road and Bridge Construction, Bureau of Local Roads and Streets Administrative Policies, Federal-Aid Procedures for Local Highway Improvements or any other applicable requirements of the STATE, it being understood that all such furnished documents shall be approved by the LA and the STATE before final acceptance. During the performance of the engineering services herein provided for, the ENGINEER shall be responsible for any loss or damage to the documents herein enumerated while they are in the ENGINEER's possession and any such loss or damage shall be restored at the ENGINEER's expense.
4. That none of the services to be furnished by the ENGINEER shall be sublet, assigned or transferred to any other party or parties without written consent of the LA. The consent to sublet, assign or otherwise transfer any portion of the services to be furnished by the ENGINEER shall not be construed to relieve the ENGINEER of any responsibility for the fulfillment of this agreement.
5. To maintain, for a minimum of 3 years after the completion of the contract, adequate books, records and supporting documents to verify the amounts, recipients and uses of all disbursements of funds passing in conjunction with the contract; the contract and all books, records and supporting documents related to the contract shall be available for review and audit by the Auditor General and the STATE; and to provide full access to all relevant materials. Failure to maintain the books, records and supporting documents required by this section shall establish a presumption in favor of the STATE for the recovery of any funds paid by the STATE under the contract for which adequate books, records and supporting documentation are not available to support their purported disbursement.
6. The payment by the LA in accordance with numbered paragraph 3 of Section II will be considered payment in full for all services rendered in accordance with this AGREEMENT whether or not they be actually enumerated in this AGREEMENT.
7. That the ENGINEER shall be responsible for any and all damages to property or persons arising out of an error, omission and/or negligent act in the prosecution of the ENGINEER's work and shall indemnify and save harmless the LA, the STATE, and their officers, agents and employees from all suits, claims, actions or damages of any nature whatsoever resulting therefrom. These indemnities shall not be limited by the listing of any insurance policy.
8. This AGREEMENT may be terminated by the LA upon giving notice in writing to the ENGINEER at the ENGINEER's last known post office address. Upon such termination, the ENGINEER shall cause to be delivered to the LA all drawings, plats, surveys, reports, permits, agreements, soils and foundation analysis, provisions, specifications, partial and completed estimates and data, if any from soil survey and subsurface investigation with the understanding that all such material becomes the property of the LA. The LA will be responsible for reimbursement of all eligible expenses to date of the written notice of termination.
9. This certification is required by the Drug Free Workplace Act (30ILCS 580). The Drug Free Workplace Act requires that no grantee or contractor shall receive a grant or be considered for the purpose of being awarded a contract for the procurement of any property or service from the State unless that grantee or contractor will provide a drug free workplace. False certification or violation of the certification may result in sanctions including, but not limited to, suspension of contract or grant payments, termination of a contract or grant and debarment of the contracting or grant opportunities with the State for at least one (1) year but no more than five (5) years.

For the purpose of this certification, "grantee" or "contractor" means a corporation, partnership or other entity with twenty-five (25) or more employees at the time of issuing the grant, or a department, division or other unit thereof, directly responsible for the specific performance under a contract or grant of \$5,000 or more from the State, as defined in the Act.

The contractor/grantee certifies and agrees that it will provide a drug free workplace by:

- a. Publishing a statement:
 - (1) Notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance, including cannabis, is prohibited in the grantee's or contractor's workplace.
 - (2) Specifying the actions that will be taken against employees for violations of such prohibition.
 - (3) Notifying the employee that, as a condition of employment on such contract or grant, the employee will:
 - (a) abide by the terms of the statement; and
 - (b) notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five (5) days after such conviction.
- b. Establishing a drug free awareness program to inform employees about:
 - (1) The dangers of drug abuse in the workplace;
 - (2) The grantee's or contractor's policy of maintaining a drug free workplace;
 - (3) Any available drug counseling, rehabilitation and employee assistance program; and
 - (4) The penalties that may be imposed upon an employee for drug violations.
- c. Providing a copy of the statement required by subparagraph (a) to each employee engaged in the performance of the contract or grant and to post the statement in a prominent place in the workplace.
- d. Notifying the contracting or granting agency within ten (10) days after receiving notice under part (B) of paragraph (3) of subsection (a) above from an employee or otherwise receiving actual notice of such conviction.
- e. Imposing a sanction on, or requiring the satisfactory participation in a drug abuse assistance or rehabilitation program by,
- f. Assisting employees in selecting a course of action in the event drug counseling, treatment and rehabilitation is required and indicating that a trained referral team is in place.
- g. Making a good faith effort to continue to maintain a drug free workplace through implementation of the Drug Free Workplace Act.

10. The ENGINEER or subconsultant shall not discriminate on the basis of race, color, national origin or sex in the performance of this AGREEMENT. The ENGINEER shall carry out applicable requirements of 49 CFR part 26 in the administration of DOT assisted contracts. Failure by the ENGINEER to carry out these requirements is a material breach of this AGREEMENT, which may result in the termination of this AGREEMENT or such other remedy as the LA deems appropriate.

Executed by the LA:

McLean County

(Municipality/Township/County)

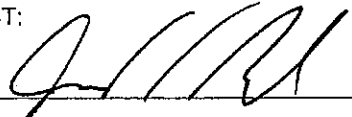
ATTEST:

By: _____
Clerk

By: _____
Title: _____

(SEAL)

Executed by the ENGINEER:

ATTEST:
By: 
Title: NICO PRESIDENT

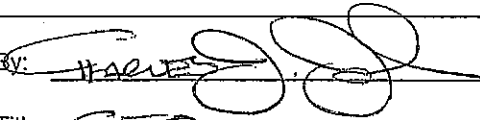
By: 
Title: CEO

Exhibit A - Preliminary Engineering

Route: _____
 Local Agency: McLean County
 (Municipality/Township/County)
 Section: 05-00183-00-ES
 Project: HPP-3650 (001)
 Job No.: P-95-347-05

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

Overhead Rate (OH) 174.49 %
 Complexity Factor (R) 0.07
 Months 15

Method of Compensation:
 14.5%[DL + R(DL) + OH(DL) + IHDC]
 14.5%[DL + R(DL) + 1.4(DL) + IHDC]
 14.5%[(2.3 + R)DL + IHDC]
 [(2.8 + R)DL] + IHDC
 Specific Rate
 Lump Sum

Cost Estimate of Consultant's Services in Dollars

Element of Work	Employee Classification	Man-Hours	Payroll Rate	Payroll Costs (DL)	Overhead*	Services by Others	In-House Direct Costs (IHDC)	Profit	Total
<p>Please refer to attached Exhibit B for CECS form for Prime Consultant, Exhibit C for CECS forms for sub-consultants, and Exhibit D for a description of project scope elements.</p>									
Totals		0.00							



Payroll Escalation Table
Fixed Raises

FIRM NAME Clark Dietz, Inc. DATE 06/28/06
 PRIME/SUPPLEMENT Prime PTB NO. _____
 CONTRACT TERM 15 MONTHS OVERHEAD RATE 174.49%
 START DATE 10/1/2006 COMPLEXITY FACTOR 0.07
 RAISE DATE 1/1/2007 % OF RAISE 3.00%

ESCALATION PER YEAR

10/1/2006 - 1/1/2007	1/2/2007 - 1/1/2008		
3	12		
15	15		

= 20.00%
 = 1.0240
 = 82.40%
 = 2.40%

The total escalation for this project would be:



Illinois Department
of Transportation

Payroll Rates

FIRM NAME Clark Dietz, Inc.
PRIME/SUPPLEMENT Prime
PTB NO. _____

DATE 06/28/06

ESCALATION FACTOR 2.40%

CLASSIFICATION	CURRENT RATE	ESCALATED RATE
Project Director	\$58.90	\$60.31
Project Manager	\$41.50	\$42.50
Senior Project Engineer	\$33.50	\$34.30
Project Engineer	\$30.80	\$31.54
Jr. Project Engineer	\$25.65	\$26.27
Clerical/Accounting	\$20.40	\$20.89
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**Illinois Department
of Transportation**

**Cost Estimate of
Consultant Services
(CPFF)**

Firm Clark Dietz, Inc.

Date 06/28/06

Route _____
 Section 05-00183-00-ES
 County McLean
 Job No. P-95-347-05
 PTB & Item _____

Overhead Rate 174.49%

Complexity Factor 0.07

Item	Manhours	Payroll	Overhead & Fringe Benefits	In-House Direct Costs	Fixed Fee	Outside Direct Costs	Services By Others	Total	% of Grand Total
A - Data Collection	482	15,311.77	26,717.51	882.40	6,377.61		15,334.45	64,623.73	5.88%
B - Mosaic Development	400	11,708.52	20,430.19	4,240.00	5,393.75		63.59	41,836.06	3.81%
C - Environmental Data Review	268	8,460.70	14,763.07	1,233.75	3,632.22		110,932.86	139,022.60	12.65%
D - Drainage Evaluation	246	8,220.67	14,344.25	466.00	3,422.92		63.59	26,517.44	2.41%
E - Travel Demand Modeling	16	679.94	1,186.42	0.00	277.52		202,151.63	204,295.51	18.58%
F - Facility Type Determination	1620	49,317.27	86,053.71	13,199.00	22,043.22		67,445.89	238,059.09	21.66%
G - Structural Studies	372	12,183.55	21,259.08	2,038.25	5,268.39		1,705.26	42,454.53	3.86%
H - Context Sensitive Solutions	560	18,340.83	32,002.92	3,052.60	7,928.63		32,838.61	94,163.59	8.57%
I - Corridor Report	766	27,260.52	47,566.88	4,296.60	11,749.67		44,239.90	135,113.57	12.29%
J - Financial Investigative Report	16	679.94	1,186.42	0.00	277.52		18,934.93	21,078.81	1.92%
K - Project Admin & Coordination	440	18,201.40	31,759.61	1,143.00	7,594.83		33,385.96	92,084.80	8.38%
TOTALS	5186	170,365.10	297,270.06	30,551.60	73,966.29	0.00	527,096.67	1,099,249.72	100.00%



Average Hourly Project Rates

Route 05-00183-00-ES
Section County McLean
Job No. P-95-347-05
PTB/Item

Consultant Clark Dietz, Inc.

Date 06/28/06

Sheet 1 OF 2

Table with columns: Payroll Classification, Avg Hourly Rates, Total Project Rates (Hours, % Part., Wgtd Avg), A-Data Collection (Hours, % Part., Wgtd Avg), B-Mosaic Development (Hours, % Part., Wgtd Avg), C-Environmental Data Review (Hours, % Part., Wgtd Avg), D-Drainage Evaluation (Hours, % Part., Wgtd Avg), E-Travel Demand Modeling (Hours, % Part., Wgtd Avg). Rows include Project Director, Project Manager, Senior Project Engineer, Project Engineer, Jr. Project Engineer, Clerical/Accounting, and a TOTALS row.



Average Hourly Project Rates

Route
 Section 05-00183-00-ES
 County McLean
 Job No. P-95-347-05
 PTB/Item

Consultant Clark Dietz, Inc.

Date 06/28/06

Sheet 2 OF 2

Payroll Classification	Avg Hourly Rates	F - Facility Type Determination			G - Structural Studies			H - Context Sensitive Solutions			I - Corridor Report			J - Financial Investigative Report			K - Project Admin & Coordination			
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	
Project Director	60.31	24	1.48%	0.89	0	6.45%	2.74	50	8.93%	5.39	44	5.74%	3.46	0	100.00%	42.50	28	6.36%	3.84	
Project Manager	42.50	120	7.41%	3.15	24	18.28%	6.27	320	57.14%	24.28	200	26.11%	11.10	16	100.00%	42.50	360	81.82%	34.77	
Senior Project Engineer	34.30	120	7.41%	2.54	68	75.27%	23.74	0	0	0	62	8.09%	2.78	0			0	0	0	0.86
Project Engineer	31.54	576	35.56%	11.21	280	17.86%	5.63	100	17.86%	5.63	360	47.00%	14.82	0			12	2.73%	0.86	
Jr. Project Engineer	26.27	780	48.15%	12.65	0	0	0	90	16.07%	4.22	100	13.05%	3.43	0			0	0	0	
Clerical/Accounting	20.89	0	0	0	0	0	0	0	0	0	0	0	0	0			40	9.09%	1.90	
TOTALS		1620	100%	\$30.44	372	100%	\$32.75	560	100%	\$39.52	766	100%	\$35.59	16	100%	\$42.50	440	100%	\$41.37	

SUMMARY OF ESTIMATED DIRECT EXPENSES

Clark Dietz			
	Unit Cost	Quantity	Total
A. DATA COLLECTION			
Mileage (6 trips, 140 miles per trip)	\$0.485	840	\$407.40
Copies (B&W)	\$0.10	500	\$50.00
Telephone/Fax			\$20.00
Postage	\$1.00	30	\$30.00
CADD	\$15.00	25	\$375.00
Miscellaneous			\$0.00
Subtotal			\$862.40
B. MOSAIC DEVELOPMENT			
Mileage	\$0.485		\$0.00
Copies	\$0.10		\$0.00
Telephone/Fax			\$15.00
Postage	\$2.50	40	\$100.00
CADD	\$15.00	275	\$4,125.00
Miscellaneous			\$0.00
Subtotal			\$4,240.00
C. ENVIRONMENTAL DATA REVIEW			
Mileage (5 trips, 150 miles per trip)	\$0.485	750	\$363.75
Copies	\$0.10	1000	\$100.00
Telephone/Fax			\$20.00
Postage			\$0.00
CADD	\$15.00	50	\$750.00
Miscellaneous			\$0.00
Subtotal			\$1,233.75
D. DRAINAGE EVALUATION			
Mileage (3 trips, 200 miles per trip)	\$0.485	600	\$291.00
Copies	\$0.25	600	\$150.00
Telephone/Fax			\$15.00
Postage	\$1.00	10	\$10.00
CADD	\$15.00		\$0.00
Miscellaneous			\$0.00
Subtotal			\$466.00
E. TRAVEL DEMAND MODELING			
Subtotal			\$0.00
F. FACILITY TYPE DETERMINATION AND ALTERNATE GEOMETRIC STUDIES			
Mileage (7 trips, 200 miles per trip)	\$0.485	1400	\$679.00
Plotting (24x36)	\$6.00	20	\$120.00
Copies (B&W)	\$0.10	1000	\$100.00
Copies (color 8.5x11)	\$1.00		\$0.00
Postage (package delivery)	\$10.00		\$0.00
CADD	\$15.00	820	\$12,300.00
Miscellaneous			\$0.00
Subtotal			\$13,199.00
G. STRUCTURAL STUDIES			
Mileage (3 trips, 150 miles per trip)	\$0.485	450	\$218.25
Copies	\$0.10	1000	\$100.00
Telephone/Fax			\$20.00
Postage			\$20.00
CADD	\$15.00	112	\$1,680.00
Miscellaneous			\$0.00
Subtotal			\$2,038.25
H. CONTEXT SENSITIVE SOLUTIONS/PUBLIC INVOLVEMENT			
Mileage (18 trips, 120 miles per trip)	\$0.485	2160	\$1,047.60
Copies (B&W)	\$0.10	1500	\$150.00
Telephone/Fax			\$25.00
Postage			\$0.00
CADD	\$15.00	122	\$1,830.00
Miscellaneous			\$0.00
Subtotal			\$3,052.60
I. CORRIDOR REPORT			
Mileage (4 trips, 140 miles per trip)	\$0.485	560	\$271.60
Copies (B&W)	\$0.10	4000	\$400.00
Copies (color 8.5x11)	\$1.00		\$0.00
Postage	\$10.00	10	\$100.00
CADD	\$15.00	235	\$3,525.00
Miscellaneous			\$0.00
Subtotal			\$4,296.60
J. FINANCIAL INVESTIGATION PLAN			
Subtotal			\$0.00
K. PROJECT ADMINISTRATION AND COORDINATION			
Mileage (15 trips, 120 miles per trip)	\$0.485	1800	\$873.00
Copies (B&W)	\$0.10	750	\$75.00
Telephone/Fax			\$75.00
Postage	\$0.20	600	\$120.00
CADD	\$15.00		\$0.00
Miscellaneous			\$0.00
Subtotal			\$1,143.00
TOTAL			\$30,551.60



