

**KANE COUNTY TRANSPORTATION COMMITTEE**

**AGENDA**

September 27, 2010

1. **Call to Order**
2. **Approval of Minutes** – July 26, 2010 (August cancelled)
3. **Public Comment** – Items on the Agenda

**Division of Transportation**

4. **Finance**
  - A. Kane County Finance Director Report
  - B. Transportation Financial Reports – thru August 31, 2010
  - C. Update on Proposed FY2011 Transportation Budget
5. **Maintenance**
  - A. Maintenance Report
  - B. Adopt-A-Highway Approval
  - C. Personnel Approval
    1. *Resolution:* Approval of Personnel Hiring, Kane County Division of Transportation, Maintenance Department
    2. *Resolution:* Approval of Seasonal Part-time Personnel Hiring, Kane County Division of Transportation, Maintenance Department
6. **Planning & Programming**
  - A. Planning & Programming Report
  - B. 2040 Transit Planning Efforts Update
  - C. *Resolution:* Endorsing the Illinois 47 Corridor Planning Study and Supporting Future Efforts for Highway Improvements Thereto
  - D. *Resolution:* Approving a Road Improvement Impact Fee Credit Agreement Between the County of Kane and Wal-Mart for Randall Road at Bowes Road
  - E. 2040 Conceptual Land Use Strategy Update
7. **GIS / IT**
  - A. *Resolution:* Approving a GIS Professional Services Contract with GIS Solutions, Inc.
8. **Traffic & Permitting**
  - A. Traffic & Permitting Report
  - B. *Resolution:* Amending the Policy for Red Light Running (RLR) Camera Enforcement Systems
9. **Project Implementation**
  - A. Implementation Report

B. Design

1. 2010 Culvert Maintenance and Replacements
  - a. *Resolution:* Approving a Phase II Engineering Services Agreement with Homer L. Chastain & Associates, LLP for 2010 Culvert Maintenance and Replacement, Kane County Section No. 10-00413-00-BR
2. West County Line Road over Union Ditch #3
  - a. *Resolution:* Approving an Intergovernmental Agreement Between the County of Kane and the County of DeKalb for West County Line Road Bridge over Union Ditch #3, Kane County Section No. 08-00024-01-BR
3. Big Timber Road over Tyler & Pingree Creeks
  - a. *Resolution:* Approving a Wetland Mitigation Agreement with Land and Water Resources, Inc. for Big Timber Road over Tyler & Pingree Creeks, Kane County Section No. 98-00226-00-BR

C. Construction

1. Randall & Huntley Interconnect
  - a. *Resolution:* Approving a Phase III Engineering Services Agreement with MACTEC Engineering and Consulting, Inc. for the Randall Road and Huntley Road Traffic Signal Interconnects, Kane County Section No. 08-00379-00-TL
  - b. *Resolution:* Approving an Intergovernmental Agreement with the State of Illinois for Phase III Construction and Construction Engineering Services for the Randall & Huntley Roads Traffic Signal Interconnects, Kane County Section No. 08-00379-00-TL
2. Randall Road Interconnect – Dean Street to Main Street
  - a. *Resolution:* Approving an Intergovernmental Agreement with the State of Illinois for Phase III Construction of Randall Road from Dean Street to Main Street Traffic Signal Interconnects, Kane County Section No. 09-00237-02-TL
3. Orchard Road Interconnect – Randall Road to Rochester Road
  - a. *Resolution:* Approving an Intergovernmental Agreement with the State of Illinois for Phase III Construction of Orchard Road from Randall Road to Rochester Road Traffic Signal Interconnects, Kane County Section No. 09-00272-01-TL

10. **Executive** – Land Acquisition

- A. *Resolution:* Acquisition of Highway Right-of-Way, Orchard Road, Parcel No. 0039 & 0039TE, Kane County Section No. 99-00232-00-WR

11. **Public Comment** – Items not on the Agenda

12. **Adjourn**

**AGENDA ITEM EXECUTIVE SUMMARY**

Agenda Item #4A

Date: September 27, 2010

Item: Kane County Finance Director Report

Presenter / Sponsor: Leo Beltran

Assigned Committee: Transportation

Budgeted:  Yes  No  N/A*If not budgeted, explain funding source:* N/A

Appropriation: N/A

## Summary:

Attached are the Transportation Committee Revenue / Expenditure Reports and Transportation Accounts Payable Report from the Kane County Finance Director for the period ending August 31, 2010.

List Attachments: Transportation Budget Report and Accounts Payable.

Detailed information available from / at: Cheryl Pattelli, Kane County Finance Director, (630) 208-5113

Staff Comments / Recommendations: For information only.

**Transportation Committee Revenue Report - Summary**  
**Through August 31, 2010 (75.0% YTD)**

	Current Month Transactions	Total Amended Budget	YTD Actual Transactions	Total % Received
<b>520 Transportation</b>	<b>3,460,400</b>	<b>89,239,184</b>	<b>31,848,217</b>	<b>35.69%</b>
300 County Highway	365,592	8,633,425	3,333,221	38.61%
301 County Bridge	19,803	825,000	215,486	26.12%
302 Motor Fuel Tax	943,302	12,270,623	7,732,767	63.02%
303 County Highway Matching	3,565	131,773	34,437	26.13%
304 Motor Fuel Local Option	447,092	11,331,409	5,876,269	51.86%
305 Transportation Sales Tax	984,195	14,605,869	6,643,432	45.48%
513 Transit Sales Tax Bond Construct	7,140	27,970,091	94,112	0.34%
540 Transportation Capital	632,074	4,373,241	5,797,524	132.57%
550 Aurora Area Impact Fees	5,110	1,300,000	23,190	1.78%
551 Campton Hills Impact Fees	325	250,000	101,670	40.67%
552 Greater Elgin Impact Fees	42,485	1,490,497	518,908	34.81%
553 Northwest Impact Fees	1,857	1,738,321	642,987	36.99%
554 Southwest Impact Fees	1,314	1,024,000	407,710	39.82%
555 Tri-Cities Impact Fees	2,827	532,472	98,692	18.53%
556 Upper Fox Impact Fees	1,284	1,313,100	100,185	7.63%
557 West Central Impact Fees	50	160,000	4,298	2.69%
558 North Impact Fees	2,168	696,800	17,040	2.45%
559 Central Impact Fees	134	300,563	78,681	26.18%
560 South Impact Fees	83	292,000	127,609	43.70%
<b>Grand Total</b>	<b>3,460,400</b>	<b>89,239,184</b>	<b>31,848,217</b>	<b>35.69%</b>

**Transportation Committee Expenditure Report - Summary**  
**Through August 31, 2010 (75.0% YTD, 73.1% Payroll)**

	Current Month Transactions	Total Amended Budget	YTD Actual Transactions	YTD Encumbrances	Total % Used
<b>520 Transportation</b>	<b>1,321,205</b>	<b>89,239,184</b>	<b>33,749,697</b>	<b>35,613,472</b>	<b>77.73%</b>
300 County Highway	383,367	8,633,425	3,773,632	2,450,540	72.09%
301 County Bridge	46,646	825,000	293,471	92,157	46.74%
302 Motor Fuel Tax	206,933	12,270,623	8,436,622	1,259,301	79.02%
303 County Highway Matching		131,773	66,053	0	50.13%
304 Motor Fuel Local Option	226,857	11,331,409	2,246,889	5,044,585	64.35%
305 Transportation Sales Tax	125,955	14,605,869	9,418,290	3,649,096	89.47%
513 Transit Sales Tax Bond Construct	158,272	27,970,091	8,927,374	14,739,771	84.62%
540 Transportation Capital	75,480	4,373,241	375,055	3,182,682	81.35%
550 Aurora Area Impact Fees		1,300,000	32,418	0	2.49%
551 Campton Hills Impact Fees		250,000	25,030	153,837	71.55%
552 Greater Elgin Impact Fees		1,490,497	0	1,980,497	132.87%
553 Northwest Impact Fees	97,695	1,738,321	154,188	439,412	34.15%
554 Southwest Impact Fees		1,024,000	0	0	0.00%
555 Tri-Cities Impact Fees		532,472	0	610,075	114.57%
556 Upper Fox Impact Fees		1,313,100	500	68,390	5.25%
557 West Central Impact Fees		160,000	175	160,000	100.11%
558 North Impact Fees	0	696,800	0	1,783,130	255.90%
559 Central Impact Fees		300,563	0	0	0.00%
560 South Impact Fees		292,000	0	0	0.00%
<b>Grand Total</b>	<b>1,321,205</b>	<b>89,239,184</b>	<b>33,749,697</b>	<b>35,613,472</b>	<b>77.73%</b>

**Transportation Committee Expenditure Report - Detail  
Through August 31, 2010 (75.0% YTD, 73.1% Payroll)**

	Current Month Transactions	Total Amended Budget	YTD Actual Transactions	YTD Encumbrances	Total % Used
<b>520 Transportation</b>	<b>1,321,205</b>	<b>89,239,184</b>	<b>33,749,697</b>	<b>35,613,472</b>	<b>77.73%</b>
<b>Personnel Services- Salaries &amp; Wages</b>	<b>338,115</b>	<b>4,617,404</b>	<b>3,135,998</b>	<b>0</b>	<b>67.92%</b>
300 County Highway	188,689	2,379,645	1,579,842	0	66.39%
302 Motor Fuel Tax	149,427	2,237,759	1,556,156	0	69.54%
<b>Personnel Services- Employee Benefits</b>	<b>121,111</b>	<b>1,694,305</b>	<b>1,071,361</b>	<b>0</b>	<b>63.23%</b>
300 County Highway	63,955	905,616	554,721	0	61.25%
302 Motor Fuel Tax	57,156	788,689	516,640	0	65.51%
<b>Contractual Services</b>	<b>594,757</b>	<b>31,770,384</b>	<b>10,218,437</b>	<b>20,410,127</b>	<b>96.41%</b>
300 County Highway	75,300	2,264,638	993,326	809,457	79.61%
301 County Bridge	46,641	325,000	293,466	92,157	118.65%
302 Motor Fuel Tax	350	1,741,175	897,411	1,259,301	123.87%
304 Motor Fuel Local Option	174,057	6,453,348	1,331,407	3,053,791	67.95%
305 Transportation Sales Tax	125,955	1,230,579	493,539	1,396,166	153.56%
513 Transit Sales Tax Bond Construct	102,178	16,553,835	5,912,457	11,972,279	108.04%
540 Transportation Capital	67,486	1,344,909	276,430	997,356	94.71%
551 Campton Hills Impact Fees		0	0	3,196	
553 Northwest Impact Fees	2,791	183,000	19,727	439,412	250.90%
554 Southwest Impact Fees		24,000	0	0	0.00%
555 Tri-Cities Impact Fees		0	0	0	
556 Upper Fox Impact Fees		1,313,100	500	51,050	3.93%
557 West Central Impact Fees		160,000	175	160,000	100.11%
558 North Impact Fees	0	176,800	0	175,961	99.53%
<b>Contingency and Other</b>		<b>0</b>	<b>0</b>	<b>0</b>	
513 Transit Sales Tax Bond Construct		0	0	0	
<b>Commodities</b>	<b>46,449</b>	<b>3,251,173</b>	<b>1,844,601</b>	<b>964,669</b>	<b>86.41%</b>
300 County Highway	46,449	1,673,400	560,017	295,889	51.15%
302 Motor Fuel Tax		1,001,000	997,448	0	99.65%
303 County Highway Matching		131,773	66,053	0	50.13%
304 Motor Fuel Local Option		445,000	221,082	668,781	199.97%
<b>Capital</b>	<b>220,772</b>	<b>36,050,100</b>	<b>5,658,482</b>	<b>14,238,675</b>	<b>55.19%</b>
300 County Highway	8,976	1,410,126	85,726	1,345,193	101.47%
301 County Bridge	5	500,000	5	0	0.00%
302 Motor Fuel Tax		3,008,000	974,967	0	32.41%
304 Motor Fuel Local Option	52,799	4,433,061	694,400	1,322,014	45.49%
305 Transportation Sales Tax		5,048,472	597,933	2,252,929	56.47%
513 Transit Sales Tax Bond Construct	56,094	11,416,256	3,014,917	2,767,491	50.65%
540 Transportation Capital	7,994	3,028,332	98,625	2,185,325	75.42%
550 Aurora Area Impact Fees		1,300,000	32,418	0	2.49%
551 Campton Hills Impact Fees		250,000	25,030	150,640	70.27%
552 Greater Elgin Impact Fees		1,490,497	0	1,980,497	132.87%
553 Northwest Impact Fees	94,904	1,555,321	134,461	0	8.65%
554 Southwest Impact Fees		1,000,000	0	0	0.00%
555 Tri-Cities Impact Fees		532,472	0	610,075	114.57%
556 Upper Fox Impact Fees		0	0	17,340	
558 North Impact Fees		500,000	0	1,607,169	321.43%
559 Central Impact Fees		293,063	0	0	0.00%
560 South Impact Fees		284,500	0	0	0.00%
<b>Debt Service</b>		<b>0</b>	<b>0</b>	<b>0</b>	
513 Transit Sales Tax Bond Construct		0	0	0	

**Transportation Committee Expenditure Report - Detail  
Through August 31, 2010 (75.0% YTD, 73.1% Payroll)**

	Current Month Transactions	Total Amended Budget	YTD Actual Transactions	YTD Encumbrances	Total % Used
<b>Transfers Out</b>		<b>11,855,818</b>	<b>11,820,818</b>	<b>0</b>	<b>99.70%</b>
302 Motor Fuel Tax		3,494,000	3,494,000	0	100.00%
305 Transportation Sales Tax		8,326,818	8,326,818	0	100.00%
558 North Impact Fees		20,000	0	0	0.00%
559 Central Impact Fees		7,500	0	0	0.00%
560 South Impact Fees		7,500	0	0	0.00%
<b>Grand Total</b>	<b>1,321,205</b>	<b>89,239,184</b>	<b>33,749,697</b>	<b>35,613,472</b>	<b>77.73%</b>

**Kane County**  
**Transportation Accounts Payable by GL Distribution**

From Date: 08/01/2010 - To Date: 08/31/2010

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	Payment Date	G/L Date	Invoice Amount
<u>Fund: 300 - County Highway</u>									
<u>Department: 520 - Transportation</u>									
<u>Sub-Department: 520 - County Highway</u>									
<u>Account: 50140 - Engineering Services</u>									
1053 - Hampton Lenzini & Renwick, Inc. (HLR)	20100677	09-00365-01-EG; Traffic signal oprtn mngt Thru 7/3/10	Paid by EFT # 7662		07/20/2010	07/28/2010	08/16/2010	07/28/2010	30,702.46
4529 - Wilbur Smith Associates	546395	08-00286-01-ES; LongMeadow Pblc Outreach, Trans&COW thru 6/25/10	Paid by EFT # 7719		07/16/2010	08/02/2010	08/16/2010	08/02/2010	1,200.00
1053 - Hampton Lenzini & Renwick, Inc. (HLR)	20100776	09-00365-01-EG; Traffic/sgnl operation mngmnt thru 7/31/10	Paid by EFT # 7762		08/10/2010	08/12/2010	08/30/2010	08/12/2010	12,904.12
Account Total: Engineering Services			3 Invoice Transaction(s)						\$44,806.58
<u>Account: 50150 - Contractual/Consulting Services</u>									
1503 - Raucci & Sullivan Strategies	760	Kane DOT Legislative Representation June 2010	Paid by Check # 303241		07/01/2010	07/12/2010	08/02/2010	07/12/2010	2,500.00
1084 - CH2M Hill Inc	7-3753600	(r)Transportation Component of Long Range Plan 5/1/10-5/28/10	Paid by Check # 302997		06/30/2010	07/22/2010	08/02/2010	07/22/2010	7,519.34
6225 - Nelson / Nygaard Consulting Associates	1-0010361-IN	(r)2040 Transit Component for Dev the Comp Plan, P.E.06/30/10	Paid by Check # 303579		07/19/2010	07/28/2010	08/16/2010	07/28/2010	7,478.98
1503 - Raucci & Sullivan Strategies	779	Legislative Representation July 2010	Paid by Check # 304040		08/03/2010	08/12/2010	08/30/2010	08/12/2010	2,500.00
Account Total: Contractual/Consulting Services			4 Invoice Transaction(s)						\$19,998.32
<u>Account: 50160 - Legal Services</u>									
1168 - J Patrick Jaeger	080110	August 2010 Legal Fee/Atty ROW	Paid by Check # 303140		08/01/2010	07/22/2010	08/02/2010	07/22/2010	4,000.00
1367 - Weilandt Legal Document Services	070110-KDOT	94-00215-01-BR; Minutes-LongMeadowPkwY Task Force, DOS 062310	Paid by EFT # 7716		07/01/2010	07/28/2010	08/16/2010	07/28/2010	74.00
Account Total: Legal Services			2 Invoice Transaction(s)						\$4,074.00
<u>Account: 50210 - Medical/Dental/Hospital Services</u>									
1738 - Tyler Medical Services SC	288331	Drug testing	Paid by Check # 303678		07/28/2010	08/04/2010	08/16/2010	08/04/2010	75.00
Account Total: Medical/Dental/Hospital Services			1 Invoice Transaction(s)						\$75.00
<u>Account: 50340 - Software Licensing Cost</u>									
1820 - Bytronics Inc	8531	KaneDOT; DigTrack - June 2010, Julie	Paid by Check # 302992		07/05/2010	07/14/2010	08/02/2010	07/14/2010	122.50
1574 - JULIE Inc	06-10-0829	KCDTOA Julie call before you dig June 2010	Paid by Check # 303147		06/30/2010	07/14/2010	08/02/2010	07/14/2010	381.50
1820 - Bytronics Inc	8655	Julie Dig Track July 2010	Paid by EFT # 7735		08/04/2010	08/23/2010	08/30/2010	08/23/2010	123.00
Account Total: Software Licensing Cost			3 Invoice Transaction(s)						\$627.00
<u>Account: 50480 - Security Services</u>									
1191 - Alarm Detection Systems Inc	132981-8/10	132981 2010-Quarterly charges Sept-Nov	Paid by EFT # 7724		08/08/2010	08/23/2010	08/30/2010	08/23/2010	237.09
Account Total: Security Services			1 Invoice Transaction(s)						\$237.09
<u>Account: 52000 - Disposal and Water Softener Srvs</u>									
1024 - Ice Mountain	00G0121852636	0121852636 Bottled water 6/15/10-7/14/10	Paid by Check # 303124		07/16/2010	07/26/2010	08/02/2010	07/26/2010	145.84
1633 - Culligan Tri City Soft Water	24794-7/10	24794 Rental Hi flo 2 srvs thru Aug	Paid by Check # 303848		07/28/2010	08/12/2010	08/30/2010	08/12/2010	312.00

Kane County

# Transportation Accounts Payable by GL Distribution

From Date: 08/01/2010 - To Date: 08/31/2010

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	Payment Date	G/L Date	Invoice Amount
		2011							
1216 - Waste Management of Illinois - West	2961794-2011-6	101-0090469-2011-3 Aug 2010 service	Paid by Check # 304125		08/01/2010	08/12/2010	08/30/2010	08/12/2010	70.15
1216 - Waste Management of Illinois - West	3289881-2011-4	431-0000328-2011-0 Jul 2010 month end	Paid by Check # 304126		08/01/2010	08/12/2010	08/30/2010	08/12/2010	431.63
Account Total: Disposal and Water Softener Srvs			4 Invoice Transaction(s)						\$959.62
<u>Account: 52010 - Janitorial Services</u>									
6748 - Perfect Cleaning Service Inc	31681	KDOT Janitorial Srvs July 2010	Paid by Check # 303602		07/27/2010	08/02/2010	08/16/2010	08/02/2010	1,270.00
Account Total: Janitorial Services			1 Invoice Transaction(s)						\$1,270.00
<u>Account: 52020 - Repairs and Maintenance- Roads</u>									
2788 - Jim Verhaeghe & Sons	060110	Right of Way Mowing Services June 2010	Paid by Check # 303142		06/01/2010	07/12/2010	08/02/2010	07/12/2010	1,500.00
2788 - Jim Verhaeghe & Sons	070110	Right of Way Mowing Services July 2010	Paid by Check # 303142		07/01/2010	07/26/2010	08/02/2010	07/26/2010	1,500.00
Account Total: Repairs and Maintenance- Roads			2 Invoice Transaction(s)						\$3,000.00
<u>Account: 52110 - Repairs and Maint- Buildings</u>									
1435 - Aramark	701-6934946	679889001 Nylon rubber mats	Paid by Check # 302958		07/13/2010	07/14/2010	08/02/2010	07/14/2010	49.90
1679 - McMaster-Carr Supply Co	59548716	3954365-1 Digital Display Platform/Bench Scale	Paid by Check # 303178		07/08/2010	07/15/2010	08/02/2010	07/15/2010	133.22
1435 - Aramark	701-6942982	679889001 Nylon Rubber mats	Paid by Check # 302958		07/20/2010	07/22/2010	08/02/2010	07/22/2010	49.90
1390 - Menards	25111	35030351 Flourescent lights Stairway Bldg A	Paid by Check # 303182		07/14/2010	07/22/2010	08/02/2010	07/22/2010	83.85
1435 - Aramark	701-6950876	679889001 Nylon rubber mats	Paid by Check # 303372		07/27/2010	07/28/2010	08/16/2010	07/28/2010	49.90
3774 - McHenry Analytical Water Laboratory, Inc.	25149	Water testing sample #OF08016-6/8/10	Paid by Check # 303558		07/21/2010	07/28/2010	08/16/2010	07/28/2010	1,175.00
1496 - Steiner Electric Co Inc	S003315720.001	2110-00001586 Ballast, lamp, 5-tap kit	Paid by EFT # 7704		07/20/2010	08/02/2010	08/16/2010	08/02/2010	142.14
1390 - Menards	29335	35030351 Building maintenance Urinal cakes, masking paper, paint	Paid by Check # 303564		07/28/2010	08/02/2010	08/16/2010	08/02/2010	314.15
1435 - Aramark	701-6958053	679889001 Nylon rubber mats	Paid by Check # 303372		08/03/2010	08/04/2010	08/16/2010	08/04/2010	49.90
1390 - Menards	53821	31210451 Bldg maintenance paint	Paid by Check # 303562		07/30/2010	08/04/2010	08/16/2010	08/04/2010	106.87
1390 - Menards	29494	35030351 Bldg maintenance silicon	Paid by Check # 303564		07/29/2010	08/04/2010	08/16/2010	08/04/2010	16.27
1435 - Aramark	701-6965155	679889001 Nylon rubber mats	Paid by Check # 303759		08/10/2010	08/23/2010	08/30/2010	08/23/2010	49.90
1435 - Aramark	701-6972391	679889001 Nylon Rubber mats	Paid by Check # 303759		08/17/2010	08/23/2010	08/30/2010	08/23/2010	49.90
Account Total: Repairs and Maint- Buildings			13 Invoice Transaction(s)						\$2,270.90
<u>Account: 52120 - Repairs and Maint- Grounds</u>									
2484 - Everlights	216473-00	244982 Flourescent Bulb Recycling	Paid by Check # 303073		07/02/2010	07/22/2010	08/02/2010	07/22/2010	250.00
5762 - Waldschmidt & Associates	7199	Monthly Lawn Maint per Bid 09-009, Payment #4 of #8 July 2010	Paid by Check # 303329		06/23/2010	07/22/2010	08/02/2010	07/22/2010	171.94
Account Total: Repairs and Maint- Grounds			2 Invoice Transaction(s)						\$421.94
<u>Account: 52140 - Repairs and Maint- Copiers</u>									
3040 - BHFx, LLC	5815	27559; TDS400/442003092; Copier Maintenance	Paid by Check # 302978		07/07/2010	07/14/2010	08/02/2010	07/14/2010	239.13
3261 - OCE' Imagistics Inc	414501530	237728; ZB45Copier Maintenance 6/1-7/31/10	Paid by Check # 303212		07/10/2010	07/22/2010	08/02/2010	07/22/2010	112.40