Payroll Escalation Table
Fixed Raises

FIRM NAME HDR Engineering, Inc. DATE 06/28/06
 PRIME/SUPPLEMENT _____ PTB NO. _____
 CONTRACT TERM 15 MONTHS OVERHEAD RATE 156.53%
 START DATE 10/1/2006 COMPLEXITY FACTOR 0.07
 RAISE DATE 1/1/2007 % OF RAISE 3.00%

ESCALATION PER YEAR

10/1/2006 - 1/1/2007	1/2/2007 - 1/1/2008		
3	12		
15	15		

= 20.00%
 # 1.0240
 82.40%
 2.40%

The total escalation for this project would be:



Illinois Department of Transportation

Payroll Rates

FIRM NAME HDR Engineering, Inc.
PRIME/SUPPLEMENT
PTB NO.

DATE 06/28/06

ESCALATION FACTOR 2.40%

Table with 3 columns: CLASSIFICATION, CURRENT RATE, ESCALATED RATE. Rows include Proj.Advisor/ Environ. Lead, Task Manager, Senior Project Engineer, Project Engineer, Jr. Project Engineer, Clerical/Accounting, and multiple rows of \$0.00.



**Illinois Department
of Transportation**

**Cost Estimate of
Consultant Services
(CPFF)**

Firm HDR Engineering, Inc.

Date 06/28/06

Route 05-00183-00-ES

Overhead Rate 156.53%

County McLean

Complexity Factor 0.07

Job No. P-95-347-05

PTB & Item

Item	Manhours	Payroll	Overhead & Fringe Benefits	In-House Direct Costs	Fixed Fee	Outside Direct Costs	Services By Others	Total	% of Grand Total
A - Data Collection	56	2,250.17	3,522.20	907.50	991.42			7,671.29	2.01%
B - Mosaic Development	1	21.58	33.77	0.00	8.24			63.59	0.02%
C - Environmental Data Review	418	14,848.76	23,242.76	3,750.50	6,217.81			48,059.82	12.60%
D - Drainage Evaluation	1	21.58	33.77	0.00	8.24			63.59	0.02%
E - Travel Demand Modeling	1288	43,688.50	68,386.61	10,895.00	18,273.96	10,000.00		151,243.07	39.65%
F - Facility Type Determination	486	19,378.34	30,332.92	3,967.00	7,980.04			61,658.30	16.16%
G - Structural Studies	10	578.56	905.62	0.00	221.08			1,705.26	0.45%
H - Context Sensitive Solutions	196	8,229.68	12,881.92	2,302.00	3,478.50			26,892.11	7.05%
I - Corridor Report	354	12,396.80	19,404.71	1,217.00	4,913.51			37,932.02	9.94%
J - Financial Investigative Report	120	6,404.82	10,025.46	50.00	2,454.65			18,934.93	4.96%
K - Project Admin & Coordination	182	8,908.88	13,945.06	876.00	3,531.27			27,261.21	7.15%
TOTALS	3112	116,727.66	182,713.81	23,965.00	48,078.72	10,000.00	0.00	381,485.19	100.00%



Average Hourly Project Rates

Route
 Section 05-00183-00-ES
 County McLean
 Job No. P-95-347-05
 PTB/item

Consultant HDR Engineering, Inc.

Date 06/28/06

Sheet 2 OF 2

Payroll Classification	Avg Hourly Rates	F - Facility Type Determination			G - Structural Studies			H - Context Sensitive Solutions			I - Corridor Report			J - Financial Investigative Repd			K - Project Admin & Coordination		
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
Proj. Advisor/ Environ. Lead	70.00	60	12.35%	8.64	0			0			16	4.52%	3.16	24	20.00%	14.00	40	21.98%	15.38
Task Manager	57.86	72	14.81%	8.57	10	100.00%	57.86	76	38.78%	22.43	44	12.43%	7.19	64	53.33%	30.86	58	31.87%	18.44
Senior Project Engineer	47.41	74	15.23%	7.22	0			0			24	6.78%	3.21	0			30	16.48%	7.82
Project Engineer	31.94	120	24.69%	7.89	0			120	61.22%	19.55	160	45.20%	14.44	32	26.67%	8.52	16	8.79%	2.81
Jr. Project Engineer	22.95	160	32.92%	7.55	0			0			80	22.60%	5.19	0			0		
Clerical/Accounting	21.58	0			0			0			30	8.47%	1.83	0			38	20.88%	4.50
TOTALS		486	100%	\$39.87	10	100%	\$57.86	196	100%	\$41.99	354	100%	\$35.02	120	100%	\$53.37	182	100%	\$48.95

SUMMARY OF ESTIMATED DIRECT EXPENSES			
HDR Engineering, Inc.			
	Unit Cost	Quantity	Total
A. DATA COLLECTION			
Mileage (5 trips, 300 miles per trip)	\$0.45	1500	\$667.50
Copies (B&W)	\$0.10	1000	\$100.00
Telephone/Fax			\$0.00
Postage	\$1.00	20	\$20.00
CADD	\$15.00	8	\$120.00
Miscellaneous			\$0.00
Subtotal			\$907.50
B. MOSAIC DEVELOPMENT			
Subtotal			\$0.00
C. ENVIRONMENTAL DATA REVIEW			
Mileage (3 trips, 300 miles per trip)	\$0.45	900	\$400.50
Copies	\$0.10	2000	\$200.00
Telephone/Fax			\$0.00
Postage			\$0.00
CADD	\$15.00	210	\$3,150.00
Miscellaneous			\$0.00
Subtotal			\$3,760.50
D. DRAINAGE EVALUATION			
Subtotal			\$0.00
E. TRAVEL DEMAND MODELING			
Mileage	\$0.45		\$0.00
Plotting (24x36)	\$6.00	45	\$270.00
Copies (B&W)	\$0.10	1800	\$180.00
Copies (color 8.5x11)	\$1.00	500	\$500.00
Copies (color 11x17)	\$2.00	500	\$1,000.00
CADD	\$15.00	425	\$5,375.00
Miscellaneous (travel - see note below)	\$2,570.00	1	\$2,570.00
Subtotal			\$10,895.00
F. FACILITY TYPE DETERMINATION AND ALTERNATE GEOMETRIC STUDIES			
Mileage (2 trips, 300 miles per trip)	\$0.45	600	\$267.00
Plotting (24x36)	\$6.00	60	\$360.00
Copies (B&W)	\$0.10	1000	\$100.00
Copies (color 8.5x11)	\$1.00	200	\$200.00
Postage (package delivery)	\$10.00	4	\$40.00
CADD	\$15.00	200	\$3,000.00
Miscellaneous			\$0.00
Subtotal			\$3,967.00
G. STRUCTURAL STUDIES			
Subtotal			\$0.00
H. CONTEXT SENSITIVE SOLUTIONS/PUBLIC INVOLVEMENT			
Mileage (12 trips, 300 miles per trip)	\$0.45	3600	\$1,602.00
Copies (B&W)	\$0.10	1000	\$100.00
Telephone/Fax			\$0.00
Postage			\$0.00
CADD	\$15.00	40	\$600.00
Miscellaneous			\$0.00
Subtotal			\$2,302.00
I. CORRIDOR REPORT			
Mileage (2 trips, 300 miles per trip)	\$0.45	600	\$267.00
Copies (B&W)	\$0.10	2000	\$200.00
Copies (color 8.5x11)	\$1.00	150	\$150.00
Postage			\$0.00
CADD	\$15.00	40	\$600.00
Miscellaneous			\$0.00
Subtotal			\$1,217.00
J. FINANCIAL INVESTIGATION PLAN			
Mileage	\$0.45		\$0.00
Copies	\$0.10		\$0.00
Telephone/Fax			\$0.00
Postage (package delivery)	\$10.00	5	\$50.00
CADD	\$15.00		\$0.00
Miscellaneous			\$0.00
Subtotal			\$50.00
K. PROJECT ADMINISTRATION AND COORDINATION (assume 15 months)			
Mileage (6 trips, 300 miles per trip)	\$0.45	1800	\$801.00
Copies (B&W)	\$0.10	750	\$75.00
Telephone/Fax			\$0.00
Postage			\$0.00
CADD	\$15.00		\$0.00
Miscellaneous			\$0.00
Subtotal			\$876.00
TOTAL			\$23,965.00
Note from Task E above: Travel costs based on the following:			
air fare (4 flights x \$500 each)	\$2,000.00		
rental car (2 days x \$85/day)	\$170.00		
hotel stay (4 nights x \$100/day)	\$400.00		
subtotal	\$2,570.00		



Payroll Escalation Table
Fixed Raises

FIRM NAME Huff & Huff, Inc. DATE 06/26/06
 PRIME/SUPPLEMENT Clark Dietz PTB NO. _____
 CONTRACT TERM 15 MONTHS OVERHEAD RATE 133.29%
 START DATE 10/01/06 COMPLEXITY FACTOR 0.07
 RAISE DATE 01/01/07 % OF RAISE 3.00%

ESCALATION PER YEAR

10/01/06 - 01/01/07	01/02/07 - 01/01/08		
3	12		
15	15		

= 1.0240
 = 20.000%
 = 82.40%
 = 2.40%

The total escalation for this project would be:



Average Hourly Project Rates

Route _____
 Section _____
 County McLean
 Job No. _____
 PTE/Item _____

Consultant Huff & Huff, Inc.

Date 06/26/06

Sheet 1 OF 2

Payroll Classification	Avg Hourly Rates	Total Project Rates			1 - Data Collection			3 - Environ. Data Review			6 - Geometric Alternatives			8 - Corridor Report			9 - CSS/PI		
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
Principal	57.82	104	24.53%	14.18	16	18.18%	10.51	16	11.43%	6.61	16	33.33%	19.27	16	28.57%	16.52	24	60.00%	34.69
Air Quality Manager	37.48	0																	
Senior Scientist I	24.33	0																	
Senior Scientist II	33.40	0																	
Senior Scientist III	36.58	52	12.26%	4.49	20	14.29%	5.23	16	33.33%	12.19	16	28.57%	10.45						
Senior Engineer I	29.66	0																	
Senior Engineer II	34.34	124	29.25%	10.04	16	18.18%	6.24	20	14.29%	4.91	16	33.33%	11.45	24	42.86%	14.72	16	40.00%	13.74
Senior Geologist	61.44	0																	
Project Engineer I	25.31	40	9.43%	2.39	40	28.57%	7.23												
Project Engineer II	31.52	0																	
Project Scientist I	15.53	40	9.43%	1.47	20	22.73%	3.53	20	14.29%	2.22									
Project Scientist II	26.94	0																	
Senior Technician	27.53	28	6.60%	1.82	20	22.73%	6.26	8	5.71%	1.57									
Technician	20.63	32	7.55%	1.56	16	18.18%	3.75	16	11.43%	2.36									
Admin. Manager	25.31	0																	
Administrative II	17.53	4	0.94%	0.17															
Administrative I	14.34	0																	
Interns	13.23	0																	
		0																	
		0																	
		0																	
		0																	
		0																	
		0																	
		0																	
		0																	
		0																	
		0																	
TOTALS		424	100%	\$36.11	88	100%	\$30.29	140	100%	\$30.12	48	100%	\$42.91	56	100%	\$41.69	40	100%	\$48.43



Average Hourly Project Rates

Route _____
 Section _____
 County McLean
 Job No. _____
 PTE/Item _____

Consultant Huff & Huff, Inc.