# Transportation Accounts Payable by GL Distribution

From Date: 08/01/2010 - To Date: 08/31/2010

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	Payment Date	G/L Date	Invoice Amount	
3261 - OCE' Imagistics Inc	414636578	237728; Maint, Usage & Supplies for ZB45, Permit Dept	Paid by Check # 304016		08/07/2010	08/23/2010	08/30/2010	08/23/2010	71.18	
Account Total: Repairs and Maint- Copiers			3 Invoice Transaction(s)							\$422.71
<u>Account: 52150 - Repairs and Maint- Comm Equip</u>										
4526 - Fifth Third Bank	0357-9135/072210	J Lindsay: Jewel, Low Country Machinery, Com Direct.7/3-7/22/10	Paid by EFT # 7524		07/22/2010	07/22/2010	08/02/2010	07/22/2010	10.00	
Account Total: Repairs and Maint- Comm Equip			1 Invoice Transaction(s)							\$10.00
<u>Account: 52160 - Repairs and Maint- Equipment</u>										
3719 - McCann Industries, Inc.	07120882	584117 Parts & Labor for Case 590 SM plus Series III Loader Back	Paid by Check # 303177		07/16/2010	07/22/2010	08/02/2010	07/22/2010	217.50	
3719 - McCann Industries, Inc.	07116859	Repairs/Modifications to Skid Loader Mounted Asphalt Grinder	Paid by Check # 303556		07/28/2010	08/02/2010	08/16/2010	08/02/2010	415.32	
Account Total: Repairs and Maint- Equipment			2 Invoice Transaction(s)							\$632.82
<u>Account: 52230 - Repairs and Maint- Vehicles</u>										
3348 - Tower Car Wash Inc	501	M45270 Full service wash	Paid by Check # 303307		04/09/2010	07/12/2010	08/02/2010	07/12/2010	16.95	
3137 - State of IL Secretary of State	0676318150	M35236 Title & Transfer, #11, 2011 Ford F-450 SD	Paid by Check # 303653		07/26/2010	07/28/2010	08/16/2010	07/28/2010	120.00	
2312 - Riggs Brothers Auto Interiors	101668	KaneDOT Repair Bench Seat for Chevy Truck#29	Paid by EFT # 7697		07/22/2010	07/28/2010	08/16/2010	07/28/2010	175.00	
1125 - Transchicago Truck Group & Northwest Ford	215526	8245 Repair & Maint Vehicle, replace failed part & spark plug	Paid by Check # 303674		07/26/2010	07/28/2010	08/16/2010	07/28/2010	421.73	
1370 - Zimmerman Ford Inc	29462	Vehicle Maintenance - A/C Evaluation	Paid by Check # 303714		07/28/2010	08/02/2010	08/16/2010	08/02/2010	134.95	
7224 - Streit's Auto	51019	Vehicle maint A/C system recharge & leak detector dye	Paid by Check # 303657		08/04/2010	08/04/2010	08/16/2010	08/04/2010	88.00	
3137 - State of IL Secretary of State	0721015164	M161871,1FVACXDC56HW58725 (#95) 2006 Freightliner M2	Paid by Check # 303653		08/05/2010	08/05/2010	08/16/2010	08/05/2010	98.00	
1879 - Wasco Truck Repair Co	114686	KaneDOT; Safety lane testing #11	Paid by Check # 304124		08/05/2010	08/12/2010	08/30/2010	08/12/2010	20.00	
Account Total: Repairs and Maint- Vehicles			8 Invoice Transaction(s)							\$1,074.63
<u>Account: 53070 - Legal Printing</u>										
6494 - STM Suburban Publications (aka Sun-Times Media)	S1030188000	600014679 Huntley Rd legal publication	Paid by Check # 303289		06/30/2010	07/12/2010	08/02/2010	07/12/2010	47.39	
4886 - Shaw Suburban Media	524572	130566 Public notice TY 2009 Fee Impact report published	Paid by Check # 304064		07/31/2010	08/12/2010	08/30/2010	08/12/2010	96.40	
Account Total: Legal Printing			2 Invoice Transaction(s)							\$143.79
<u>Account: 53100 - Conferences and Meetings</u>										
2060 - Taylor Street Pizza & Catering	070910	Pizza for meeting	Paid by Check # 303300		07/09/2010	07/12/2010	08/02/2010	07/12/2010	235.60	
2060 - Taylor Street Pizza & Catering	071510	Conference/Meeting CMAP	Paid by Check # 303299		07/15/2010	07/22/2010	08/02/2010	07/22/2010	173.95	
4526 - Fifth Third Bank	0357-9150/072210	A Kakoczki; Halfmoon Seminar Grmr/Wrtg Wrkshp Engineers 7/26/10	Paid by EFT # 7524		07/22/2010	07/22/2010	08/02/2010	07/22/2010	518.00	
4526 - Fifth Third Bank	0357-9135/072210	J Lindsay: Jewel, Low Country Machinery, Com Direct.7/3-7/22/10	Paid by EFT # 7524		07/22/2010	07/22/2010	08/02/2010	07/22/2010	24.63	
4526 - Fifth Third Bank	072110	Kakoczki-0357-9150 - Meeting/Mayors-BRT, Moveable/Feast	Paid by EFT # 7524		07/21/2010	07/26/2010	08/02/2010	07/26/2010	367.68	
Account Total: Conferences and Meetings			5 Invoice Transaction(s)							\$1,319.86

**Kane County**  
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Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	Payment Date	G/L Date	Invoice Amount
<u>Account: 53120 - Employee Mileage Expense</u>									
5465 - Linda Haines	08/02/10	07/13-07/27/10 mileage	Paid by Check # 303494		08/09/2010	08/09/2010	08/16/2010	08/09/2010	18.00
4423 - Steve Coffinbargar	08/03/10	06/23/10 mileage	Paid by EFT # 7646		08/09/2010	08/09/2010	08/16/2010	08/09/2010	8.50
4712 - Cindy Martin	08/04/10	07/22/10 mileage	Paid by Check # 303976		08/18/2010	08/18/2010	08/30/2010	08/18/2010	35.00
Account Total: Employee Mileage Expense			3 Invoice Transaction(s)						\$61.50
<u>Account: 55000 - Miscellaneous Contractual Exp</u>									
7042 - Spelman Studios	1957	KaneDOT Photography/DVD Sterarns Road Construction	Paid by Check # 303645		07/23/2010	07/28/2010	08/16/2010	07/28/2010	285.00
Account Total: Miscellaneous Contractual Exp			1 Invoice Transaction(s)						\$285.00
<u>Account: 60000 - Office Supplies</u>									
3578 - Warehouse Direct Office Products	793436-0	142052 Eraser, reinforcement, pens, legal pads, steno book	Paid by Check # 303330		07/15/2010	07/21/2010	08/02/2010	07/21/2010	38.74
3578 - Warehouse Direct Office Products	793645-0	142052 Folders legal	Paid by Check # 303330		07/15/2010	07/21/2010	08/02/2010	07/21/2010	33.34
1806 - Minuteman Press	29018	60 Business cards - Guddendorf	Paid by Check # 303571		07/30/2010	08/04/2010	08/16/2010	08/04/2010	50.00
3578 - Warehouse Direct Office Products	817688-0	142052 TDK CD-R 80 min, (Returned Product)	Paid by Check # 304122		08/05/2010	08/12/2010	08/30/2010	08/12/2010	55.98
3578 - Warehouse Direct Office Products	818046-0	142052 clip binder, ribbon, folder, haning file folders, cartrid	Paid by Check # 304122		08/06/2010	08/12/2010	08/30/2010	08/12/2010	97.00
3578 - Warehouse Direct Office Products	820399-0	142052 TDK CD-R Compact Discs 80 min; with Jewel Cases	Paid by Check # 304122		08/09/2010	08/12/2010	08/30/2010	08/12/2010	59.10
3578 - Warehouse Direct Office Products	C817688-0	142052 CREDIT Disc Cdr Blank	Paid by Check # 304122		08/10/2010	08/12/2010	08/30/2010	08/12/2010	(55.98)
4483 - Heidi Files	08/11/10	08/09/10 supplies	Paid by EFT # 7751		08/18/2010	08/18/2010	08/30/2010	08/18/2010	103.98
Account Total: Office Supplies			8 Invoice Transaction(s)						\$382.16
<u>Account: 60010 - Operating Supplies</u>									
1390 - Menards	22919	35030351 Trash bags	Paid by Check # 303182		07/07/2010	07/12/2010	08/02/2010	07/12/2010	4.58
3488 - Sisle's Ice Inc	111004139	Bagged Ice Service for Road Crew Maint Operations	Paid by Check # 303278		07/07/2010	07/12/2010	08/02/2010	07/12/2010	112.50
1980 - Northern Safety Co Inc	P275162100012	0003878972 Bear Kat Eyewear Clear Lens BK100	Paid by EFT # 7564		07/07/2010	07/15/2010	08/02/2010	07/15/2010	47.59
6922 - RHOMAR Industries Inc	67500	20465 Asphalt & Tack Emulsifier	Paid by Check # 303250		07/08/2010	07/15/2010	08/02/2010	07/15/2010	195.83
1315 - Elgin Paper Co	527276	512750 Disposable paper products, spoons, forks, cups	Paid by Check # 303068		07/16/2010	07/22/2010	08/02/2010	07/22/2010	89.51
3183 - HP Products Corp (Kraft Paper Sales)	10814757	KC34790 Wypalls	Paid by EFT # 7667		07/21/2010	07/28/2010	08/16/2010	07/28/2010	262.92
1390 - Menards	33114	35030351 Operating supplies	Paid by Check # 303982		08/11/2010	08/23/2010	08/30/2010	08/23/2010	69.68
Account Total: Operating Supplies			7 Invoice Transaction(s)						\$782.61
<u>Account: 60040 - Postage</u>									
1457 - FEDEX	7-154-72651	1972-3293-5 Overnight shipping	Paid by Check # 303080		07/13/2010	07/22/2010	08/02/2010	07/22/2010	5.42
Account Total: Postage			1 Invoice Transaction(s)						\$5.42
<u>Account: 60060 - Computer Software- Non Capital</u>									
3230 - Bentley Systems Inc	47327978	8013590333 Cmptr Sftwr maint Descartes, Microstation, Prod Sub	Paid by Check # 302976		07/07/2010	07/14/2010	08/02/2010	07/14/2010	5,615.00
Account Total: Computer Software- Non Capital			1 Invoice Transaction(s)						\$5,615.00

## Kane County

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Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	Payment Date	G/L Date	Invoice Amount	
<u>Account: 60210 - Uniform Supplies</u>										
1435 - Aramark	701-6934945	679569001 Maintenance uniforms	Paid by Check # 302958		07/13/2010	07/14/2010	08/02/2010	07/14/2010	134.13	
1435 - Aramark	701-6942981	679569001 Maintenance uniforms	Paid by Check # 302958		07/20/2010	07/22/2010	08/02/2010	07/22/2010	150.38	
1435 - Aramark	13630952	2063441 WearGuard Denim Shirts	Paid by Check # 303374		07/15/2010	07/28/2010	08/16/2010	07/28/2010	151.19	
1435 - Aramark	701-6950875	679569001 maintenance uniforms	Paid by Check # 303372		07/27/2010	07/28/2010	08/16/2010	07/28/2010	134.13	
1435 - Aramark	701-6958052	679569001 Uniforms	Paid by Check # 303372		08/03/2010	08/04/2010	08/16/2010	08/04/2010	147.36	
1435 - Aramark	701-6965154	679569001 Maintenance uniforms	Paid by Check # 303759		08/10/2010	08/23/2010	08/30/2010	08/23/2010	151.77	
1435 - Aramark	701-6972390	679569001 Uniforms	Paid by Check # 303759		08/17/2010	08/23/2010	08/30/2010	08/23/2010	188.68	
Account Total: Uniform Supplies			7 Invoice Transaction(s)							\$1,057.64
<u>Account: 60330 - Vehicle Parts/Supplies</u>										
4295 - NAPA Auto Parts - South Elgin	534085	4724 Heavy duty clamp hose CREDIT	Paid by Check # 303192		07/08/2010	07/12/2010	08/02/2010	07/12/2010	(20.80)	
5852 - Battery Service Corporation	200012	134 KAN 12V T.B & Diesel, 1/4" Shrkring, Blk nylon cable ties	Paid by Check # 302972		06/29/2010	07/12/2010	08/02/2010	07/12/2010	121.95	
4295 - NAPA Auto Parts - South Elgin	533701	4724 Hub bearing assembly	Paid by Check # 303192		07/07/2010	07/12/2010	08/02/2010	07/12/2010	248.58	
4295 - NAPA Auto Parts - South Elgin	533909	4724 Syn Brk cal Grs Tub, Handle	Paid by Check # 303192		07/08/2010	07/12/2010	08/02/2010	07/12/2010	34.58	
4295 - NAPA Auto Parts - South Elgin	533930	4724 Service cap	Paid by Check # 303192		07/08/2010	07/12/2010	08/02/2010	07/12/2010	1.29	
1125 - Transchicago Truck Group & Northwest Ford	6128293	8245 Tube assy, gasket, seal, ring gasket	Paid by Check # 303308		07/08/2010	07/12/2010	08/02/2010	07/12/2010	55.12	
1370 - Zimmerman Ford Inc	13932	K1 Glass Assy R B38	Paid by Check # 303346		07/03/2010	07/12/2010	08/02/2010	07/12/2010	21.96	
1370 - Zimmerman Ford Inc	13950	K1 Element Assy -13	Paid by Check # 303346		07/06/2010	07/12/2010	08/02/2010	07/12/2010	24.43	
1370 - Zimmerman Ford Inc	14060	K1 U bolt, 7/8 -14 nut	Paid by Check # 303346		07/08/2010	07/12/2010	08/02/2010	07/12/2010	41.78	
1370 - Zimmerman Ford Inc	14095	K1 Clamp - tube spord	Paid by Check # 303346		07/09/2010	07/12/2010	08/02/2010	07/12/2010	23.74	
2396 - Valley Hydraulic Service Inc	155502	K0351 Metric Tube Nut/ Metric Tube Ferule	Paid by Check # 303321		07/12/2010	07/14/2010	08/02/2010	07/14/2010	63.11	
4295 - NAPA Auto Parts - South Elgin	534603	4724 Floor mat	Paid by Check # 303192		07/12/2010	07/15/2010	08/02/2010	07/15/2010	23.29	
5852 - Battery Service Corporation	200387	134KAN 91-4 12V auto-Domestic Import 12V TB & Diesel	Paid by Check # 302972		07/09/2010	07/21/2010	08/02/2010	07/21/2010	236.79	
5852 - Battery Service Corporation	200478	134KAN 12V Automotive with Core	Paid by Check # 302972		07/13/2010	07/21/2010	08/02/2010	07/21/2010	54.80	
2785 - Black Lab Corp	PSIN124350	22631 Black Magnum 3060 Blasting Sand	Paid by EFT # 7505		07/14/2010	07/21/2010	08/02/2010	07/21/2010	1,222.80	
1360 - Feece Oil Company	948030	443050 Diesel oil, 15W-40 of CJ4 Equivalent	Paid by Check # 303081		07/15/2010	07/21/2010	08/02/2010	07/21/2010	2,635.04	
4295 - NAPA Auto Parts - South Elgin	535076	4724 Brn msk, reducer, Crossfire gray, crossfire hardener, inter	Paid by Check # 303192		07/15/2010	07/21/2010	08/02/2010	07/21/2010	726.00	
4295 - NAPA Auto Parts - South Elgin	535343	4724 Reman alternator, core dep	Paid by Check # 303192		07/16/2010	07/21/2010	08/02/2010	07/21/2010	224.86	
4295 - NAPA Auto Parts - South Elgin	535384	4724 M C Lamp, U-Bolt	Paid by Check # 303192		07/16/2010	07/21/2010	08/02/2010	07/21/2010	32.74	
4295 - NAPA Auto Parts - South Elgin	535833	4724 Reman brake shoes, core dep, Disc brake pads, drum brake	Paid by Check # 303192		07/20/2010	07/21/2010	08/02/2010	07/21/2010	262.51	
4295 - NAPA Auto Parts - South Elgin	535905	4724 Front Wheel seal, Idlearn Assy	Paid by Check # 303192		07/20/2010	07/21/2010	08/02/2010	07/21/2010	55.60	
1933 - Poms Tire Service Inc	677514	5841170 Tires	Paid by EFT # 7570		07/19/2010	07/21/2010	08/02/2010	07/21/2010	1,203.96	
1125 - Transchicago Truck Group & Northwest Ford	6128725	8245 muffler, clamp	Paid by Check # 303308		07/14/2010	07/21/2010	08/02/2010	07/21/2010	338.72	
2396 - Valley Hydraulic Service Inc	145662	K0351 Hose Assy, metric tube nut	Paid by Check # 303321		07/07/2010	07/22/2010	08/02/2010	07/22/2010	63.11	
4526 - Fifth Third Bank	0357-9135/072210	J Lindsay: Jewel, Low Country Machinery, Com Direct.7/3-7/22/10	Paid by EFT # 7524		07/22/2010	07/22/2010	08/02/2010	07/22/2010	97.41	
4295 - NAPA Auto Parts - South Elgin	535371	4724 Running board	Paid by Check # 303576		07/16/2010	07/27/2010	08/16/2010	07/27/2010	286.54	