Date 06/26/06

Sheet 2 OF 2

Payroll Classification	Avg Hourly Rates	10 - Administration			Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	
		Hours	% Part.	Wgtd Avg													
Principal	57.82	16	30.77%	17.79													
Air Quality Manager	37.48																
Senior Scientist I	24.33																
Senior Scientist II	33.40																
Senior Scientist III	36.56																
Senior Engineer I	29.66																
Senior Engineer II	34.34	32	61.54%	21.14													
Senior Geologist	61.44																
Project Engineer I	25.31																
Project Engineer II	31.52																
Project Scientist I	15.53																
Project Scientist II	26.94																
Senior Technician	27.53																
Technician	20.63																
Admin. Manager	25.31																
Administrative II	17.53	4	7.69%	1.35													
Administrative I	14.34																
Interns	13.25																
TOTALS		52	100%	\$40.27	0	0%	\$0.00	0	0%	\$0.00	0	0%	\$0.00	0	0%	\$0.00	\$0.00

SUMMARY OF DIRECT COSTS

Project: CDI - McLean County

					<u>DIRECT</u>
Task 01					
Trips	240 miles	x	4 x	\$ 0.445	= \$ 427.20
			0 x	\$ -	= \$ -
<hr/>					Task Total
					\$ 427.20
Task 03					
Reproduction	3 sets	x	100 x	\$ 0.04	= \$ 12.00
Federal Express			4 x	\$ 15.50	= \$ 62.00
			0 x	\$ -	= \$ -
<hr/>					Task Total
					\$ 74.00
Task 06					
Trips	240 miles	x	2 x	\$ 0.445	= \$ 213.60
			0 x	\$ -	= \$ -
<hr/>					Task Total
					\$ 213.60
Task 08					
Trips	25 miles	x	2 x	\$ 0.445	= \$ 22.25
			0 x	\$ -	= \$ -
<hr/>					Task Total
					\$ 22.25
Task 09					
Trips	240 miles	x	6 x	\$ 0.445	= \$ 640.80
			0 x	\$ -	= \$ -
<hr/>					Task Total
					\$ 640.80
Task 10					
Trips	240 miles	x	4 x	\$ 0.445	= \$ 427.20
			0 x	\$ -	= \$ -
<hr/>					Task Total
					\$ 427.20
GRAND TOTAL					\$ 1,805.05

S:\Accounting\Proposals\Proposal-2006\CDI\CDI McLean County Combo DC.xls]Direct Costs



Payroll Escalation Table
Fixed Raises

FIRM NAME
PRIME/SUPPLEMENT

The al Chalabi Group, Ltd.
Sub-contractor

DATE 06/28/06
PTB NO. _____

CONTRACT TERM
START DATE 10/1/2006 15 MONTHS
RAISE DATE 1/1/2007

OVERHEAD RATE 167.00%
COMPLEXITY FACTOR 0.07
% OF RAISE 3.00%

ESCALATION PER YEAR

10/1/2006 - 1/1/2007	1/2/2007 - 1/1/2008		
3	12		
15	15		

= 1.0240
= 20.00%

= 82.40%

The total escalation for this project would be:

2.40%



**Cost Estimate of
Consultant Services
(CPFF)**

Firm The al Chalabi Group, Ltd. Date 06/28/06
 Route 05-00183-00-ES Overhead Rate 167.00%
 Section McLean Complexity Factor 0.07
 County P-95-347-05
 Job No.
 PTB & Item

Item	Manhours	Payroll	Overhead & Fringe Benefits	In-House Direct Costs	Fixed Fee	Outside Direct Costs	Services By Others	Total	% of Grand Total
Review/Update Socio-economic Trends	232	10,110.61	16,884.71	1,000.00	4,161.94			32,157.27	31.42%
Identify Major Employers/Economic Centers	124	5,913.27	9,875.16	1,000.00	2,494.34			19,282.78	18.84%
Socio-economic Forecasts	336	16,410.54	27,405.61	500.00	6,592.41			50,908.56	49.74%
TOTALS	692	32,434.42	54,165.48	2,500.00	13,248.70	0.00	0.00	102,348.60	100.00%



Average Hourly Project Rates

Route _____
 Section 05-00183-00-ES
 County McLean
 Job No. P-95-347-05
 PTB/Item _____

Consultant The al Chalabi Group, Ltd.

Date 06/28/06

Sheet 1 OF 1

Payroll Classification	Avg Hourly Rates	Total Project Rates		Review/Update Socio-economic			Identify Major Employers/Econ			Socio-economic Forecasts			Hours	% Part.	Wgtd Avg
		Hours	% Part.	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg			
Principal	50.50	620	89.60%	186	80.17%	40.49	114	91.94%	46.43	320	95.24%	48.10			
Staff	15.59	72	10.40%	46	19.83%	3.09	10	8.06%	1.26	16	4.76%	0.74			
		0													
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TOTALS		692	100%	232	100%	\$43.58	124	100%	\$47.69	336	100%	\$48.84	0	0%	\$0.00

INTRODUCTION

This document outlines the proposed scope of work to be completed by the Clark Dietz Team (Clark Dietz, HDR, the al Chalabi Group, and Huff & Huff) for the Corridor Report portion of the Phase I Preliminary Engineering Study required for the East Side Highway Corridor Study. The project will involve the study and recommendations for a new highway facility east of Bloomington-Normal between I-74 to the south and I-55 to the north in McLean County, Illinois. The proposed study area is approximately 15 miles in length and three miles in width. The study will investigate potential corridors with a goal of identifying a single preliminary corridor measuring 300 to 500 feet in width. In brief summary, this portion of the Phase I study will conclude with:

- A corridor consensus amongst the steering committee and project area stakeholders
- Accurate costing and benefits analysis
- A compelling argument for funding justification
- A rigorous, defensible project purpose and need statement and logical termini discussion
- A GIS-based environmental database
- An updated Travel Demand Model

The Project Team's work will also involve development of preliminary geometrics for one highway alignment within each alternative corridor for the purposes of quantifying potential impacts as part of a macro-level environmental analysis. Based on the preliminary engineering and environmental studies, a preferred corridor will be recommended for use in further detailed design and environmental studies. The proposed scope of work assumes that the Steering Committee will provide digital contour mapping and ortho-rectified aerial photographs. Topographic surveying tasks are not anticipated. As stated, the Corridor Report prepared for this project will identify a preferred corridor, however, this scope of work does not include development of a Corridor Protection Map.

A summary of the anticipated scope of work for the East Side Highway Corridor Study follows. *This scope of work is the basis for the labor-hour effort and fee estimate submitted with this document.* The work items envisioned are based on a variety of Phase I processing requirements and assumptions identified within this document, including previous study efforts completed by members of the team.

SCOPE OF WORK

This scope of work presents the items that are to be completed in each of the eleven (11) tasks identified. The Clark Dietz team will manage each task and the report progress to the Steering Committee.

Corridor Study Tasks:

- A. Data Collection
- B. Mosaic Development
- C. Environmental Data Review
- D. Drainage Evaluation
- E. Travel Demand Modeling
- F. Facility Type Determination and Alternate Geometric Studies
- G. Structural Studies
- H. Context Sensitive Solutions/Public Involvement
- I. Corridor Report
- J. Financial Investigation Plan
- K. Project Administration and Coordination

The arrangement of the Corridor Study Tasks above parallels the order of presentation within the Estimated Fee Extension and Summary document. Components of the individual tasks are detailed below.

Data Collection

The first component of any Phase I study is the collection of available data to assist in the corridor development process. This project component for the East Side Highway Study is aimed at retrieving all pertinent information pertaining to the existing conditions within the project study area. The gathering of published information will include items such as: as-built plans; utility atlases and information; hydraulic/hydrology data; railroad information; population characteristics; hazardous material reports; land use maps and plans; community characteristics such as schools, fire districts; geology/soil types; County GIS tax maps; and environmental conditions and reports, and previous study material. A portion of the above mentioned environmental items is expected to be included in the documentation from the previous East Side Corridor Feasibility Study completed in July 2002.

The project team wishes to conduct one-on-one interviews with individual steering committee members and major area employers and political officials. This component of the data collection process will provide information on project history, opinions, and desired objectives; information that has not necessarily been identified in any previous documentation.

Field reconnaissance of the project area shall also be completed during this period and we will compile a photolog of the project area.

Mosaic Development

Digital contour mapping and ortho-rectified aerial photography will be provided by McLean County for use in the corridor analysis. We will utilize the County's Geographical Information System (GIS) data for two primary tasks. First, the files will be used to create base sheets for

documenting existing conditions, showing proposed geometrics for alternative corridors, and analyzing potential impacts. Second, the files will be used for creating exhibits for use in the public involvement activities and stakeholder discussions for the Context Sensitive Solutions (CSS) process. The project team will create an overall corridor map covering the project study area on one sheet.

For estimating purposes, the project team will prepare one set of fourteen (14) sheets at a scale of 1"=400' on 22"x34" paper (1"=800' on 11"x17") plus an overall corridor map on one sheet. This task includes formatting and labeling of the base sheets for exhibit and display purposes.

Environmental Data Review

The Clark Dietz team will start this task by reviewing the documentation from the previous East Side Corridor Feasibility Study. Additional information will be reviewed to determine how land use and socio-economic conditions have changed over time. An Environmental Survey Request Form (ESRF) will be submitted to IDOT District 5 to update available information on threatened and endangered species and other biological resources. Two meetings and six field trips are estimated for discussion of environmental issues and review of the project. Resources, including wetlands, parks, Illinois Natural Area Inventory (INAI) sites, and threatened and endangered species (T&E species) will be identified that require avoidance. For resources where impacts occur, a brief analysis will be completed for potential mitigation measures that are available within the alternative corridors. If mitigation measures cannot be avoided for a given alternative, they will not be quantified as part of this study, rather the mitigation will focus on a quantitative discussion. The following is a detailed discussion of the environmental resources to be considered:

- **Socio-economics:** We will review and update socioeconomic trends and review and analyze metro area forecasts, identifying past and recent trends, plotting growth and distribution, and updating trip-to-work forecasts. Major employment and economic centers will be identified. Based upon the County's 2030 Regional Transportation Plan, a baseline forecast will be developed. Performance of each of the alternatives will be based on the impacts between them and the baseline forecast. Measurements for the various alternative corridors will include the following: determination of changes in accessibility, development of socio-economic forecasts, and an identification of transportation management and economic development actions required to maximize benefits and remediate negative impacts.
- **Land Use and Zoning:** The project team will review zoning and land use plans/maps from local agencies and summarize zoning of impacted areas for existing and future conditions. We will identify potential zoning conflicts and positive/negative impacts to land use/development potential from the alternative corridors.
- **Parks and Recreational Lands:** The team will identify parks, trails, bicycle paths (existing and planned) and impacts of alternative corridors. Properties that could be designated 4(f) will be avoided during the alternative development phase.

- **Agricultural Resources:** We will provide background discussion of farming activities, Centennial farms, and soils in McLean County, including an estimate of prime and important farmlands acreage. This information will be used to assess potential impacts for each alternative corridor based on the statewide P & I Farmland mapping. We will list other impacts that will be considered include diagonal farm severances, landlocked parcels, uneconomical remnants, access issues, and farm building displacement.
- **Cultural Resources:** We will show high probability areas, National Historic Register sites, historic districts, and local historic areas on project mapping (including historic cemeteries based on field observations and USGS topographic maps). We will contact local historical societies for information on local historic resources. Photographs of all structures potentially historic based on age would not be done at this stage, rather that level of detailed analysis would be completed during further environmental studies not included in this scope of work. Archaeology information provided by IDOT District 5 will be reviewed and summarized.
- **Cemeteries:** We will obtain locations of registered cemeteries from Comptroller's office and show on project aerial and assess potential impacts of alternative corridors (including access for funerals).
- **Noise:** The project team will identify potentially sensitive receptors based on aerial photographs, land use maps, and field verification. Noise modeling is not included in this scope of work.
- **Air Quality:** We will identify attainment status and summarize recent monitoring data.
- **Wetlands:** The team will overlay NWI wetland areas on project mapping and conduct field review to assess potential for mapped areas to be jurisdictional. The wetlands will be characterized based upon type, function, and habitat value. The alternatives analysis will identify potential impacts to wetlands in terms of acres within the 300 to 500 foot corridor.
- **Water Resources:** We will identify perennial and intermittent streams from USGS topographic maps and the Illinois State Water Survey maps and show on project mapping. Water quality data will be updated to 2006 utilizing the Illinois Environmental Protection Agency's (IEPA's) Annual Water Quality report. IDOT District 5 will review Illinois Department of Natural Resources (IDNR) databases for mussel and fish distribution in affected streams. The team will determine stream morphometry (width, depth, degree of incision, substrate type), riparian vegetation, and adjoining land uses (i.e., grazing) based on field observations. Water Resources also includes groundwater. Groundwater for public and private potable uses will be described using available Illinois

State Geological Survey (ISGS) data bases. Additionally, the potential for shallow aquifer contamination will be described using ISGS publications.

- Floodplains: We will verify limits of FEMA floodzones on project aerial mapping – assessing potential for longitudinal encroachment and avoidance, if possible. If not possible, we will document the adverse impacts associated with their avoidance.
- Natural Resources: We will record general habitat cover types on project aerials using GIS for alternative corridors. IDOT District 5 will task the Illinois Natural History Survey with a field review of alternative corridors to determine whether potential habitat exists for Threatened or Endangered species recorded for McLean County. This scope of work does not include detailed surveys for these species. The analysis will be based on information received from the ESRF.
- Special Wastes: The team will update the IEPA database information (LUSTS, CERCLIS, Landfills) for sites in the vicinity of alternative corridors as identified in the Feasibility Study. Historic USGS topographic maps and aerial photographs will be reviewed as available for potential waste sites. We will identify other potential sources of special waste, such as existing or former service stations, auto repair facilities, bulk fuel facilities, and/or agricultural chemical warehouses and distribution facilities through field review (this does not include site inspections of properties or any intrusive testing).

Drainage Evaluation Analysis

Clark Dietz will review the existing drainage patterns and the impacts the various alternative corridors may have on drainage conditions. Drainage features will be identified through contour mapping and FEMA maps. Hydraulic Reports and Waterway Information Tables are not anticipated for this macro-level analysis.

Watershed delineations will be performed for each corridor. These delineations will identify the type of drainage structure needed for the proposed roadway crossing per each major watershed drainage way. Selection criteria will be developed to guide the selection process for the type of drainage structure. For example, watershed areas exceeding 320 acres will be considered as a major culvert crossing location. Areas exceeding 1,280 acres could be considered as bridge crossings. Drainage areas below 320 acres would then be minor culvert crossings. The amount and type of each structure would then be documented for each corridor. A culvert-crossing table will be prepared to present the accumulated data for each corridor. Unit cost pricing for each general structure type would be developed for use in preparing a construction cost estimate. This task includes limited coordination with FEMA and the Army Corps of Engineers.

Traffic Demand Modeling

The alternative alignments to be investigated within this study will require revisiting the regional TranPlan model developed for the East Side Corridor Feasibility Study. McLean County

Regional Planning Commission (MCRPC) has recently obtained the Cube modeling platform. As a component of this project the Clark Dietz team would assist in updating the regional model and convert from TranPlan to the Cube Voyager platform. This project component also includes coordination and instruction with MCRPC to assist them in utilizing the Cube model. A critical input into this model is the Baseline 2035 no-build socio-economic forecast; the MCRPC will develop the Baseline model with assistance from the Clark Dietz team.

The following tasks and subtasks outline the procedure and methodology that will be used for the model conversion and update:

- *Reviewing and Analyzing the Existing TRANPLAN Model*

The project team will obtain a copy of the existing TRANPLAN model and its documentation from MCRPC to review the current model's operation and file structure. A flow-chart of the model system will be developed to document the inputs and outputs of each module of the model for aid in converting to the CUBE environment. Limitations of the existing model and possible/desired enhancements will also be identified and documented. These can include mode choice using CUBE PT, time of day, destination choice distribution, etc. These enhancements will require amendments to this scope of services. We will coordinate the results of the review with the Steering Committee and will finalize the scope of the project. We will then develop a technical memorandum documenting the model review, possible enhancements, and final scope of the project.

- *Converting the Existing TRANPLAN Model to a Cube Voyager Model*

The project team will develop a model conversion framework and a user interface. A model conversion framework comprised of directory structure, file naming convention including extensions, input-output file formats, GIS data formats, media file formats, etc. will be determined and documented. A user interface will be developed using Cube Base which will consist of an application manager (flow-chart of the model systems), a scenario manager (tool for applying the model to multiple scenarios), and user input keys (place holders for a specific model run).

The team will then convert the TRANPLAN data. All files of the existing TRANPLAN model (zonal data files, network files, scripts, and other files) will be converted to Cube compatible formats. Files associated with each VOYAGER module of the model will be linked to the application manager while developing them.