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Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	Payment Date	G/L Date	Invoice Amount
4295 - NAPA Auto Parts - South Elgin	536076	4724 Floor mat - 2 Pc rubber	Paid by Check # 303576		07/21/2010	07/27/2010	08/16/2010	07/27/2010	69.87
4295 - NAPA Auto Parts - South Elgin	536146	4724 Grease cap	Paid by Check # 303576		07/21/2010	07/27/2010	08/16/2010	07/27/2010	2.39
4295 - NAPA Auto Parts - South Elgin	536812	4724 Super Duty 3/4 T, right & left tie rods	Paid by Check # 303576		07/26/2010	07/27/2010	08/16/2010	07/27/2010	170.13
4295 - NAPA Auto Parts - South Elgin	536990	4724 Hand Wipes, Winter Blade, Air Filter	Paid by Check # 303576		07/27/2010	07/27/2010	08/16/2010	07/27/2010	137.38
4295 - NAPA Auto Parts - South Elgin	537094	4724 Oil & fuel filters, cartridge AD9, core deposit	Paid by Check # 303576		07/27/2010	07/27/2010	08/16/2010	07/27/2010	186.58
4295 - NAPA Auto Parts - South Elgin	535896	4724 Vehicle Parts/Supplies CREDIT Core dep	Paid by Check # 303576		07/20/2010	07/27/2010	08/16/2010	07/27/2010	(38.50)
4295 - NAPA Auto Parts - South Elgin	536086	4724 Vehicle parts/supplies CREDIT wheel seal, core deposit	Paid by Check # 303576		07/21/2010	07/27/2010	08/16/2010	07/27/2010	(52.78)
4295 - NAPA Auto Parts - South Elgin	536499	4724 CREDIT, Disc brake pads	Paid by Check # 303576		07/23/2010	07/27/2010	08/16/2010	07/27/2010	(40.06)
1590 - Midway Truck Parts Inc	K1215	Air Dryer for Truck#34, with exchange for core	Paid by EFT # 7685		07/26/2010	08/02/2010	08/16/2010	08/02/2010	152.95
4295 - NAPA Auto Parts - South Elgin	537140	4724 Hardener, intermix, reducer, lacquer thinner	Paid by Check # 303576		07/27/2010	08/02/2010	08/16/2010	08/02/2010	406.44
4295 - NAPA Auto Parts - South Elgin	537108	4724 vehicle maintenance	Paid by Check # 303576		07/27/2010	08/02/2010	08/16/2010	08/02/2010	175.00
4295 - NAPA Auto Parts - South Elgin	537210	4724 napagold oil, air, fuel filters	Paid by Check # 303576		07/28/2010	08/02/2010	08/16/2010	08/02/2010	71.73
1370 - Zimmerman Ford Inc	14850	K1 Screen, element, sensor	Paid by Check # 303714		07/27/2010	08/02/2010	08/16/2010	08/02/2010	79.83
4295 - NAPA Auto Parts - South Elgin	537572	4724 Circuit, 4 way spray lube	Paid by Check # 303576		07/29/2010	08/04/2010	08/16/2010	08/04/2010	115.03
4295 - NAPA Auto Parts - South Elgin	537850	4724 Vehicle parts/supplies CREDIT	Paid by Check # 303576		07/31/2010	08/04/2010	08/16/2010	08/04/2010	(86.21)
1125 - Transchicago Truck Group & Northwest Ford	6130673	8245 Plug	Paid by Check # 303674		07/30/2010	08/04/2010	08/16/2010	08/04/2010	54.72
1370 - Zimmerman Ford Inc	15091	K1 Kit	Paid by Check # 303714		08/02/2010	08/04/2010	08/16/2010	08/04/2010	12.66
1370 - Zimmerman Ford Inc	15092	K1 Kit	Paid by Check # 303714		08/02/2010	08/04/2010	08/16/2010	08/04/2010	12.66
1370 - Zimmerman Ford Inc	15116	K1 Resistor	Paid by Check # 303714		08/03/2010	08/04/2010	08/16/2010	08/04/2010	14.63
4295 - NAPA Auto Parts - South Elgin	537381	4724 Core Deposit CREDIT	Paid by Check # 303576		07/28/2010	08/04/2010	08/16/2010	08/04/2010	(74.00)
4295 - NAPA Auto Parts - South Elgin	538476	4724 Exhaust manifold	Paid by Check # 303990		08/04/2010	08/11/2010	08/30/2010	08/11/2010	62.24
4295 - NAPA Auto Parts - South Elgin	538508	4724 Serpentine belt, oil filter	Paid by Check # 303990		08/04/2010	08/11/2010	08/30/2010	08/11/2010	128.27
4295 - NAPA Auto Parts - South Elgin	538530	4724 Iridium Spark Plug	Paid by Check # 303990		08/04/2010	08/11/2010	08/30/2010	08/11/2010	47.92
4295 - NAPA Auto Parts - South Elgin	538531	4724 CREDIT Core Deposit	Paid by Check # 303990		08/04/2010	08/11/2010	08/30/2010	08/11/2010	(37.00)
4295 - NAPA Auto Parts - South Elgin	538643	4724 CREDIT Core deposit	Paid by Check # 303990		08/05/2010	08/11/2010	08/30/2010	08/11/2010	(38.50)
4295 - NAPA Auto Parts - South Elgin	538890	4724 CREDIT Serpentine belts	Paid by Check # 303990		08/06/2010	08/11/2010	08/30/2010	08/11/2010	(84.18)
4295 - NAPA Auto Parts - South Elgin	539239	4724 Hub bearing assembly	Paid by Check # 303990		08/09/2010	08/11/2010	08/30/2010	08/11/2010	153.89
4295 - NAPA Auto Parts - South Elgin	539343	4724 Oil, fuel filters, cartridge, core deposit, screwdriver	Paid by Check # 303990		08/09/2010	08/11/2010	08/30/2010	08/11/2010	731.34
2409 - Farrell Shipping Centers Inc	5085	KaneDOT; McCann Industries (return)	Paid by Check # 303868		08/02/2010	08/12/2010	08/30/2010	08/12/2010	8.06
1390 - Menards	31072	35030351; VehParts/Sup, AC2 Treated AG	Paid by Check # 303982		08/03/2010	08/12/2010	08/30/2010	08/12/2010	11.46
Account Total: Vehicle Parts/Supplies			56 Invoice Transaction(s)						\$10,433.86
<u>Account: 60340 - Buildings and Grounds Supplies</u>									
6292 - International Filter Manufacturing (IFM)	33851	K014 B&G Air Handler Filters: 15 x 20 x 2	Paid by Check # 303136		06/30/2010	07/12/2010	08/02/2010	07/12/2010	223.20
5897 - Producers Chemical Company	153115	5512 5 Gal Sodium Hypochlorite	Paid by Check # 303233		07/06/2010	07/12/2010	08/02/2010	07/12/2010	36.00
6885 - Vulcan Aluminum	187640	0010581 Sign material 10-00000-02-GM	Paid by Check # 303697		07/16/2010	07/27/2010	08/16/2010	07/27/2010	5,753.46

## Kane County

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Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	Payment Date	G/L Date	Invoice Amount	
3183 - HP Products Corp (Kraft Paper Sales)	10820131	CO26100 Toilet Bowl Cleaner/Toilet paper	Paid by EFT # 7667		07/29/2010	08/04/2010	08/16/2010	08/04/2010	129.38	
Account Total: Buildings and Grounds Supplies			4 Invoice Transaction(s)							\$6,142.04
<u>Account: 60360 - Equipment Parts/Supplies</u>										
1741 - Aurora Area Spring	44649	309 Bolt	Paid by Check # 302968		07/08/2010	07/12/2010	08/02/2010	07/12/2010	29.08	
6646 - Martin West LLC	A04643	KANE0004 Antifreeze Overflow Tank/PwrStrgCyclndr/Pivot Plt/Cpin	Paid by Check # 303175		07/08/2010	07/12/2010	08/02/2010	07/12/2010	558.45	
4295 - NAPA Auto Parts - South Elgin	533526	4724 Grease cap	Paid by Check # 303192		07/06/2010	07/12/2010	08/02/2010	07/12/2010	1.99	
4295 - NAPA Auto Parts - South Elgin	533023	4724 Heavy duty hose clamp	Paid by Check # 303192		07/02/2010	07/12/2010	08/02/2010	07/12/2010	20.80	
4295 - NAPA Auto Parts - South Elgin	534100	4724 pull steering wheel	Paid by Check # 303192		07/09/2010	07/12/2010	08/02/2010	07/12/2010	23.99	
1933 - Poms Tire Service Inc	650924	5841170 Tractor Inner Tube	Paid by EFT # 7570		07/07/2010	07/12/2010	08/02/2010	07/12/2010	65.40	
1451 - Buck Brothers Inc	01 304537	782; John Deere Parts for Mowers	Paid by Check # 302990		07/13/2010	07/15/2010	08/02/2010	07/15/2010	327.20	
1451 - Buck Brothers Inc	01 304538	782 Sickle bolts	Paid by Check # 302990		07/13/2010	07/15/2010	08/02/2010	07/15/2010	45.20	
6646 - Martin West LLC	A04706	Kane0004 61PMMC3 44E	Paid by Check # 303175		07/12/2010	07/15/2010	08/02/2010	07/15/2010	26.34	
1665 - DeKalb Iron & Metal Company (DIMCO)	162027	397000 Hot Roll Sheets	Paid by Check # 303050		07/15/2010	07/21/2010	08/02/2010	07/21/2010	192.82	
6646 - Martin West LLC	A04806	KANE0004 Switch	Paid by Check # 303175		07/15/2010	07/21/2010	08/02/2010	07/21/2010	30.84	
4295 - NAPA Auto Parts - South Elgin	534778	4724 Electric Battery, air filter, utility blade	Paid by Check # 303192		07/13/2010	07/21/2010	08/02/2010	07/21/2010	20.17	
4295 - NAPA Auto Parts - South Elgin	534866	4724 Sand Pad, duct tape, brakleen	Paid by Check # 303192		07/14/2010	07/21/2010	08/02/2010	07/21/2010	47.69	
4295 - NAPA Auto Parts - South Elgin	535257	4724 ATC 10, 15, 20 Fuses	Paid by Check # 303192		07/16/2010	07/21/2010	08/02/2010	07/21/2010	26.55	
1325 - Priority Products Inc	791071	64 Hex nuts grade 8, Electrical tape	Paid by Check # 303232		07/16/2010	07/21/2010	08/02/2010	07/21/2010	113.89	
6655 - High PSI Ltd	00026018	13875 Equip Parts/Supplies 12V Transformers	Paid by Check # 303110		07/22/2010	07/22/2010	08/02/2010	07/22/2010	149.95	
4526 - Fifth Third Bank	0357-9135/072210	J Lindsay: Jewel, Low Country Machinery, Com Direct.7/3-7/22/10	Paid by EFT # 7524		07/22/2010	07/22/2010	08/02/2010	07/22/2010	278.97	
6646 - Martin West LLC	A04982	KANE0004 Reservoir coola	Paid by Check # 303175		07/22/2010	07/26/2010	08/02/2010	07/26/2010	178.29	
4295 - NAPA Auto Parts - South Elgin	536195	4724 Masking tape, u-bolt	Paid by Check # 303576		07/21/2010	07/27/2010	08/16/2010	07/27/2010	23.13	
4295 - NAPA Auto Parts - South Elgin	536284	4724 Ptex thrd lck blue sm, oil, air filters, front wheel seal	Paid by Check # 303576		07/22/2010	07/27/2010	08/16/2010	07/27/2010	66.69	
1325 - Priority Products Inc	791320	64 Lock nuts Grade C	Paid by Check # 303613		07/23/2010	07/28/2010	08/16/2010	07/28/2010	7.11	
3366 - Stepp Manufacturing Co Inc	40221	030580 Ignition Transformer	Paid by Check # 303655		07/20/2010	07/28/2010	08/16/2010	07/28/2010	123.58	
6646 - Martin West LLC	A05105	KANE0004 18GA 1-1/2 Bld	Paid by Check # 303553		07/28/2010	08/02/2010	08/16/2010	08/02/2010	49.19	
4295 - NAPA Auto Parts - South Elgin	538070	4724 Cement, Ptex seal, blaster penetrant	Paid by Check # 303576		08/02/2010	08/04/2010	08/16/2010	08/04/2010	70.98	
1325 - Priority Products Inc	791587	64 Head cap screws, flat washers, nylon insert hex lock nuts	Paid by Check # 303613		07/30/2010	08/04/2010	08/16/2010	08/04/2010	38.05	
4295 - NAPA Auto Parts - South Elgin	538427	4724 Alternator, core deposit, blade, wire kit	Paid by Check # 303990		08/04/2010	08/11/2010	08/30/2010	08/11/2010	293.22	
4295 - NAPA Auto Parts - South Elgin	538428	4724 Blade	Paid by Check # 303990		08/04/2010	08/11/2010	08/30/2010	08/11/2010	17.09	
1451 - Buck Brothers Inc	01 305262	782; Bearing, oil seal, o-ring	Paid by Check # 303785		08/04/2010	08/12/2010	08/30/2010	08/12/2010	109.73	
1451 - Buck Brothers Inc	01 305261	782; Pitman Arm Washers, Connectors, Bearing Housing	Paid by Check # 303785		08/04/2010	08/12/2010	08/30/2010	08/12/2010	63.26	
1325 - Priority Products Inc	791745	64 male elbow 45 degree quick connect	Paid by Check # 304034		08/04/2010	08/12/2010	08/30/2010	08/12/2010	47.31	
4526 - Fifth Third Bank	082310-LindsayJ	0357-9135; F/T control valve assy Pauli Systems Inv#5360	Paid by EFT # 7750		08/09/2010	08/23/2010	08/30/2010	08/23/2010	115.09	