Following this step, preliminary model calibration can commence. Once the model system has been developed, test runs will be performed and required modifications will be done to ensure proper functioning of the system. The results of the CUBE VOYAGER model will be compared to the results of the TRANPLAN model and will be discussed with the Steering Committee. We will then compose a technical memorandum

documenting the model conversion process along with comparative results of the TRANPLAN and CUBE VOYAGER models.

- *Data Collection*

We will collect data, when and where available, for developing/updating the base year model including 2005 AADT counts (daily, seasonal adjustment factors, and classification counts), traffic analysis zone structure in shapefile format, existing land use/zonal data (dwelling units, employment by sector, school enrollment, auto ownership, household income, etc), CTPP/Census data, highway network information (number of lanes, area type, facility type, speed limit, turn prohibitions, congestion level, etc.), and survey data related to travel behavior/patterns (available vehicle occupancy, internal and external trip patterns, origin destination study, etc.) within the urban area will be obtained from the Steering Committee for developing the base 2005 year model. It is assumed that the latest socioeconomic data and traffic count data are available based on a common base year of 2005.

This collection process will include data for developing/updating the future 2035 year model. Information on future land use/zonal data, highway network, etc. will be obtained from the Steering Committee for the purpose of developing/updating the future year model. The project team will coordinate with the Steering Committee to incorporate the future 2035 year land use and network datasets for the future year 2035 model development. A technical memorandum documenting the 2005 base year and the future 2035 year data conversion to a usable format will be developed.

- *Calibrating and Validating the 2035 Base Year Cube Voyager Model*

The 2035 base year model will be calibrated and validated through the following subtasks:

- Updating the highway network to reflect the existing conditions
- Refining the traffic analysis zone structure and updating the zonal data
- Updating the external stations and special generators
- Updating other model input data related to travel demand, supply, cost and time
- Base year model calibration and validation (trip generation, trip distribution, skims and path building, and trip assignment).
- Outputs from each step of the model will be critically reviewed and documented.

The outputs will be compared to the TRANPLAN model outputs for consistency purposes. Also, model reasonableness check (using select link analysis, select zone analysis, travel time analysis, free flow and congested speed analysis, etc.) will be performed and the validation statistics (VMT, VHT, V/C, screenlines, RMSE, etc.) for each module will be documented. The model will be calibrated and validated to FHWA

standards. A technical memorandum documenting the calibration and validation of the base year model and model plots showing the results will be developed.

- *Developing/Updating the Future Year Model*

Both the existing future year TRANPLAN model and the validated base year Cube Voyager model will be used for developing the future year Cube Voyager Model. This task will involve the following subtasks:

- Reviewing the future year TRANPLAN model
- Developing/updating future year networks
- Developing/updating the future year zonal data files
- Converting the relevant future year TRANPLAN files to CUBE VOYAGER – Certain model files of the existing future year TRANPLAN model will be converted to CUBE VOYAGER format.
- Updating other model files - Certain model files will be carried over to the future year from the base year CUBE VOYAGER model with required modifications.
- Checking reasonableness of the forecasts and making adjustments
- Documenting the process and the results

A technical memorandum documenting the development of the future year model and model plots showing the results will be developed.

- *Future Alternatives Testing*

Future year land use and network alternatives will be tested using the future year model and model plots and reports will be provided to the Steering Committee.

- *Documentation*

The Clark Dietz team will document the development and results of the base year and the future year models in the form of technical memoranda. A draft report will be provided to the Steering Committee for review. Once the review comments are finalized, the final documentation will be submitted to the Steering Committee along with the model files.

Facility Type Determination and Alternate Geometric Studies

Following data collection and evaluation, and through coordination with the steering committee and project stakeholders, the purpose and need statement will be developed in conjunction with the CSS understanding of project purpose.

The Clark Dietz team will research and develop a purpose and need statement that will also be applicable for use in the follow up environmental impact assessment phase. The purpose and need will address the following issues:

- Existing and proposed traffic volumes, patterns, and congestion levels.
- Safety considerations.
- Relationship to locally adopted plans, i.e., transportation, land use, and comprehensive development.
- Other transportation projects in the vicinity of the proposed East Side Highway project.
- Social and economic development in the area.
- Justification of the project's logical termini and independent utility.

From this point, the project team will develop and analyze alternative corridors that could provide a new facility between I-55 to the north and I-74 to the south and how best those alternatives satisfy the project's stated purpose and need. Of note, the May 2003 Proposed Corridor Alignment map identifies a possible south corridor study addition, carrying the study area south of I-74 to Illinois Route 51. This issue of corridor extension will be investigated as logical termini for the facility are determined.

The team will conduct screening stages of alternatives analysis identifying all feasible modes, configurations and alignments. In order to evaluate the alternative corridors equally, each corridor established will be 500 feet wide with horizontal geometrics based on a centerline. Clark Dietz will use IDOT criteria for design of the most feasible facility type. Horizontal alignments will be shown on exhibits with an aerial photo background. Vertical geometry will be limited to profile approximations for fatal flaw analysis and cost estimating purposes. Typical sections will be developed for the proposed facility. Individual cross sections will not be created since detailed right-of-way will not be necessary.

Three railroads cross the project study area. For budgeting purposes, it is anticipated that three railroad grade separation crossings will have to be developed and the same configurations will be utilized for each alternative corridor. Clark Dietz will develop three interchange concepts to be utilized for each alternative corridor: a cloverleaf, a trumpet and a diamond. The same concepts will be applicable for each alternative corridor. For budgeting purposes, we are assuming a full access controlled facility. A lesser design will still require interchanges at the interstate connections, however, interior nodes could likely be signalized intersections. Detailed Interchange Design Studies or Intersection Design Studies are not budgeted as part of this study.

The Clark Dietz team will prepare cost estimates for each alternative corridor for a comparative analysis. The cost estimates will cover major items plus a contingency factor. The format will follow the IDOT BDE Manual Figure 12-4A (Cost Estimate Format – Complex Projects). The Clark Dietz team will also develop an economic model that will quantify the benefits to various governmental entities in the study area. The economical model will quantify taxes, jobs, residences, and businesses based on connectivity to infrastructure, land use, and major economic drivers. This dollar amount will be used to determine the feasibility of the project.

Structural Studies

The structural work for the project will focus on proposed grade separations and waterway structures.

For each of the anticipated facility alignments that will be developed as the corridor studies progress, a select but presently unknown number of bridges will be required. Our scope of preliminary engineering services has assumed that a total of twelve significant structures will need to be evaluated. The Clark Dietz team will utilize structural information from the July 2002 East Side Corridor Feasibility Study that was completed to the maximum extent possible.

Structural studies will include preliminary analysis to determine the type and appropriate configuration for the bridges that have been anticipated. It has been assumed that an interchange will be needed at I-74 and I-55. Should the facility be an expressway, interchanges will be assumed at U.S. Route 150, Towanda-Barnes Road, Ireland Grove Road, Illinois Route 9, and Fort Jesse Road. Three railroad grade separations and two major waterway crossings are also assumed. Work associated with retaining walls will focus on identifying locations, types, and costs. A detailed structural alternatives analysis and drawings are not expected to be necessary.

Structural studies will require field work to assess existing conditions, and will be based on mapping and existing plans and survey data that will be supplied by McLean County. These studies will conclude with the development of general bridge type sketches and conceptual cost estimates. No geotechnical field work for the structures will be undertaken at this phase of the project, so assumptions will be made in regard to the type, viability of, and cost for foundations. The evaluation of potential existing abandon mines is excluded. A Corridor Geotechnical Report will be prepared per BDE Manual Section 11-4.02 (e).

Context Sensitive Solutions/Public Involvement

In addition to the purpose and need statement, the Corridor Report will highlight the alternatives analysis that is conducted as described in earlier tasks. The benefits and costs of the various alternatives considered will be highlighted to support the alternatives analysis. The CSS approach for this project study will be documented in the Corridor Report along with the results from the public involvement activities.

The Clark Dietz team will employ the process of IDOT's Context Sensitive Solutions (CSS) for the East Side Highway Phase I Study in accordance with IDOT BDE Procedure Memorandum 48-06. The CSS process is broken down in to four primary steps for the Corridor Study.

- Identify Stakeholders: The project team will assist in forming the project study group (PSG), identifying stakeholders, and refining the stakeholder involvement plan. We would anticipate two meetings for this project component.

- Develop Project Purpose: We will prepare and conduct project informational meetings with various groups throughout the community (6 meetings assumed), hold project purpose meetings and conduct the context audits with the stakeholders (3 meetings assumed), and facilitate meetings to develop a project purpose (2 meetings assumed).
- Analyze Alternatives and Choose Preferred Alternative: we will work towards creating the Technical Advisory Groups (TAGs) from the stakeholders. The TAGs will meet with the PSG to work towards developing and analyzing alternatives supported by the previously defined project purpose (assume 5 alternatives meetings). Alternatives developed will then be presented to the stakeholders for comment (assume 3 meetings). If no major deviations are identified the PSG and TAGs can hold the alternatives elimination meeting(s) (assume 2 meetings) with the goal of a single corridor alignment being identified.
- Approval of Final Alternative: At a full stakeholder meeting, the final alternative is presented for approval (1 meeting assumed)

Corridor Report

The Clark Dietz team will prepare a preliminary Draft Corridor Report. The report format will follow guidance provided in the IDOT BDE Manual Section 12-2 (Report Format for Major Studies) and Section 12-3.01 (Corridor Reports). We will submit nine (9) copies of the preliminary Draft Corridor Report; seven (7) copies for the Steering Committee and two for IDOT District 5 review. Upon receiving comments, Clark Dietz will revise the report and provide thirteen (12) copies of the Draft Corridor Report; seven (7) copies for the Steering Committee and six (6) for IDOT District 5 review. The draft report will provide a recommendation regarding alternative implementation and will include a summary of all work performed, including baseline environmental and socio-economic features and potential benefits for each alternative, and the environmental impacts and costs of each alternative.

Correspondence and a summary of public comments will be analyzed. A summary will be provided of the reviews received as a result of the public involvement activities. Identified commitments will be included in the Final Corridor Report.

The preferred design alternative will be included, as well as, supporting reasons for the alignment recommendation and design features. The criteria for implementation of the next phase of the study will be identified. Construction staging is not included in the scope.

All Exhibits submitted with the Corridor Report will be on 8 ½" x 11" or 11" x 17" sheets. The Final Corridor Exhibits are assumed to comply with BDE Section 11-4.03 and will be located at the end of the report. Clark Dietz is assuming alternative corridors to be shown on one set of eight-11" x 17" sheets at a scale of 1" = 800'. Environmental resource mapping will be accomplished in a format and scale suitable for the use of overlay analysis and integration with transportation system and engineering data.

The Clark Dietz team will compile and analyze comments from the Public Informational Meeting and work with IDOT to revise the Draft Corridor Report. Six (6) copies of the Pre-Final Corridor Report will be submitted to IDOT District 5, and seven (7) will be provided to the Steering Committee. Clark Dietz will compile and analyze comments from the Public Hearing and revise the Pre-Final Report under the direction of IDOT District 5. After all comments are addressed, Clark Dietz will submit six (6) copies of the Final Corridor Report to IDOT District 5. An executive summary will be included with the Final Corridor Report. The report will be converted to PDF format for electronic distribution.

Project Administration and Coordination

This task pertains to the general management, coordination, and administrative items for this project. Along with the daily project management tasks that will be completed, this task also includes the development of monthly progress reports, invoices, and schedule updates. Clark Dietz will also keep a record of letters, emails, and telephone records relative to key coordination issues which will be coordinated with the Steering Committee and IDOT District 5 on a monthly basis. A project work plan will be prepared to identify project organization, responsibilities, coordination procedures, meetings, document formats, and standards for study activities.

This task will include a quality control/quality assurance process identified through a QA/QC plan document. This document will address all work to be performed by the various team members.

A web page will be set up to inform the public of the project status, and an ftp site will be established to pass information between the project team, the Steering Committee, and any other involved parties. The project team will publish a newsletter for distribution to the public.

Clark Dietz's project manager will direct the efforts of the Project Team and will facilitate coordination and communication with the Steering Committee and IDOT District 5. Fifteen (15) monthly project coordination meetings are anticipated with the Steering Committee. Clark Dietz will prepare minutes for all coordination meetings. The estimate for this task is based on an anticipated schedule of 15 months to complete the Corridor Study.

Financial Investigation Plan

The Clark Dietz will develop a funding source matrix to identify all potential funding opportunities and summarize them in matrix format. As soon as feasible, the project team will develop a preliminary estimate of cost to complete all Phase I services. We will conduct a strategic funding analysis that will consist of an update of recent inventories of available Federal and State funding programs. The inventory will be documented with commentary describing potential opportunities, along with matching requirements, applicability, timing, application requirements, and other responsibilities of the project sponsors.

In addition, the HDR's National Director of Federal Government Relations, Larry Bory located in Washington D.C., will be utilized to work on behalf of McLean County and locally elected officials to investigate additional funding for future phases of the East Side Highway Project.



Illinois Department of Transportation

Local Agency Amendment #1 for Federal Participation

Local Agency McLean County	State Contract	Day Labor	Local Contract X	RR Force Account
Section 05-00183-00-ES	Fund Type HPS	ITEP Number		

Construction		Engineering		Right-of-Way	
Job Number	Project Number	Job Number	Project Number	Job Number	Project Number
		P-95-347-05	HPP-3650(001)		

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

BE IT MUTUALLY AGREED that all remaining provisions of the original agreement not altered by this Amendment shall remain in full force and effect and the Amendment shall be binding upon and inure to the benefit of the parties hereto, their successors and assigns.

Amended Division of Cost

Type of Work	FHWA	%	STATE	%	LA	%	Total
Participating Construction		()		()		()	
Non-Participating Construction		()		()		()	
Preliminary Engineering	800,000	(*)		()	300,000	(Bal)	1,100,000
Construction Engineering		()		()		()	
Right of Way		()		()		()	
Railroads		()		()		()	
Utilities		()		()		()	
TOTAL	\$ 800,000		\$		\$ 300,000		\$ 1,100,000

*80% High Priority Funds nte \$800,000

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

If funding is not a percentage of the total, place an asterisk in the space provided for the percentage and explain above.

The Federal share of construction engineering may not exceed 15% of the Federal share of the final construction cost.

APPROVED

Name Michael Sweeney

Title County Board Chairman
County Board Chairperson/Mayor/Village President/etc.

Signature _____

Date _____

TIN Number 37-6001569

APPROVED

State of Illinois
Department of Transportation

Timothy W. Martin, Secretary

Date _____

Secretary's Delegate - Milton R. Sees, Director of Highways/Chief Engineer

Ellen Schanzle-Haskins, Chief Counsel

Ann L. Schneider, Director of Finance and Administration

RESOLUTION BY THE COUNTY BOARD OF MCLEAN COUNTY

WHEREAS, the bids were reviewed by the Transportation Committee of the McLean County Board at their meeting on July 11, 2006, for a letting held on July 5, 2006 for three (3) McLean County Non-MFT Construction Section projects and one (1) Township Construction Section project; and

WHEREAS, the Transportation Committee duly approved the bids on July 11, 2006.

NOW THEREFORE BE IT RESOLVED by the County Board of McLean County that they award the following materials and contracts:

Non-MFT CONSTRUCTION SECTION:

McLean County Holder Road..... Sec 05-00040-04-BR – Peacock Bridge

The successful bidder for the above section was:

Stark Excavating Company, Inc..... \$549,436.00

McLean County Holder Road..... Sec 05-00040-05-BR – Fairfield Culvert

The Successful bidder for the above section was:

Entler Excavating Company, Inc \$213,853.00

McLean County Danvers/Carlock Rd Sec 03-00148-05-BR – Kath Bridge

The successful bidder for the above section was:

Entler Excavating Company, Inc \$278,842.00

Township Bridge Program

Downs RD Sec 04-14125-00-BR – Milby Bridge

The Successful bidder for the above section was:

Stark Excavating Company, Inc..... \$248,880.50

Michael F. Sweeney, Chairman
McLean County Board

STATE OF ILLINOIS]
] SS
COUNTY OF MCLEAN]

I, Peggy Ann Milton, County Clerk in and for said County is the State aforesaid and keeper of the records and files thereof, as provided by statutes, do hereby certify the foregoing to be a true, perfect and complete copy of a resolution adopted by the County Board of McLean County at its monthly meeting held at Bloomington, Illinois on July 18, 2006.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seal of said County at my office in Bloomington, Illinois, in said County this 18th day of July, A.D., 2006.

[SEAL]

Peggy Ann Milton, McLean County Clerk

McLEAN COUNTY HIGHWAY DEPARTMENT

JULY 5, 2006

McLEAN COUNTY
SEC. 05-00040-04-BR

HJ EPPEL

OTTO BAUM

ENTLER EXCAVATING

ROWE

STARK
BID BOND

ENGINEERS
ESTIMATE

DELIVERY

ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL	STARK BID PRICE	STARK TOTAL	ROWE UNIT PRICE	ROWE TOTAL	ENTLER EXCAVATING UNIT PRICE	ENTLER EXCAVATING TOTAL	OTTO BAUM UNIT PRICE	OTTO BAUM TOTAL	HJ EPPEL UNIT PRICE	HJ EPPEL TOTAL
Earth Excavation	Cu Yd	700	\$25.00	\$17,500.00	\$11.00	\$7,700.00	\$0.00	\$0.00	\$15.00	\$10,500.00	\$0.00	\$0.00	\$0.00	\$0.00
Channel Excavation	Cu Yd	400	\$15.00	\$6,000.00	\$10.00	\$4,000.00	\$0.00	\$0.00	\$15.00	\$6,000.00	\$0.00	\$0.00	\$0.00	\$0.00
Furnished Excavation	Cu Yd	3,750	\$10.00	\$37,900.00	\$16.00	\$60,640.00	\$0.00	\$0.00	\$12.00	\$45,480.00	\$0.00	\$0.00	\$0.00	\$0.00
Porous Granular Embankment	Ton	76	\$30.00	\$2,280.00	\$32.00	\$2,432.00	\$0.00	\$0.00	\$40.00	\$3,040.00	\$0.00	\$0.00	\$0.00	\$0.00
Seeding, Class 2 Special	Acre	1.1	\$5,000.00	\$5,500.00	\$2,727.27	\$3,000.00	\$0.00	\$0.00	\$4,750.00	\$5,225.00	\$0.00	\$0.00	\$0.00	\$0.00
Temporary Ditch Checks	Each	12	\$50.00	\$600.00	\$150.00	\$1,800.00	\$0.00	\$0.00	\$100.00	\$1,200.00	\$0.00	\$0.00	\$0.00	\$0.00
Perimeter Erosion Barrier	Foot	500	\$3.50	\$1,750.00	\$3.00	\$1,500.00	\$0.00	\$0.00	\$4.00	\$2,000.00	\$0.00	\$0.00	\$0.00	\$0.00
Riprap, Special	Sq Yd	1,385	\$35.00	\$48,475.00	\$32.00	\$44,320.00	\$0.00	\$0.00	\$25.00	\$34,625.00	\$0.00	\$0.00	\$0.00	\$0.00
Bit Mail's (Prime Coat)	Gallon	210	\$25.00	\$5,250.00	\$5.00	\$1,050.00	\$0.00	\$0.00	\$4.00	\$840.00	\$0.00	\$0.00	\$0.00	\$0.00
Bit Surf Remove-Butt Joint	Sq Yd	212	\$30.00	\$6,360.00	\$16.00	\$3,392.00	\$0.00	\$0.00	\$12.00	\$2,544.00	\$0.00	\$0.00	\$0.00	\$0.00
Bridge Approach Pavement	Sq Yd	214	\$210.00	\$44,940.00	\$225.00	\$48,150.00	\$0.00	\$0.00	\$150.00	\$32,100.00	\$0.00	\$0.00	\$0.00	\$0.00
Bridge App Pave Conn (Flexible)	Sq Yd	43	\$140.00	\$6,020.00	\$100.00	\$4,300.00	\$0.00	\$0.00	\$200.00	\$8,600.00	\$0.00	\$0.00	\$0.00	\$0.00
Pavement Removal	Sq Yd	270	\$15.00	\$4,050.00	\$10.00	\$2,700.00	\$0.00	\$0.00	\$10.00	\$2,700.00	\$0.00	\$0.00	\$0.00	\$0.00
Area Reflective Crack Control	Foot	1,039	\$5.00	\$5,195.00	\$2.00	\$2,078.00	\$0.00	\$0.00	\$5.00	\$5,195.00	\$0.00	\$0.00	\$0.00	\$0.00
Agg Shoulders Type B	Ton	330	\$30.00	\$9,900.00	\$29.00	\$9,570.00	\$0.00	\$0.00	\$25.00	\$8,250.00	\$0.00	\$0.00	\$0.00	\$0.00
Removal of Existing Structures	Each	1	\$15,000.00	\$15,000.00	\$16,500.00	\$16,500.00	\$0.00	\$0.00	\$17,500.00	\$17,500.00	\$0.00	\$0.00	\$0.00	\$0.00
Concrete Structures	Cu Yd	25.7	\$600.00	\$15,420.00	\$700.00	\$17,990.00	\$0.00	\$0.00	\$600.00	\$15,420.00	\$0.00	\$0.00	\$0.00	\$0.00
Concrete Superstructure	Cu Yd	129.8	\$575.00	\$74,635.00	\$765.00	\$99,297.00	\$0.00	\$0.00	\$1,100.00	\$142,780.00	\$0.00	\$0.00	\$0.00	\$0.00
Bridge Deck Grooving	Sq Yd	325	\$6.00	\$1,950.00	\$10.00	\$3,250.00	\$0.00	\$0.00	\$10.00	\$3,250.00	\$0.00	\$0.00	\$0.00	\$0.00
Protective Coat	Sq Yd	539	\$2.00	\$1,078.00	\$2.00	\$1,078.00	\$0.00	\$0.00	\$5.00	\$2,695.00	\$0.00	\$0.00	\$0.00	\$0.00
Re Bars Epoxy Coated	Pound	39,390	\$1.00	\$39,390.00	\$1.10	\$43,329.00	\$0.00	\$0.00	\$1.15	\$45,299.50	\$0.00	\$0.00	\$0.00	\$0.00
Steel Bridge Rail Type SM	Foot	189	\$95.00	\$17,955.00	\$116.00	\$21,924.00	\$0.00	\$0.00	\$125.00	\$23,625.00	\$0.00	\$0.00	\$0.00	\$0.00
Furnishing Steel Piles HP 10x42	Foot	1,435	\$38.00	\$54,530.00	\$32.50	\$46,637.50	\$0.00	\$0.00	\$35.00	\$50,225.00	\$0.00	\$0.00	\$0.00	\$0.00
Testing Steel Piles HP 10x42	Foot	1,435	\$4.00	\$5,740.00	\$0.10	\$143.50	\$0.00	\$0.00	\$1.00	\$1,435.00	\$0.00	\$0.00	\$0.00	\$0.00
Test Pile Steel HP 10x42	Each	2	\$3,000.00	\$6,000.00	\$4,500.00	\$9,000.00	\$0.00	\$0.00	\$2,500.00	\$5,000.00	\$0.00	\$0.00	\$0.00	\$0.00
Name Plates	Each	1	\$300.00	\$300.00	\$250.00	\$250.00	\$0.00	\$0.00	\$350.00	\$350.00	\$0.00	\$0.00	\$0.00	\$0.00
Concrete Encasement	Cu Yd	20.6	\$500.00	\$10,300.00	\$1,200.00	\$24,720.00	\$0.00	\$0.00	\$600.00	\$12,360.00	\$0.00	\$0.00	\$0.00	\$0.00
SPBGR Type A	Foot	150	\$25.00	\$3,750.00	\$18.00	\$2,700.00	\$0.00	\$0.00	\$25.00	\$3,750.00	\$0.00	\$0.00	\$0.00	\$0.00
Traff Barr Terminal, Type 5A	Each	4	\$1,000.00	\$4,000.00	\$700.00	\$2,800.00	\$0.00	\$0.00	\$1,000.00	\$4,000.00	\$0.00	\$0.00	\$0.00	\$0.00
Traff Barr Terminal, Type 1	Each	4	\$2,500.00	\$10,000.00	\$1,250.00	\$5,000.00	\$0.00	\$0.00	\$1,500.00	\$6,000.00	\$0.00	\$0.00	\$0.00	\$0.00
Guardrail Removal and Salvage	Foot	96	\$10.00	\$960.00	\$15.00	\$1,440.00	\$0.00	\$0.00	\$15.00	\$1,440.00	\$0.00	\$0.00	\$0.00	\$0.00
Short Term Pave Marking-Line 4"	Foot	190	\$1.00	\$190.00	\$3.00	\$570.00	\$0.00	\$0.00	\$5.00	\$950.00	\$0.00	\$0.00	\$0.00	\$0.00
Guardrail Markers	Each	8	\$25.00	\$200.00	\$8.00	\$64.00	\$0.00	\$0.00	\$12.50	\$100.00	\$0.00	\$0.00	\$0.00	\$0.00
Terminal Markers-Direct Applied	Each	4	\$50.00	\$200.00	\$35.00	\$140.00	\$0.00	\$0.00	\$50.00	\$200.00	\$0.00	\$0.00	\$0.00	\$0.00
Bit Conc Base Crse Wide Super 6	Sq Yd	282	\$55.00	\$15,510.00	\$42.00	\$11,844.00	\$0.00	\$0.00	\$65.00	\$18,420.00	\$0.00	\$0.00	\$0.00	\$0.00
Bit Conc Bind Crse Super IL-19.0 N50	Ton	405	\$75.00	\$30,375.00	\$77.00	\$31,185.00	\$0.00	\$0.00	\$100.00	\$40,500.00	\$0.00	\$0.00	\$0.00	\$0.00
Bit Conc Surf Crse Super Mix C N50	Ton	81	\$90.00	\$7,290.00	\$78.00	\$6,318.00	\$0.00	\$0.00	\$15.00	\$1,215.00	\$0.00	\$0.00	\$0.00	\$0.00
Agg Base Crse Wide 6"	Sq Yd	282	\$40.00	\$11,280.00	\$18.00	\$5,076.00	\$0.00	\$0.00	\$15.00	\$4,230.00	\$0.00	\$0.00	\$0.00	\$0.00
Bar Splicers	Each	64	\$50.00	\$3,200.00	\$18.00	\$1,152.00	\$0.00	\$0.00	\$15.00	\$960.00	\$0.00	\$0.00	\$0.00	\$0.00
Paved Ditch Removal	Foot	64	\$7.00	\$448.00	\$15.00	\$960.00	\$0.00	\$0.00	\$15.00	\$960.00	\$0.00	\$0.00	\$0.00	\$0.00
				\$531,421.00		\$549,436.00		\$0.00		\$567,452.50		\$0.00		\$0.00
						3.39%				6.78%				-100.00%
														-100.00%