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Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	Payment Date	G/L Date	Invoice Amount	
Account Total: Equipment Parts/Supplies			31 Invoice Transaction(s)							\$3,162.05
<u>Account: 60370 - Tools</u>										
1390 - Menards	24499	35030351 Tools	Paid by Check # 303182		07/12/2010	07/14/2010	08/02/2010	07/14/2010	19.98	
3060 - Grainger Inc	9293329513	857035364 Tools: 18 Volt Cordless DeWalt Drill	Paid by EFT # 7533		07/08/2010	07/15/2010	08/02/2010	07/15/2010	197.10	
1390 - Menards	33115	35030351 tools	Paid by Check # 303982		08/11/2010	08/23/2010	08/30/2010	08/23/2010	9.47	
Account Total: Tools			3 Invoice Transaction(s)							\$226.55
<u>Account: 60400 - Crushed Stone</u>										
1553 - Vulcan Materials Co	498154	46254 Crushed Stone	Paid by Check # 303328		06/30/2010	07/12/2010	08/02/2010	07/12/2010	298.77	
1553 - Vulcan Materials Co	505426	0046254 Cert CM-16 Chips	Paid by Check # 303698		07/22/2010	07/28/2010	08/16/2010	07/28/2010	567.52	
1553 - Vulcan Materials Co	507607	0046254 Crushed Stone & Gravel	Paid by Check # 303698		07/29/2010	08/04/2010	08/16/2010	08/04/2010	1,267.91	
Account Total: Crushed Stone			3 Invoice Transaction(s)							\$2,134.20
<u>Account: 60420 - Road Material</u>										
1601 - Prime Tack & Seal Co	29215	KAN010 Patch Mix - HFE 90 Asphalt Emulsion	Paid by Check # 303231		07/19/2010	07/22/2010	08/02/2010	07/22/2010	704.52	
1601 - Prime Tack & Seal Co	29223	KAN010 Patch Mix - HFE 90 Asphalt Emulsion	Paid by Check # 303231		07/21/2010	07/26/2010	08/02/2010	07/26/2010	636.54	
1601 - Prime Tack & Seal Co	29251	KAN010 Patch Mix - HFE 90 Asphalt Emulsion	Paid by Check # 303612		07/23/2010	07/28/2010	08/16/2010	07/28/2010	682.89	
1601 - Prime Tack & Seal Co	29316	Patch Mix - HFE 90 Asphalt Emulsion	Paid by Check # 303612		07/29/2010	08/04/2010	08/16/2010	08/04/2010	658.17	
1601 - Prime Tack & Seal Co	29381	KAN010 Patch Mix - HFE 90 Asphalt Emulsion	Paid by Check # 304033		08/03/2010	08/12/2010	08/30/2010	08/12/2010	667.44	
1601 - Prime Tack & Seal Co	29451	KAN010 Patch Mix - HFE 90 Asphalt Emulsion	Paid by Check # 304033		08/09/2010	08/12/2010	08/30/2010	08/12/2010	658.17	
1347 - Aurora Blacktop Inc	32390	KaneDOT; Hot patching mix	Paid by Check # 303770		08/04/2010	08/12/2010	08/30/2010	08/12/2010	1,275.46	
Account Total: Road Material			7 Invoice Transaction(s)							\$5,283.19
<u>Account: 60430 - Sign Material</u>										
6885 - Vulcan Aluminum	187636	0010581 Sign material 10-00000-02-GM	Paid by Check # 303697		07/16/2010	07/27/2010	08/16/2010	07/27/2010	1,094.60	
6885 - Vulcan Aluminum	187637	0010581 Sign material 10-00000-02-GM	Paid by Check # 303697		07/16/2010	07/27/2010	08/16/2010	07/27/2010	3,784.76	
6885 - Vulcan Aluminum	187638	0010581 Sign material 10-00000-02-GM	Paid by Check # 303697		07/16/2010	07/27/2010	08/16/2010	07/27/2010	6,363.68	
6885 - Vulcan Aluminum	187639	0010581 Sign material 10-00000-02-GM	Paid by Check # 303697		07/16/2010	07/27/2010	08/16/2010	07/27/2010	6,827.40	
1325 - Priority Products Inc	791606	64 Hex head cap screws, hex lock nuts	Paid by Check # 303613		07/30/2010	08/04/2010	08/16/2010	08/04/2010	496.54	
1259 - Traffic & Parking Control Co Inc (TAPCO)	346077	8261 10-00000-02-GM; Carsonites, White & Yellow 72"	Paid by Check # 303672		07/27/2010	08/04/2010	08/16/2010	08/04/2010	1,229.00	
1671 - Traffic Control & Protection	67041	10-00000-02-GM; Screen Printed Sign Faces	Paid by Check # 303673		07/21/2010	08/04/2010	08/16/2010	08/04/2010	5,211.00	
Account Total: Sign Material			7 Invoice Transaction(s)							\$25,006.98
<u>Account: 60440 - Traffic Markers and Barricades</u>										
7160 - Plastic Safety Systems Inc	25016	11259 Road Quake Work Zone Temporary Rumble Strips	Paid by Check # 303228		07/16/2010	07/26/2010	08/02/2010	07/26/2010	5,400.00	

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Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	Payment Date	G/L Date	Invoice Amount	
1259 - Traffic & Parking Control Co Inc (TAPCO)	345992	8260 10-00000-02-GM; Barricades, Type II & Type III	Paid by Check # 303672		07/23/2010	08/04/2010	08/16/2010	08/04/2010	2,238.00	
Account Total: Traffic Markers and Barricades			2 Invoice Transaction(s)							\$7,638.00
<u>Account: 63000 - Utilities- Natural Gas</u>										
1095 - Vanguard Energy Services LLC	3572881000-6/10	3572881000 41W011 Burlington Rd June 2010 Contract 6/1/10-6/30/1	Paid by Check # 303324		07/07/2010	07/12/2010	08/02/2010	07/12/2010	210.09	
2253 - Nicor Gas	3816737; 070310	35728810009 41W011 Burlington Garage 6/1/10-7/1/10	Paid by Check # 303204		07/03/2010	07/14/2010	08/02/2010	07/14/2010	177.73	
2253 - Nicor Gas	3814320-7/10	3814320 40W969 Burlington Rd Wasco 6/23/10-7/23/10	Paid by Check # 304008		07/23/2010	08/12/2010	08/30/2010	08/12/2010	82.27	
2253 - Nicor Gas	3816737-7/10	3572881000 9 Kane County Garage 7/1/10-8/1/10	Paid by Check # 304008		08/03/2010	08/12/2010	08/30/2010	08/12/2010	165.91	
1095 - Vanguard Energy Services LLC	401893-072010	401893 41W011 Burlington Rd 3572881000 7/1/10-7/31/10	Paid by Check # 304111		08/05/2010	08/12/2010	08/30/2010	08/12/2010	135.01	
Account Total: Utilities- Natural Gas			5 Invoice Transaction(s)							\$771.01
<u>Account: 63020 - Utilities- Intersect Lighting</u>										
3380 - City of Batavia	19773281-7/6/10	492.051306.00 Fabyan/Batavia Ave West Energy 5/17/10-6/17/10	Paid by Check # 303005		07/06/2010	07/12/2010	08/02/2010	07/12/2010	18.54	
1044 - City of Geneva	14478225-6/15/10	0198004231-00 Fabyan Pkwy 5/3/10-6/1/10	Paid by Check # 303008		06/15/2010	07/12/2010	08/02/2010	07/12/2010	52.13	
1054 - ComEd	1603046065-6/29	1603046065 Spring/McLean Mrtd St lights 6/1/10-6/29/10	Paid by Check # 303035		06/29/2010	07/12/2010	08/02/2010	07/12/2010	65.08	
1054 - ComEd	1163141072-7/10	1163141072 Bowes, Kirk, Kanvll, Aurora, Viking Dr, 6/2/10-7/1/10	Paid by Check # 303034		07/02/2010	07/12/2010	08/02/2010	07/12/2010	3,046.51	
3222 - MidAmerican Energy Co	5125535-226560	080785667-2043096048 Orchard Rd 5/7/10-6/8/10	Paid by EFT # 7558		06/10/2010	07/12/2010	08/02/2010	07/12/2010	78.60	
1054 - ComEd	5067138019-7/10	5067138019 Traffic light 6/8/10-7/8/10	Paid by Check # 303034		07/09/2010	07/14/2010	08/02/2010	07/14/2010	1,975.01	
1044 - City of Geneva	14478225-6/10	0198004231-00 Energy Fabyan Pkwy Traffic signal	Paid by Check # 303008		07/15/2010	07/22/2010	08/02/2010	07/22/2010	50.29	
1054 - ComEd	0067153039-7/10	0067153039 38W901 Huntley Rd/Square Barn Dundee	Paid by Check # 303035		07/12/2010	07/22/2010	08/02/2010	07/22/2010	25.05	
3222 - MidAmerican Energy Co	5150151-226560	2043096048-080785667 Orchard Rd Aurora 6/8/10-7/8/10	Paid by EFT # 7557		07/13/2010	07/22/2010	08/02/2010	07/22/2010	69.02	
1054 - ComEd	0414000061-7/10	0414000061 Traffic lights 6/17/10-7/20/10	Paid by Check # 303423		07/24/2010	08/02/2010	08/16/2010	08/02/2010	4,163.16	
1054 - ComEd	2672169007-7/10	2672169007 -117872917 Traffic lights 6/25/10-7/27/10	Paid by Check # 303424		07/27/2010	08/02/2010	08/16/2010	08/02/2010	122.04	
3222 - MidAmerican Energy Co	226559-084366308	8185694006 Randa/Mason Rd Traffic lights	Paid by EFT # 7684		07/27/2010	08/02/2010	08/16/2010	08/02/2010	258.93	
3222 - MidAmerican Energy Co	5159555-227081	8019229002-141475536 Energy	Paid by EFT # 7683		07/26/2010	08/04/2010	08/16/2010	08/04/2010	262.86	
3380 - City of Batavia	19773281-6/10	492.051306.00 Energy Fabyan/Batavia Ave 6/17/10-7/15/10	Paid by Check # 303800		08/02/2010	08/12/2010	08/30/2010	08/12/2010	18.28	
1054 - ComEd	141300929-7/10	1603046065 Spring/McLean blvd Traffic lights 6/29/10-7/30/10	Paid by Check # 303834		07/30/2010	08/12/2010	08/30/2010	08/12/2010	75.97	
1054 - ComEd	0067153039-8/10	0067153039 7/12/10-8/10/10 Square Barn/Huntley	Paid by Check # 303834		08/10/2010	08/23/2010	08/30/2010	08/23/2010	25.00	
1054 - ComEd	1163141072-8/10	1163141072 6/2/10-8/2/10 Traffic lights	Paid by Check # 303835		08/03/2010	08/23/2010	08/30/2010	08/23/2010	3,031.72	
1054 - ComEd	5067138019-8/10	5067138019 Traffic lights 7/8/10-8/6/10	Paid by Check # 303836		08/07/2010	08/23/2010	08/30/2010	08/23/2010	1,971.98	