McLEAN COUNTY HIGHWAY DEPARTMENT
JULY 5, 2006

McLEAN COUNTY
SEC. 05-00040-05-BR

ITEM	DELIVERY	UNIT	QUANTITY	ENGINEERS ESTIMATE			STARK BID BOND			ROWE BID BOND			ENTLER EXCAVATING BID BOND			OTTO BAUM			HJ EPEL		
				UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL
Earth Excavation		Cu Yd	245	\$20.00	\$4,900.00	\$30.00	\$7,350.00	\$0.00	\$0.00	\$15.00	\$3,675.00	\$0.00	\$0.00	\$15.00	\$3,675.00	\$0.00	\$0.00	\$15.00	\$3,675.00	\$0.00	\$0.00
Furnished Excavation		Cu Yd	150	\$20.00	\$3,000.00	\$8.50	\$1,275.00	\$0.00	\$0.00	\$20.00	\$3,000.00	\$0.00	\$0.00	\$20.00	\$3,000.00	\$0.00	\$0.00	\$20.00	\$3,000.00	\$0.00	\$0.00
Porous Granular Embankment		Ton	650	\$30.00	\$19,500.00	\$15.00	\$9,750.00	\$0.00	\$0.00	\$6,000.00	\$12,000.00	\$0.00	\$0.00	\$6,000.00	\$12,000.00	\$0.00	\$0.00	\$6,000.00	\$12,000.00	\$0.00	\$0.00
Seeding Class 2 Special		Acre	0.2	\$10,000.00	\$2,000.00	\$12,500.00	\$2,500.00	\$0.00	\$0.00	\$21.00	\$4,200.00	\$0.00	\$0.00	\$21.00	\$4,200.00	\$0.00	\$0.00	\$21.00	\$4,200.00	\$0.00	\$0.00
Agg Base Crse Type B		Ton	130	\$30.00	\$3,900.00	\$34.00	\$4,420.00	\$0.00	\$0.00	\$35.00	\$4,550.00	\$0.00	\$0.00	\$35.00	\$4,550.00	\$0.00	\$0.00	\$35.00	\$4,550.00	\$0.00	\$0.00
Riprap Special		Sq Yd	348	\$35.00	\$12,180.00	\$34.00	\$11,832.00	\$0.00	\$0.00	\$5.00	\$1,740.00	\$0.00	\$0.00	\$5.00	\$1,740.00	\$0.00	\$0.00	\$5.00	\$1,740.00	\$0.00	\$0.00
Bk Mail's Prime Coat		Gallon	110	\$5.00	\$550.00	\$0.01	\$1.10	\$0.00	\$0.00	\$35.00	\$3,850.00	\$0.00	\$0.00	\$35.00	\$3,850.00	\$0.00	\$0.00	\$35.00	\$3,850.00	\$0.00	\$0.00
Agg Shoulders Type B		Ton	45	\$30.00	\$1,350.00	\$36.00	\$1,620.00	\$0.00	\$0.00	\$10,000.00	\$14,000.00	\$0.00	\$0.00	\$10,000.00	\$14,000.00	\$0.00	\$0.00	\$10,000.00	\$14,000.00	\$0.00	\$0.00
Removal of Existing Structures		Each	1	\$10,000.00	\$10,000.00	\$14,000.00	\$14,000.00	\$0.00	\$0.00	\$1.15	\$1.15	\$0.00	\$0.00	\$1.15	\$1.15	\$0.00	\$0.00	\$1.15	\$1.15	\$0.00	\$0.00
Rebars Epoxy Coated		Pound	33,240	\$1.10	\$36,564.00	\$1.10	\$36,564.00	\$0.00	\$0.00	\$750.00	\$24,750.00	\$0.00	\$0.00	\$750.00	\$24,750.00	\$0.00	\$0.00	\$750.00	\$24,750.00	\$0.00	\$0.00
Concrete Box Culverts		Cu Yd	126.3	\$700.00	\$88,410.00	\$760.00	\$95,988.00	\$0.00	\$0.00	\$175.00	\$22,000.00	\$0.00	\$0.00	\$175.00	\$22,000.00	\$0.00	\$0.00	\$175.00	\$22,000.00	\$0.00	\$0.00
Steel Bridge Rail Type SM		Foot	40	\$130.00	\$5,200.00	\$175.00	\$7,000.00	\$0.00	\$0.00	\$300.00	\$12,000.00	\$0.00	\$0.00	\$300.00	\$12,000.00	\$0.00	\$0.00	\$300.00	\$12,000.00	\$0.00	\$0.00
Name Plates		Each	1	\$300.00	\$300.00	\$300.00	\$300.00	\$0.00	\$0.00	\$3.00	\$3.00	\$0.00	\$0.00	\$3.00	\$3.00	\$0.00	\$0.00	\$3.00	\$3.00	\$0.00	\$0.00
Short Term Pavement Marking		Foot	36	\$5.00	\$180.00	\$3.00	\$108.00	\$0.00	\$0.00	\$108.00	\$3,888.00	\$0.00	\$0.00	\$108.00	\$3,888.00	\$0.00	\$0.00	\$108.00	\$3,888.00	\$0.00	\$0.00
Terminal Marker-Direct Applied		Each	4	\$50.00	\$200.00	\$35.00	\$140.00	\$0.00	\$0.00	\$140.00	\$560.00	\$0.00	\$0.00	\$140.00	\$560.00	\$0.00	\$0.00	\$140.00	\$560.00	\$0.00	\$0.00
Bit Conc Base Crse Super 6		Sq Yd	278	\$70.00	\$19,460.00	\$48.00	\$13,344.00	\$0.00	\$0.00	\$2,280.00	\$72,960.00	\$0.00	\$0.00	\$2,280.00	\$72,960.00	\$0.00	\$0.00	\$2,280.00	\$72,960.00	\$0.00	\$0.00
Agg Base Crse Special 6		Sq Yd	152	\$15.00	\$2,280.00	\$18.00	\$2,736.00	\$0.00	\$0.00	\$20.00	\$3,040.00	\$0.00	\$0.00	\$20.00	\$3,040.00	\$0.00	\$0.00	\$20.00	\$3,040.00	\$0.00	\$0.00
Agg Base Crse Special 12		Sq Yd	152	\$20.00	\$3,040.00	\$20.00	\$3,040.00	\$0.00	\$0.00	\$14.25	\$2,166.00	\$0.00	\$0.00	\$14.25	\$2,166.00	\$0.00	\$0.00	\$14.25	\$2,166.00	\$0.00	\$0.00
GeoTech for Ground Stabilization		Sq Yd	152	\$10.00	\$1,520.00	\$8.00	\$1,216.00	\$0.00	\$0.00	\$8.00	\$1,216.00	\$0.00	\$0.00	\$8.00	\$1,216.00	\$0.00	\$0.00	\$8.00	\$1,216.00	\$0.00	\$0.00
Guardrail Removal		Foot	508	\$7.00	\$3,556.00	\$8.00	\$4,064.00	\$0.00	\$0.00	\$218,198.10	\$11,107,111.60	\$0.00	\$0.00	\$218,198.10	\$11,107,111.60	\$0.00	\$0.00	\$218,198.10	\$11,107,111.60	\$0.00	\$0.00
					\$218,090.00		\$218,198.10		\$0.00		\$218,198.10		\$0.00		\$218,198.10		\$0.00		\$218,198.10		\$0.00
									0.05%												-100.00%

McLEAN COUNTY
SEC. 03-00148-05-BR

ITEM	DELIVERY	UNIT	QUANTITY	ENGINEERS ESTIMATE			STARK BID BOND			ENTLER EXCAVATING BID BOND			OTTO BAUM			HJ EPEL					
				UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL	UNIT PRICE	TOTAL		
Channel Excavation		Cu Yd	390	\$10.00	\$3,900.00	\$22.00	\$8,580.00	\$15.00	\$5,850.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Furnished Excavation		Cu Yd	240	\$10.00	\$2,400.00	\$10.00	\$2,400.00	\$15.00	\$3,600.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Porous Granular Backfill, Special		Ton	1,900	\$28.00	\$53,200.00	\$21.50	\$40,950.00	\$0.00	\$0.00	\$28,500.00	\$53,200.00	\$0.00	\$0.00	\$28,500.00	\$53,200.00	\$0.00	\$0.00	\$28,500.00	\$53,200.00	\$0.00	\$0.00
Riprap Special		Sq Yd	820	\$38.00	\$31,160.00	\$42.00	\$34,440.00	\$35.00	\$28,700.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Concrete Structures		Cu Yd	74.8	\$575.00	\$43,010.00	\$450.00	\$33,660.00	\$550.00	\$41,140.00	\$1.05	\$776.00	\$0.00	\$0.00	\$1.05	\$776.00	\$0.00	\$0.00	\$1.05	\$776.00	\$0.00	\$0.00
ReBars		Pound	4,840	\$1.10	\$5,324.00	\$1.40	\$6,776.00	\$1.05	\$5,082.00	\$110.00	\$529,200.00	\$0.00	\$0.00	\$110.00	\$529,200.00	\$0.00	\$0.00	\$110.00	\$529,200.00	\$0.00	\$0.00
Steel Railing Type S1		Foot	77	\$85.00	\$6,545.00	\$85.00	\$6,545.00	\$85.00	\$6,545.00	\$3,750.00	\$288,750.00	\$0.00	\$0.00	\$3,750.00	\$288,750.00	\$0.00	\$0.00	\$3,750.00	\$288,750.00	\$0.00	\$0.00
3 Sided Precast Concr Struct 32X13'		Foot	42	\$3,800.00	\$159,600.00	\$4,075.00	\$171,150.00	\$3,750.00	\$157,500.00	\$304,401.00	\$1,652,284.20	\$0.00	\$0.00	\$304,401.00	\$1,652,284.20	\$0.00	\$0.00	\$304,401.00	\$1,652,284.20	\$0.00	\$0.00
					\$303,139.00		\$304,401.00		\$303,139.00		\$303,139.00		\$0.00		\$303,139.00		\$0.00		\$303,139.00		\$0.00
									-0.24%												-100.00%

McLEAN COUNTY HIGHWAY DEPAK I MIEN I

JULY 5, 2006

DOWNS RD
SEC. 04-14125-00-BR

ROWE

OTTO BAUM

HJ EPEL

ENTLER EXCAVATING

ENGINEERS

DELIVERY

ITEM	UNIT	QUANTITY	UNIT PRICE	ESTIMATE TOTAL	STARK BID BOND UNIT PRICE	STARK BID BOND TOTAL	ENTLER EXCAVATING UNIT PRICE	ENTLER EXCAVATING TOTAL	HJ EPEL UNIT PRICE	HJ EPEL TOTAL	OTTO BAUM UNIT PRICE	OTTO BAUM TOTAL	ROWE UNIT PRICE	ROWE TOTAL
Earth Excavation	Cu Yd	350	\$25.00	\$8,750.00	\$28.00	\$9,800.00	\$15.00	\$5,250.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Channel Excavation	Cu Yd	290	\$15.00	\$4,350.00	\$12.00	\$3,480.00	\$15.00	\$4,350.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Furnished Excavation	Cu Yd	250	\$12.00	\$3,000.00	\$5.00	\$1,250.00	\$20.00	\$2,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Porous Granular Embankment	Ton	100	\$30.00	\$3,000.00	\$37.00	\$3,700.00	\$5,000.00	\$2,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Seeding Class 2	Acres	0.4	\$5,000.00	\$2,000.00	\$6,250.00	\$2,500.00	\$35.00	\$10,500.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Riprap Special	Ton	300	\$40.00	\$12,000.00	\$52.00	\$15,600.00	\$21.00	\$17,010.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Agg Surf Crse Type B	Ton	810	\$22.00	\$17,820.00	\$21.00	\$17,010.00	\$7,500.00	\$7,500.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Removal of Existing Structures	Each	1	\$15,000.00	\$15,000.00	\$12,750.00	\$12,750.00	\$650.00	\$16,510.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Concrete Structures	Cu Yd	25.4	\$600.00	\$15,240.00	\$710.00	\$18,034.00	\$1,100.00	\$92,950.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Concrete Superstructures	Cu Yd	84.5	\$625.00	\$52,812.50	\$750.00	\$63,375.00	\$4.00	\$864.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Protective Coat	Sq Yd	216	\$2.00	\$432.00	\$2.00	\$432.00	\$1.15	\$28,140.50	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
ReBars Epoxy Coated	Pound	24,470	\$1.20	\$29,364.00	\$1.10	\$26,917.00	\$82.00	\$11,808.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Steel Railing Type S1	Foot	144	\$90.00	\$12,960.00	\$75.00	\$10,800.00	\$35.00	\$23,975.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Furnish Steel Piles HP 10x42	Foot	685	\$38.00	\$26,030.00	\$38.00	\$26,030.00	\$1.00	\$685.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Driving Steel Piles	Foot	685	\$4.00	\$2,740.00	\$0.10	\$68.50	\$2,500.00	\$5,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Test Piles Steel HP 10x42	Each	2	\$3,000.00	\$6,000.00	\$3,750.00	\$7,500.00	\$750.00	\$6,750.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Concrete Encasement	Cu Yd	9.0	\$600.00	\$5,400.00	\$1,250.00	\$11,250.00	\$350.00	\$3,350.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Name Plates	Each	1	\$300.00	\$300.00	\$250.00	\$250.00	\$1,000.00	\$4,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Traff Barr Term Type 5A	Each	4	\$1,000.00	\$4,000.00	\$810.00	\$3,240.00	\$1,500.00	\$6,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Traff Barr Term Type 1	Each	4	\$2,500.00	\$10,000.00	\$1,360.00	\$5,440.00	\$25.00	\$1,150.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
P Cul CI D 118" (PGCSCP)	Foot	46	\$40.00	\$1,840.00	\$29.00	\$1,334.00	\$32.00	\$5,120.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
P Cul CI D 1 24" (PGCSCP)	Foot	160	\$42.00	\$6,720.00	\$60.00	\$9,600.00	\$50.00	\$200.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Final Markers-Direct Applied	Each	4	\$50.00	\$200.00	\$30.00	\$120.00	\$50.00	\$200.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
				\$239,958.50		\$248,880.50		\$255,862.50		\$0.00		\$0.00		\$0.00
								6.63%						-100.00%
														-100.00%

**INTERGOVERNMENT AGREEMENT
BETWEEN THE VILLAGE OF DANVERS AND THE COUNTY OF MCLEAN**

WHEREAS, Article VII, Section 10 of the Illinois Constitution and the Illinois Intergovernmental Cooperation Act, 5 ILCS 220\1 *et.seq.*, permit and encourage local governments to enter into intergovernmental agreements to obtain or share services or to exercise combine or transfer powers and functions and;

WHEREAS, the Villager of Danvers is a municipal corporation, and the County of McLean is a body corporate and politic and;

WHEREAS, it is in the best interest of the public health, safety and welfare that West Street from Main Street to North Street in the Village of Danvers be designated a Class III 80,000-pound Truck Route and;

WHEREAS, the proposed addition of these 3 blocks of West Street from Main Street to North Street will provide a continuous 80,000-pound Class III Truck Route for the length of West Street in the Village of Danvers, and;

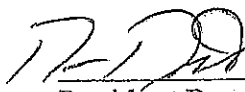
WHEREAS, this 80,000-pound Class III Truck Route addition will allow truck access to the elevator and Route 9 from CH 53 on the North, now, therefore,

The County of McLean and the Village of Danvers hereby agrees as follows:

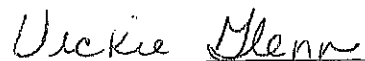
1. The Village of Danvers will pass a weight limit ordinance establishing West Street from Main Street to North Street as an 80,000-pound Class III Truck Route and shall erect signs so stating. This shall be a permanent change effective upon the completion of construction of CH 53 from Danvers to Carlock by McLean County.
2. McLean County will contract to add 2" of Bituminous Hot Mix to West Street from Main Street to North Street within 5 years of the date of this agreement when resurfacing CH 55 west of Danvers. The plans for said work on West Street to be approved by the Village of Danvers.
3. Any party may terminate this agreement if construction of CH53 from Danvers to Carlock does not begin within 5 years. Termination by a party to this agreement must be in writing and delivered to the other party 60 days prior to the date of termination.

APPROVED:

ATTEST:



President Ron Roth (date)
Village of Danvers



Vickie Glenn
Village/City Clerk

Chairman Michael F. Sweeney (date)
McLean County Board

Peggy Ann Milton
County Clerk

Village of Danvers Weight Limit Ordinance

WHEREAS, it is hereby deemed to be of mutual benefit for the Village of Danvers and McLean County to enter into an agreement to increase the weight limit of West Street from Main Street to North Street in the Village of Danvers to 80,000 pounds.

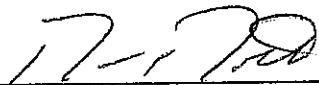
NOW, THEREFORE, the Board of Trustees of the Village of Danvers hereby approves the attached Intergovernmental Agreement with McLean County and authorizes the President of the Board of Trustees of the Village of Danvers to sign said agreement, and also,

The Board of Trustees of the Village of Danvers hereby establishes West Street from Main Street to North Street as a Class III Truck Route with an 80,000-pound maximum weight limit. Said designation to be effective upon the completion of the construction of McLean County Highway 53 from Danvers to Carlock, and the erection of the signs designating this portion of road as a Class III Truck Route, as herein authorized.

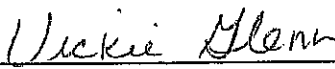
Dated this 5th day of June, 2006.

APPROVED:

ATTEST:



President Ron Roth
Village of Danvers



Vickie Glenn
Village/City Clerk

2006 Village of Carlock Bridge Repair Petition

TO: McLean County Board
Care of County Clerk
Government Center
Bloomington, Illinois

2006 Village of Carlock Bridge Repair, Located on Church Street 160' North of Douglas Street in the Village of Carlock.

Ladies and Gentlemen:

The Village of Carlock, McLean County, Illinois requests that McLean County in accordance with the Illinois Highway Code, 605 ILCS 5/5-501 of the Illinois Compiled Statutes as amended; repair a bridge located on Church Street 160' North of Douglas Street in the Village of Carlock.

That of the funds appropriated at the November 2005 meeting of the McLean County Board, \$5,000.00 be used as the County's share of the cost to repair this bridge.

The Village of Carlock certifies that they have levied the full amount allowed by law for such corporate purposes for each of the 2 years last past.

The Village of Carlock further states that the County Engineer has made a survey of the damage and has determined that repairs are necessary and has estimated that the cost of the repair work shall be \$10,000.00.

The Village of Carlock further certifies that the cost of the repair work exceeds 0.02% of the equalized assessed valuation of the Municipality.

Respectfully submitted,



Mayor, Village of Carlock

Approved 

County Engineer, McLean County, IL

ATTEST

Peggy Ann Milton, County Clerk

Mr. Michael F. Sweeney, County Board Chairman

County Board Meeting On July 18, 2006

M:\masters\twp repair petitions



Local Agency No. 1 (Conveyor)	Local Agency No. 2 (Recipient)
Municipality:	Municipality:
Township/Road District:	Township/Road District: Dawson Road District
County: McLean	County: McLean

In accordance with authority granted in Section 4-409 of the Illinois Highway Code, this agreement is made and entered into between the above Local Agency No. 1, hereinafter referred to as "Conveyor" and the above Local Agency No. 2, hereinafter referred to as "Recipient", to transfer the jurisdiction of the designated location from the Conveyor to the Recipient.

Location Description

Name Holder - Ellsworth Road (C.H. 28) Route 1100N Length 24865 FT (4.709 miles) Termini C.H. 25 @ 2400E and 1100N. 11645 feet East to C.H. 21 @ 2600E and 1100N; then 13220 feet East to C.H. 17 @ 2850E and 1100N

This transfer [] does [] does not include Structure No. None

Include for Municipalities Only

WHEREAS, the authority to make changes to the Municipal Street System is granted to the Municipality by Section 7-101 of the Illinois Highway Code.

NOW THEREFORE IT IS AGREED that the corporate authority of said municipality will pass an ordinance providing for the transfer of the above location and shall attach hereto and make a part thereof a copy of the ordinance, and

Include for Counties Only

WHEREAS, the authority to make changes to the County Highway System is granted to the County by Section 5-105 of the Illinois Highway Code.

NOW THEREFORE IT IS AGREED that the County Board of said County will pass a resolution providing for the transfer of the above location and shall attach hereto and make a part thereof a copy of the resolution, and

Include for Township/Road Districts Only

WHEREAS, the authority to make changes to the Township Road District System is granted to the Highway Commissioner under Section 6-201.3 of the Illinois Highway Code.

The Conveyor Agrees to prepare a map of the above location and attach a copy of such location map hereto.

IT IS MUTUALLY AGREED, that this jurisdictional transfer will become effective upon: IDOT Approval

Supplements

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

Supplement #1 County Resolution, #2 Map (Insert supplement numbers or letters and page numbers, if applicable)

IT IS FURTHER AGREED, that the provisions of this agreement shall be binding upon and inure to the benefit of the parties hereto, their successors and assigns.

APPROVED BY CONVEYOR

APPROVED BY RECIPIENT

Name Michael F. Sweeney

Name Tim Bane

Title Chairman McLean County Board Chairman County Board/Mayor/Village President/etc.

Title Highway Commissioner Dawson Rd Dist Chairman County Board/Mayor/Village President/etc.

Signature

Signature Timothy A. Bane

APPROVED

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION By:

Director of Highways

Date

RESOLUTION
McLEAN COUNTY TO DELETE C. H. 28 (HOLDER-ELLSWORTH ROAD / 1100N)
County Resolution

Providing for the deletion of County Highway No. 28 from County Highway No. 25 to County Highway No. 17 on 1100N from the County Highway System in McLean County, Illinois.

Whereas the County Board of McLean County, and Dawson Road District entered into an agreement for transfer of the jurisdiction of the above location to the Road District System.

NOW THEREFORE, BE IT RESOLVED, that the above location, with Illinois Department of Transportation approval, be deleted from the highway system of McLean County, and that said route is identified as County Highway No. 28 from County Highway No. 25 to County Highway No. 17 on 1100N.

BE IT FURTHER RESOLVED, that the clerk is hereby directed to transmit three certified copies of this Resolution to the State through its Regional Engineer's Office at Paris, Illinois.

Michael F. Sweeney, Chairman, McLean County Board

CERTIFICATE

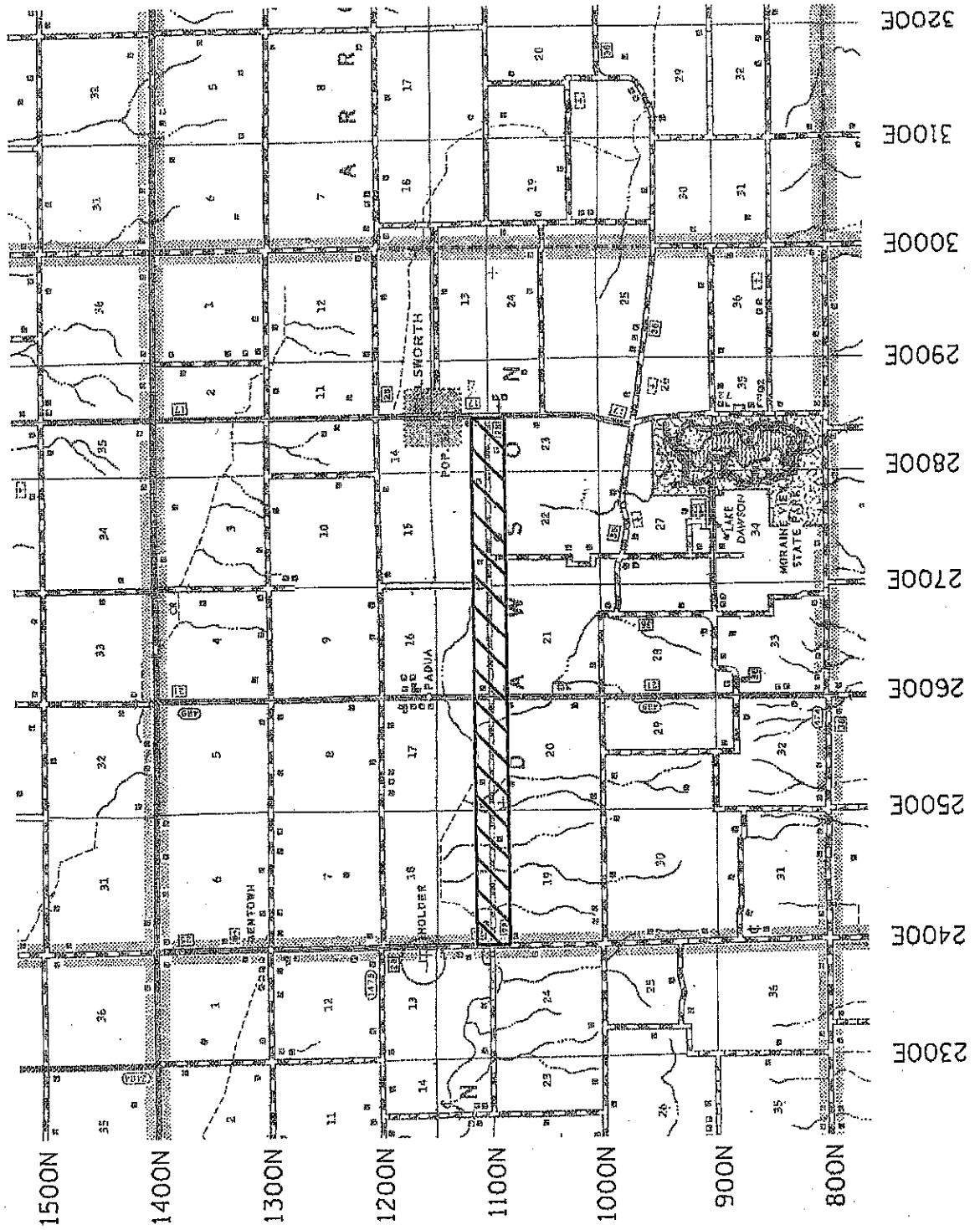
I, Peggy Ann Milton, County Clerk, in and for said County in the State of Illinois, and keeper of the records and files thereof, as provided by statute, do hereby certify the foregoing to be a true, perfect and complete copy of a Resolution adopted by the County Board of McLean County at its Regular meeting held at Bloomington on July 18, 2006.

In testimony whereof, I have hereunto set my hand and affixed the seal of said County at my office in Bloomington, in said County this _____ day of _____, A.D., 2006.

[SEAL]

County Clerk

JURISDICTIONAL TRANSFER LOCATION MAP
 COUNTY TO TOWNSHIP TRANSFER





Local Agency No. 1 (Conveyor)	Local Agency No. 2 (Recipient)
Municipality:	Municipality:
Township/Road District: Dawson Road District	Township/Road District:
County: McLean	County: McLean

In accordance with authority granted in Section 4-409 of the Illinois Highway Code, this agreement is made and entered into between the above Local Agency No. 1, hereinafter referred to as "Conveyor" and the above Local Agency No. 2, hereinafter referred to as "Recipient", to transfer the jurisdiction of the designated location from the Conveyor to the Recipient.

Location Description

Name New C.H. 28 (1200N) Route TR 325B Length 24945 FT (4.724 miles)
Termini C.H. 25 @ 2400E and 1200N. 11740 feet East to C.H. 21 @ 2600E and 1200N; then 13205 feet East to
C.H. 17 @ 2850E and 1200N

This transfer does does not include Structure No. None

Include for Municipalities Only

WHEREAS, the authority to make changes to the Municipal Street System is granted to the Municipality by Section 7-101 of the Illinois Highway Code.
NOW THEREFORE IT IS AGREED that the corporate authority of said municipality will pass an ordinance providing for the transfer of the above location and shall attach hereto and make a part thereof a copy of the ordinance, and

Include for Counties Only

WHEREAS, the authority to make changes to the County Highway System is granted to the County by Section 5-105 of the Illinois Highway Code.
NOW THEREFORE IT IS AGREED that the County Board of said County will pass a resolution providing for the transfer of the above location and shall attach hereto and make a part thereof a copy of the resolution, and

Include for Township/Road Districts Only

WHEREAS, the authority to make changes to the Township Road District System is granted to the Highway Commissioner under Section 6-201.3 of the Illinois Highway Code.

The Conveyor Agrees to prepare a map of the above location and attach a copy of such location map hereto.

IT IS MUTUALLY AGREED, that this jurisdictional transfer will become effective upon: IDOT Approval

Supplements

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

Supplement #1 County Resolution, #2 Map
(Insert supplement numbers or letters and page numbers, if applicable)

IT IS FURTHER AGREED, that the provisions of this agreement shall be binding upon and inure to the benefit of the parties hereto, their successors and assigns.

APPROVED BY CONVEYOR	APPROVED BY RECIPIENT
Name <u>Tim Bane</u>	Name <u>Michael F. Sweeney</u>
Title <u>Highway Commissioner Dawson Road District</u> Chairman County Board/Mayor/Village President/etc.	Title <u>Chairman McLean County Board</u> Chairman County Board/Mayor/Village President/etc.
Signature <u><i>Timothy A. Bane</i></u>	Signature _____

APPROVED
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION By: _____ Date _____
Director of Highways

RESOLUTION
McLEAN COUNTY TO ADD C. H. 28 (1200N)
County Resolution

Providing for the addition of County Highway No. 28 on 1200N from County Highway No. 25 to County Highway No. 17 to the County Highway System in McLean County, Illinois.

Whereas the County Board of McLean County, and Dawson Road District entered into an agreement for transfer of the jurisdiction of the above location to the County Highway System.

NOW THEREFORE, BE IT RESOLVED, that the above location, with Illinois Department of Transportation approval, be added to the highway system of McLean County, and that said route shall be identified as County Highway No. 28 from County Highway No. 25 to County Highway No. 17 on 1200N.

BE IT FURTHER RESOLVED, that the clerk is hereby directed to transmit three certified copies of this Resolution to the State through its Regional Engineer's Office at Paris, Illinois.