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Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	Payment Date	G/L Date	Invoice Amount
3222 - MidAmerican Energy Co	5170100-226560	080785667-2043096048 Rt 25/Orchard	Paid by EFT # 7779		08/09/2010	08/23/2010	08/30/2010	08/23/2010	69.50
Account Total: Utilities- Intersect Lighting			19 Invoice Transaction(s)						\$15,379.67
Account: 70060 - Communications Equipment									
1174 - Communications Direct Inc	IN105015	14600 Kenwood Radio (Model TK-7160)	Paid by Check # 303839		08/06/2010	08/12/2010	08/30/2010	08/12/2010	375.00
Account Total: Communications Equipment			1 Invoice Transaction(s)						\$375.00
Account: 70070 - Automotive Equipment									
6729 - Packey Webb Ford	67754	2011 Ford F450 1Ton Truck w/Body & Equip Pkg(#11)	Paid by Check # 303596		07/27/2010	07/28/2010	08/16/2010	07/28/2010	26,475.00
Account Total: Automotive Equipment			1 Invoice Transaction(s)						\$26,475.00
Account: 73010 - Bridge Construction									
5091 - e-Verifile.com, Inc	63581	06-21415-00-BR Badge CN Orient/Test Boesch, Hunold, Zaharopoulos	Paid by Check # 303857		06/30/2010	08/23/2010	08/30/2010	08/23/2010	51.00
Account Total: Bridge Construction			1 Invoice Transaction(s)						\$51.00
Account: 74010 - Highway Right of Way									
1458 - Chicago Title Insurance Company	008812983	0114363-000; Stearns 98-00214-02-BR Stg5 Title Ins	Paid by Check # 303000		07/12/2010	07/14/2010	08/02/2010	07/14/2010	310.00
1458 - Chicago Title Insurance Company	8821036	114363-000; 08-00375-00-DR; Title Ins Big Timber Embank; IH Land	Paid by Check # 303000		07/16/2010	07/21/2010	08/02/2010	07/21/2010	310.00
1458 - Chicago Title Insurance Company	8821031	114363-000; 08-00375-00-DR; Title Ins; Big Timber Embank, 1st Am	Paid by Check # 303000		07/16/2010	07/21/2010	08/02/2010	07/21/2010	310.00
1137 - Engineering Enterprises Inc	48026	94-00215-01-BR; PlatSurvey/Legal Desc,03-09-400-045 thru 6/20/10	Paid by Check # 303457		08/09/2010	08/02/2010	08/16/2010	08/02/2010	2,200.00
Account Total: Highway Right of Way			4 Invoice Transaction(s)						\$3,130.00
Sub-Department Total: County Highway			229 Invoice Transaction(s)						\$195,742.14
Department Total: Transportation			229 Invoice Transaction(s)						\$195,742.14
Fund Total: County Highway			229 Invoice Transaction(s)						\$195,742.14
<u>Fund: 301 - County Bridge</u>									
<u>Department: 520 - Transportation</u>									
<u>Sub-Department: 521 - County Bridge</u>									
<u>Account: 50140 - Engineering Services</u>									
5563 - Wills Burke Kelsey Associates, Limited (WBK)	10195	04-00329-00-BR; (R)Jrch/Blckbry Crk 5/30/10-6/26/10	Paid by EFT # 7604		07/07/2010	07/15/2010	08/02/2010	07/15/2010	1,357.77
Account Total: Engineering Services			1 Invoice Transaction(s)						\$1,357.77
<u>Account: 52100 - Bridge Inspection</u>									
1053 - Hampton Lenzini & Renwick, Inc. (HLR)	20100653	2010 Structure Sfty Inspect/Various In-Svc Bridges Thru 7/3/10	Paid by EFT # 7536		07/15/2010	07/22/2010	08/02/2010	07/22/2010	52,067.92
1053 - Hampton Lenzini & Renwick, Inc. (HLR)	20100695	2009 Annual Countywide Bridge Inspections thru 7/17/10	Paid by EFT # 7662		07/21/2010	07/28/2010	08/16/2010	07/28/2010	3,752.89
1053 - Hampton Lenzini & Renwick, Inc. (HLR)	20100742	2009 Annual Countywide Bridge Inspections thru 7/31/10	Paid by EFT # 7762		08/04/2010	08/11/2010	08/30/2010	08/11/2010	349.02

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Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	Payment Date	G/L Date	Invoice Amount
Account Total: Bridge Inspection			3 Invoice Transaction(s)						\$56,169.83
Sub-Department Total: County Bridge			4 Invoice Transaction(s)						\$57,527.60
Department Total: Transportation			4 Invoice Transaction(s)						\$57,527.60
Fund Total: County Bridge			4 Invoice Transaction(s)						\$57,527.60
<b>Fund: 302 - Motor Fuel Tax</b>									
<b>Department: 520 - Transportation</b>									
<b>Sub-Department: 522 - Motor Fuel Tax</b>									
<b>Account: 45410 - Teamsters Contribution</b>									
1067 - Suburban Teamsters of Northern Illinois	1569-0710	1569; 10-00000-00-RF; July 2010 Insurance, Maint Staff	Paid by Check # 303291		07/27/2010	07/27/2010	08/02/2010	07/27/2010	35,100.00
1067 - Suburban Teamsters of Northern Illinois	269497 - July'10	1569; MFT; 10-00000-00-RF; Rate Increase for July 2010	Paid by Check # 304084		08/11/2010	08/23/2010	08/30/2010	08/23/2010	2,700.00
1067 - Suburban Teamsters of Northern Illinois	1569 8/10	1569; MFT; 10-00000-00-RF; Insurance-Maint Staff; Aug 2010	Paid by Check # 304084		08/10/2010	08/23/2010	08/30/2010	08/23/2010	30,240.00
Account Total: Teamsters Contribution			3 Invoice Transaction(s)						\$68,040.00
<b>Account: 50510 - Debt Administration Cost</b>									
3892 - US Bank	2675688	1402_1 IL Gen Oblg Bonds Series 2001 09/01/01 Admin	Paid by Check # 303682		07/23/2010	08/09/2010	08/16/2010	08/09/2010	175.00
3892 - US Bank	2675704	1731_1 IL Ser 2004 03/23/04 Gen Oblg Refunding Bond Admin	Paid by Check # 303682		07/23/2010	08/09/2010	08/16/2010	08/09/2010	175.00
Account Total: Debt Administration Cost			2 Invoice Transaction(s)						\$350.00
Sub-Department Total: Motor Fuel Tax			5 Invoice Transaction(s)						\$68,390.00
Department Total: Transportation			5 Invoice Transaction(s)						\$68,390.00
Fund Total: Motor Fuel Tax			5 Invoice Transaction(s)						\$68,390.00
<b>Fund: 304 - Motor Fuel Local Option</b>									
<b>Department: 520 - Transportation</b>									
<b>Sub-Department: 524 - Motor Fuel Local Option</b>									
<b>Account: 50140 - Engineering Services</b>									
5244 - Bollinger, Lach & Associates Inc	14681-17	08-00375-00-DR;Big Timber Embank Stabiliz 5/30/10-6/26/10	Paid by Check # 302983		06/30/2010	07/14/2010	08/02/2010	07/14/2010	3,500.84
3918 - Entran, LLC	12-Burl	08-00380-00-BR; BringtnBr/VirgilDitch#2/Ph2 6/1/10-6/30/10	Paid by EFT # 7519		07/12/2010	07/21/2010	08/02/2010	07/21/2010	11,040.67
3918 - Entran, LLC	12-Jer	08-00382-00-BR; JrchBr/DrainageDitch/Ph2 6/1/10-6/30/10	Paid by EFT # 7519		07/12/2010	07/21/2010	08/02/2010	07/21/2010	8,732.63
3618 - Midland Standard Engineering & Testing, Inc.	130211	10-00371-01-EG; Material Tstg 01-00267-00 6/1/10-6/30/10	Paid by Check # 303186		07/09/2010	07/21/2010	08/02/2010	07/21/2010	9,565.00
3618 - Midland Standard Engineering & Testing, Inc.	130198	10-00371-01-EG; MaterialTestSvcs 10-400-00-RS 6/1/10-6/30/10	Paid by Check # 303186		07/08/2010	07/21/2010	08/02/2010	07/21/2010	19,160.00
3618 - Midland Standard Engineering & Testing, Inc.	130220	10-00371-01-EG MaterialTest 08-09109-01-EG 6/1/10-6/30/10	Paid by Check # 303186		07/10/2010	07/21/2010	08/02/2010	07/21/2010	1,385.50

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# Transportation Accounts Payable by GL Distribution