Michael F. Sweeney, Chairman, McLean County Board

CERTIFICATE

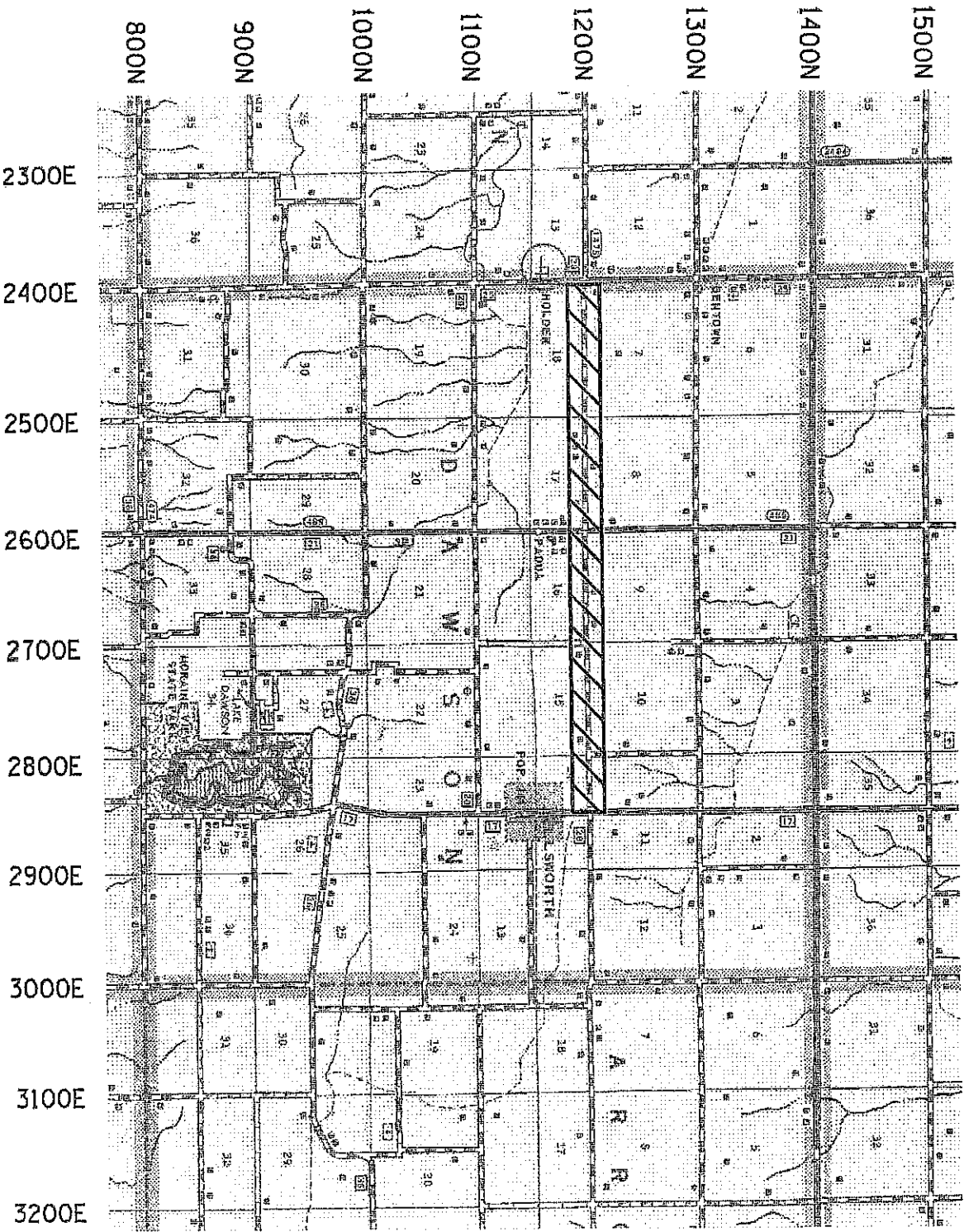
I, Peggy Ann Milton, County Clerk, in and for said County in the State of Illinois, and keeper of the records and files thereof, as provided by statute, do hereby certify the foregoing to be a true, perfect and complete copy of a Resolution adopted by the County Board of McLean County at its Regular meeting held at Bloomington on July 18, 2006.

In testimony whereof, I have hereunto set my hand and affixed the seal of said County at my office in Bloomington, in said County this _____ day of _____, A.D., 2006.

[SEAL]

County Clerk

JURISDICTIONAL TRANSFER LOCATION MAP
TOWNSHIP TO COUNTY TRANSFER





Local Agency No. 1 (Conveyor)	Local Agency No. 2 (Recipient)
Municipality:	Municipality:
Township/Road District:	Township/Road District: Dawson Road District
County: McLean	County: McLean

In accordance with authority granted in Section 4-409 of the Illinois Highway Code, this agreement is made and entered into between the above Local Agency No. 1, hereinafter referred to as "Conveyor" and the above Local Agency No. 2, hereinafter referred to as "Recipient", to transfer the jurisdiction of the designated location from the Conveyor to the Recipient.

Location Description

Name Bentown-Holder Road Route C.H. 25 Length 2734 FT (0.518 miles) Termini Railroad tracks at the South edge of Holder @ 1152N and 2400E; then 2734 feet South to C.H. 28 @ 1100N and 2400E

This transfer [X] does [] does not include Structure No. Existing 057-4104 / Proposed 057-4107

Include for Municipalities Only

WHEREAS, the authority to make changes to the Municipal Street System is granted to the Municipality by Section 7-101 of the Illinois Highway Code. NOW THEREFORE IT IS AGREED that the corporate authority of said municipality will pass an ordinance providing for the transfer of the above location and shall attach hereto and make a part thereof a copy of the ordinance, and

Include for Counties Only

WHEREAS, the authority to make changes to the County Highway System is granted to the County by Section 5-105 of the Illinois Highway Code. NOW THEREFORE IT IS AGREED that the County Board of said County will pass a resolution providing for the transfer of the above location and shall attach hereto and make a part thereof a copy of the resolution, and

Include for Township/Road Districts Only

WHEREAS, the authority to make changes to the Township Road District System is granted to the Highway Commissioner under Section 6-201.3 of the Illinois Highway Code.

The Conveyor Agrees to prepare a map of the above location and attach a copy of such location map hereto.

IT IS MUTUALLY AGREED, that this jurisdictional transfer will become effective upon: Completion of reconstruction of the bridge and road from the railroad tracks to 1100N (Sections 05-00040-04-BR & 04-00040-03-WR).

Supplements

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

Supplement #1 County Resolution, #2 Map (Insert supplement numbers or letters and page numbers, if applicable)

IT IS FURTHER AGREED, that the provisions of this agreement shall be binding upon and inure to the benefit of the parties hereto, their successors and assigns.

APPROVED BY CONVEYOR APPROVED BY RECIPIENT Name Michael F. Sweeney Name Tim Bane Title Chairman McLean County Board Title Highway Commissioner Dawson Rd Dist Chairman County Board/Mayor/Village President/etc. Signature Signature Timothy A. Bane

APPROVED STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION By: Director of Highways Date

RESOLUTION
McLEAN COUNTY TO DELETE C. H. 25 (BENTOWN-HOLDER / 2400E)
County Resolution

Providing for the deletion of County Highway No. 25 from the Railroad Tracks at the South edge of Holder to County Highway No. 28 at 1100N on 2400E from the County Highway System in McLean County, Illinois.

Whereas the County Board of McLean County, and Dawson Road District entered into an agreement for transfer of the jurisdiction of the above location to the Road District System.

NOW THEREFORE, BE IT RESOLVED, that the above location, with Illinois Department of Transportation approval, be deleted from the highway system of McLean County, and that said route is identified as County Highway No. 25 from the Railroad Tracks at the South edge of Holder to County Highway No. 28 at 1100N on 2400E. Said transfer to be effective upon the completion of construction section numbers 05-00040-04-BR and 04-00040-03-WR and IDOT approval.

BE IT FURTHER RESOLVED, that the clerk is hereby directed to transmit three certified copies of this Resolution to the State through its Regional Engineer's Office at Paris, Illinois.

Michael F. Sweeney, Chairman, McLean County Board

CERTIFICATE

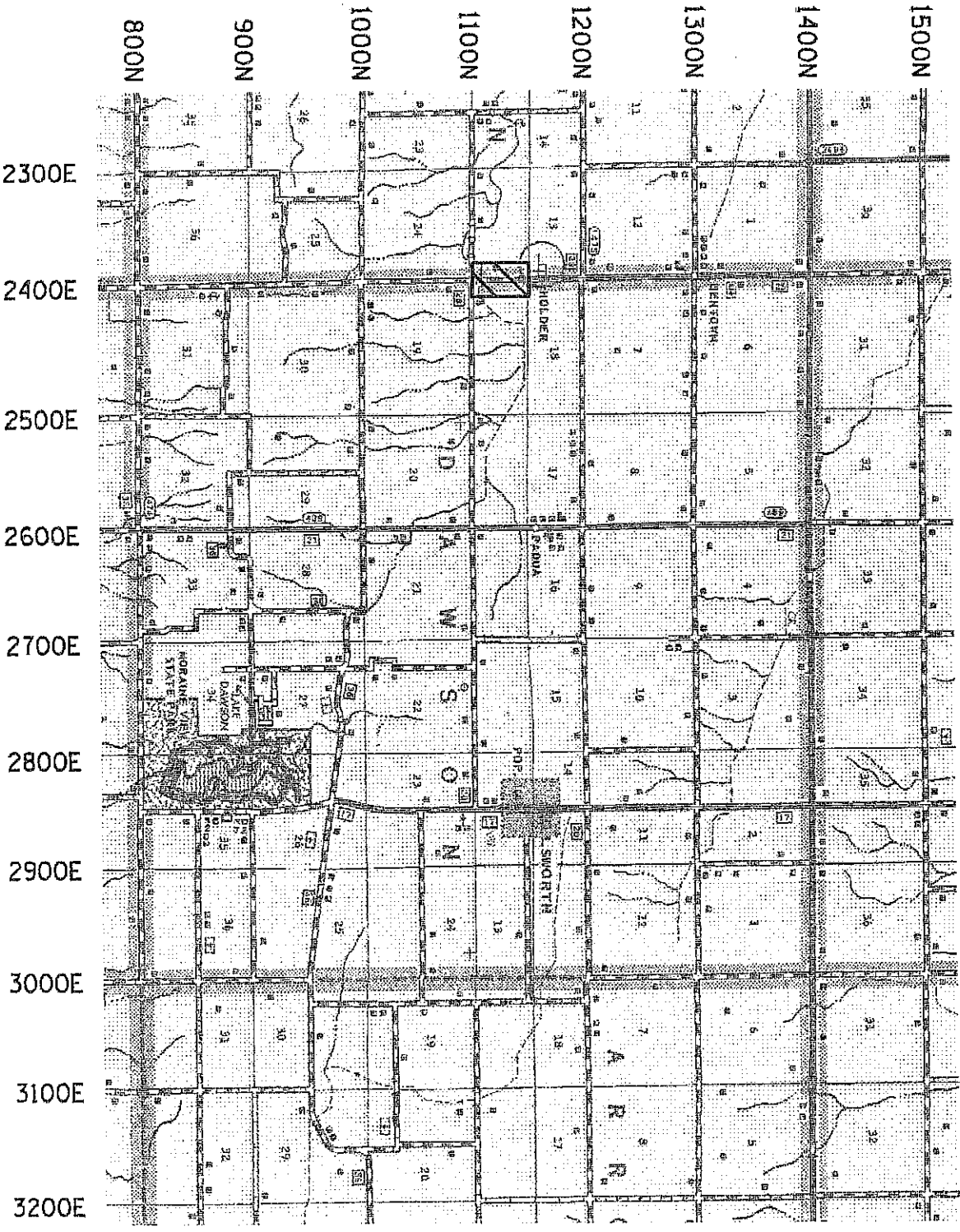
I, Peggy Ann Milton, County Clerk, in and for said County in the State of Illinois, and keeper of the records and files thereof, as provided by statute, do hereby certify the foregoing to be a true, perfect and complete copy of a Resolution adopted by the County Board of McLean County at its Regular meeting held at Bloomington on July 18, 2006.

In testimony whereof, I have hereunto set my hand and affixed the seal of said County at my office in Bloomington, in said County this _____ day of _____, A.D., 2006.

[SEAL]

County Clerk

JURISDICTIONAL TRANSFER LOCATION MAP
 COUNTY TO TOWNSHIP TRANSFER





BE IT RESOLVED, by the County Board of McLean Lexington, Towanda, & Shirley I-55 Interchanges County, Illinois, that the following described County Highway(s) be improved under the Illinois Highway Code:

County Highway(s) 8, 29, & 34, beginning at points near the ends of the concrete pavement of the Interstate 55 Interchanges

and extending along said routes in various directions to points near the other ends of the concrete pavement of the Interstate 55 Interchanges

, a distance of approximately C.H. 8 (2,725.43'), C.H. 29 (4,046.07'), & C.H. 34 (3,550'); and,

BE IT FURTHER RESOLVED, that the type of improvement shall be C.H. 8 (complete pavement and shoulder reconstruction w/ concrete pavement), C.H. 29 (pavement and shoulder restoration with concrete patching and bituminous concrete resurfacing), & C.H. 34 (pavement restoration with concrete patching and shoulder restoration with bituminous concrete resurfacing)

and shall be designated as Section 05-00046-13-RP and,

BE IT FURTHER RESOLVED, that the improvement shall be constructed by contract; and

(Insert either "contract" or "the County through its officers, agents and employees")

BE IT FURTHER RESOLVED, that there is hereby appropriated the sum of Two Million Two Hundred Thousand dollars, (\$2,200,000.00)

from the County's allotment of Motor Fuel Tax Funds and/or County Matching Funds for the construction and engineering of this improvement and,

BE IT FURTHER RESOLVED, that the Clerk is hereby directed to transmit two certified copies of this resolution to the district office of the Department of Transportation.

Michael F. Sweeney, Chairman - McLean County Board

Authorized MFT Expenditure	I, <u>Peggy Ann Milton</u> County Clerk in and for said County, in the State aforesaid, and keeper of the records and files thereof, as provided by statute, do hereby certify the foregoing to be a true, perfect and complete copy of a resolution adopted by the County Board of <u>McLean</u> County, at its <u>regular</u>
Date	meeting held at <u>Bloomington, IL</u> on <u>July 18, 2006</u> Date
Department of Transportation	IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seal of said County at my office in <u>Bloomington</u>
Regional Engineer	in said County, this _____ day of _____ A.D. _____ (SEAL) _____ County Clerk

McLEAN COUNTY WEIGHT LIMIT RESOLUTION

WHEREAS, it is hereby deemed to be of benefit for McLean County to increase the weight limit of the Lexington-Leroy Road, McLean County Highway 21, from Illinois Route 9 to 1,575 feet South of 1300N to 80,000 pounds, and

WHEREAS, the structural improvement necessary to increase the weight limit has already been completed with funds provided by Horizon Wind Energy.

NOW THEREFORE, the McLean County Board hereby establishes the Lexington-Leroy Road, McLean County Highway 21, from Illinois Route 9 to 1,575 feet South of 1300N, a distance of 7,037 feet (1.333 Miles), as a Class III Truck Route with an 80,000 pounds maximum weight limit. Said designation to be effective upon the erection of the signs designating this portion of road as a Class III Truck Route, as herein authorized.

Dated this 18th day of July, 2006.

APPROVED:

Michael F. Sweeney, Chairman
McLean County Board

ATTEST:

Peggy Ann Milton, Clerk of the County Board
of McLean County, Illinois

McLEAN COUNTY WEIGHT LIMIT RESOLUTION

WHEREAS, it is hereby deemed to be of benefit for McLean County to increase the weight limit of the Ellsworth Road, McLean County Highway 17, from Illinois Route 9 to the Dawson Lake Road (McLean County Highway 36) to 80,000 pounds, and

WHEREAS, the structural improvement necessary to increase the weight limit has already been completed with funds provided by Horizon Wind Energy.

NOW THEREFORE, the McLean County Board hereby establishes the Ellsworth Road, McLean County Highway 17, from Illinois Route 9 to the Dawson Lake Road (McLean County Highway 36), a distance of 22,970 feet (4.350 Miles), as a Class III Truck Route with an 80,000 pounds maximum weight limit. Said designation to be effective upon the erection of the signs designating this portion of road as a Class III Truck Route, as herein authorized.

Dated this 18th day of July, 2006.

APPROVED:

Michael F. Sweeney, Chairman
McLean County Board

ATTEST:

Peggy Ann Milton, Clerk of the County Board
of McLean County, Illinois