From Date: 08/01/2010 - To Date: 08/31/2010

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	Payment Date	G/L Date	Invoice Amount	
4528 - Bloom Companies, LLC	6323	08-00369-00-SP; RndldRd/BigTimberRd 5/1/10-6/30/10	Paid by EFT # 7506		07/13/2010	07/21/2010	08/02/2010	07/21/2010	1,153.34	
5245 - Strand Associates Inc	22-0079819	08-00376-00-BR HmpshrCk/bankStabil 6/01/10-6/30/10	Paid by Check # 303290		07/15/2010	07/21/2010	08/02/2010	07/21/2010	1,050.06	
1051 - V3 Companies of Illinois Ltd	610275	10-00406-00-BR; 2010 BrdgMaint Grp#1; P2 Eng Svcs, 5/30-6/26/10	Paid by Check # 303320		07/08/2010	07/21/2010	08/02/2010	07/21/2010	22,744.00	
5563 - Wills Burke Kelsey Associates, Limited (WBK)	10210	06-00214-03-BR, Maint&Mntr/Strns/Stg1/Mitigatn 5/30/10-6/26/10	Paid by EFT # 7604		07/13/2010	07/21/2010	08/02/2010	07/21/2010	1,262.31	
1205 - CIORBA Group Inc	1-7/10	04-00325-00-TL; (r) Engrn/Randall at Bolcum 5/1/10-7/2/10	Paid by EFT # 7512		07/07/2010	07/21/2010	08/02/2010	07/21/2010	12,638.67	
1205 - CIORBA Group Inc	14-20661	04-00325-00-TL; (r) Randall/Bolcum, P1, PO69628, 5/30/10-7/2/10	Paid by EFT # 7512		07/09/2010	07/21/2010	08/02/2010	07/21/2010	5,486.83	
1053 - Hampton Lenzini & Renwick, Inc. (HLR)	20100293	TA-2009--0076 Randall/IL RT 64 Red light running permit	Paid by EFT # 7536		04/02/2010	07/22/2010	08/02/2010	07/22/2010	1,102.26	
1205 - CIORBA Group Inc	9-2009-2544	08-00383-00-BR Peplow over Trib Union Ditch 3, P1 5/1/10-7/2/10	Paid by EFT # 7645		07/14/2010	07/29/2010	08/16/2010	07/29/2010	3,754.24	
1205 - CIORBA Group Inc	9-2009-2546	08-00381-00-BR; Br Rplc- Corron/Ferson Crk-P2 5/1/10-7/2/10	Paid by EFT # 7645		07/19/2010	07/29/2010	08/16/2010	07/29/2010	3,448.85	
5510 - H.W. Lochner, Inc.	3031-2	08-00378-00-CH; (r) Main/NelsonLake/Intersec 5/29/10- 6/25/10	Paid by Check # 303492		07/08/2010	08/02/2010	08/16/2010	08/02/2010	3,124.51	
1053 - Hampton Lenzini & Renwick, Inc. (HLR)	11-7/10	08-00181-00-CH Mshrt/ILRte31/Intersec 6/1/10 - 6/30/10	Paid by EFT # 7662		07/28/2010	08/02/2010	08/16/2010	08/02/2010	2,716.90	
1650 - Kane DuPage Soil & Water Conservation District	071510	08-00375-00-DR Big Timber Bank stabilization	Paid by Check # 303533		07/15/2010	08/02/2010	08/16/2010	08/02/2010	633.00	
5510 - H.W. Lochner, Inc.	3020-6Huntley	08-00379-00-TL;(R) Hntly/SqrBrn/SlpyHllwSgnlCon 5/29/10- 6/25/10	Paid by Check # 303492		07/08/2010	08/04/2010	08/16/2010	08/04/2010	11,288.10	
5510 - H.W. Lochner, Inc.	3020-6Randall	08-00379-00-TL (R) Rndll/County Line to Binnie 5/29/10-6/25/10	Paid by Check # 303492		07/08/2010	08/04/2010	08/16/2010	08/04/2010	8,087.96	
1161 - Teng & Associates, Inc	21581006-06	08-00385-00-BR; (r) Main St over Blackberry Ck 6/19/10-7/23/10	Paid by Check # 303660		07/30/2010	08/04/2010	08/16/2010	08/04/2010	1,844.28	
1161 - Teng & Associates, Inc	21710006-06	08-00066-02-BR; (r) Dauberman over Welch Ck 6/19/10-7/23/10	Paid by Check # 303660		07/30/2010	08/04/2010	08/16/2010	08/04/2010	2,873.51	
4528 - Bloom Companies, LLC	6387	08-00369-00-SP; Randall Rd at Big Timber Rd 7/1/10-7/31/10	Paid by EFT # 7730		08/06/2010	08/11/2010	08/30/2010	08/11/2010	2,613.92	
6731 - Hanson Professional Services Inc	1026610	09-00364-01- EG;TrafficEngVariousInter thru 7/17/10	Paid by Check # 303904		08/04/2010	08/11/2010	08/30/2010	08/11/2010	5,000.00	
5563 - Wills Burke Kelsey Associates, Limited (WBK)	10266	08-00058-02-BR; [R] Bliss/Blackberry Phl 6/22/10-7/31/10	Paid by EFT # 7824		08/10/2010	08/12/2010	08/30/2010	08/12/2010	4,403.59	
5563 - Wills Burke Kelsey Associates, Limited (WBK)	10267	08-00133-01-BR; (r) Walker Rd ovr Burlington Ck 6/22/10-7/31/10	Paid by EFT # 7824		08/10/2010	08/12/2010	08/30/2010	08/12/2010	5,261.89	
5563 - Wills Burke Kelsey Associates, Limited (WBK)	10268	08-00386-00-BR; (r) French ovr Burlington Ck 6/22/10-7/31/10	Paid by EFT # 7824		08/10/2010	08/12/2010	08/30/2010	08/12/2010	4,532.73	
Account Total: Engineering Services			27 Invoice Transaction(s)							\$158,405.59
Account: 52070 - Repairs and Maint- Pavement Mark										
1061 - Preform Traffic Control System	Est1-2010-1196	10-00000-04-GM; 2010 Paint Pavement Marking 6/3/10-7/26/10	Paid by Check # 303611		07/26/2010	07/28/2010	08/16/2010	07/28/2010	162,201.59	

**Kane County**  
**Transportation Accounts Payable by GL Distribution**

From Date: 08/01/2010 - To Date: 08/31/2010

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	Payment Date	G/L Date	Invoice Amount
Account Total: Repairs and Maint- Pavement Mark			1 Invoice Transaction(s)						\$162,201.59
<u>Account: 63020 - Utilities- Intersect Lighting</u>									
1063 - Meade Electric Co Inc	646343	13382; 10-00000-01-GM; TrffcSgnl&Rdwy Ltg Maint; June 2010	Paid by EFT # 7555		06/28/2010	07/21/2010	08/02/2010	07/21/2010	30,241.00
Account Total: Utilities- Intersect Lighting			1 Invoice Transaction(s)						\$30,241.00
<u>Account: 70110 - Machinery and Equipment</u>									
7014 - Petroleum Technologies Equipment Inc	10269	Replace Fuel Mgmt and Tank Gauging Systems	Paid by Check # 303222		05/27/2010	07/21/2010	08/02/2010	07/21/2010	46,812.00
Account Total: Machinery and Equipment			1 Invoice Transaction(s)						\$46,812.00
<u>Account: 73000 - Road Construction</u>									
1021 - State of IL Treasurer-IDOT	103763	32905; 08-00094-02-BT; McLean Blvd BikePath Constr	Paid by Check # 303287		07/14/2010	07/21/2010	08/02/2010	07/21/2010	28,406.16
Account Total: Road Construction			1 Invoice Transaction(s)						\$28,406.16
<u>Account: 74010 - Highway Right of Way</u>									
4119 - Deutsch, Levy & Engel, Chartered	072810	98-00214-02-BR 1st47, 48, 51 Eminent domain	Paid by Check # 303439		07/28/2010	08/02/2010	08/16/2010	08/02/2010	2,209.50
3895 - Douglas G. Felder, P.C.	072710	98-00214-02-BR 1St0054 eminent domain	Paid by Check # 303467		07/27/2010	08/02/2010	08/16/2010	08/02/2010	405.00
7262 - Russel C. Duber	081910RD	02-27-200-005 Right of Way 0.458 Ac	Paid by Check # 303741		08/20/2010	08/20/2010	08/23/2010	08/20/2010	15,000.00
Account Total: Highway Right of Way			3 Invoice Transaction(s)						\$17,614.50
Sub-Department Total: Motor Fuel Local Option			34 Invoice Transaction(s)						\$443,680.84
Department Total: Transportation			34 Invoice Transaction(s)						\$443,680.84
Fund Total: Motor Fuel Local Option			34 Invoice Transaction(s)						\$443,680.84
<u>Fund: 305 - Transportation Sales Tax</u>									
<u>Department: 520 - Transportation</u>									
<u>Sub-Department: 527 - Transportation Sales Tax</u>									
<u>Account: 50140 - Engineering Services</u>									
4528 - Bloom Companies, LLC	5	08-00112-00-CH; (r) Huntley@Galligan/,PI Engr 5/1/10-6/30/10	Paid by EFT # 7506		07/13/2010	07/21/2010	08/02/2010	07/21/2010	10,675.97
1245 - RJN Group Inc	3-2009-2024	99-00232-00-WR; (r) Orchrdr/Rt 30/S/Jerch 5/1/10-7/2/10	Paid by Check # 303253		07/12/2010	07/21/2010	08/02/2010	07/21/2010	32,668.62
1233 - Crawford Murphy & Tilly Inc (CMT)	7-86057	01-00269-00-CH; (r) andall@Fabyan, P2, 5/29/10-7/2/10	Paid by Check # 303434		07/17/2010	08/04/2010	08/16/2010	08/04/2010	33,771.57
4528 - Bloom Companies, LLC	6	08-00112-00-CH; (r) Huntley@Galligan, PI Engineering 7/1-7/31/10	Paid by EFT # 7730		08/06/2010	08/11/2010	08/30/2010	08/11/2010	6,731.03
1245 - RJN Group Inc	4-2009-2024	99-00232-00-WR; (r) Orchard-Rt30-So of Jericho 7/3/10-7/30/10	Paid by Check # 304047		08/06/2010	08/11/2010	08/30/2010	08/11/2010	16,065.96
Account Total: Engineering Services			5 Invoice Transaction(s)						\$99,913.15
Sub-Department Total: Transportation Sales Tax			5 Invoice Transaction(s)						\$99,913.15

**Kane County**  
**Transportation Accounts Payable by GL Distribution**

From Date: 08/01/2010 - To Date: 08/31/2010

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	Payment Date	G/L Date	Invoice Amount
Department Total: Transportation			5 Invoice Transaction(s)						\$99,913.15
Fund Total: Transportation Sales Tax			5 Invoice Transaction(s)						\$99,913.15
<u>Fund: 513 - Transit Sales Tax Bond Construct</u>									
<u>Department: 520 - Transportation</u>									
<u>Sub-Department: 528 - Transit Sales Tax Bond Construct</u>									
<u>Account: 50140 - Engineering Services</u>									
1287 - Civiltech Engineering Inc	24	07-00214-25-BR Stearns/st5/NwRd/Rndl/Mclean 12/1/09-12/25/10	Paid by Check # 303015		01/11/2010	07/21/2010	08/02/2010	07/21/2010	7,551.21
1287 - Civiltech Engineering Inc	27	07-00214-25-BR Stearns/st5/NwRd/Rndl/Mclean 5/1/10- 6/25/10	Paid by Check # 303015		07/09/2010	07/21/2010	08/02/2010	07/21/2010	155.00
1071 - SEC GROUP Inc	14-68340	01-00274-00-BR; AndrsnExt/UPR&Metra/P2 5/22/10- 6/18/10	Paid by Check # 303267		07/06/2010	07/21/2010	08/02/2010	07/21/2010	26,780.00
1059 - Christopher B. Burke Engineering, Ltd.	9-94786	06-00214-10-BR; (R) StrnsBr/Stg2/McLn/Rt 31 5/30/10- 6/26/10	Paid by Check # 303001		07/08/2010	07/21/2010	08/02/2010	07/21/2010	63,641.21
1287 - Civiltech Engineering Inc	11-2291	06-00214-25-BR; (R) StrnsBr/Stg5/Rndl/McLean 5/29/10- 6/25/10	Paid by Check # 303015		07/08/2010	07/21/2010	08/02/2010	07/21/2010	66,322.26
5245 - Strand Associates Inc	20-0079818	08-00299-01-BR Randall Over I-88 Bridge Rehab 6/1/10-6/31/10	Paid by Check # 303290		07/09/2010	07/22/2010	08/02/2010	07/22/2010	2,425.07
6638 - Michael Baker Jr. Inc	31-787300	07-00214-20-BR; Stearns BrdgSt4McLean.P2.Design 5/31/10- 6/27/10	Paid by Check # 303568		07/21/2010	07/28/2010	08/16/2010	07/28/2010	1,291.16
3468 - Village of Huntley	5664	09-00397-00-ES; I90/Rt 47 Full interchange 5/10/10 - 7/9/10	Paid by Check # 303694		07/22/2010	08/02/2010	08/16/2010	08/02/2010	6,924.50
1071 - SEC GROUP Inc	15-68910	01-00274-00-BR; AndrsnExt/UPR&Metra RailP2 6/19/10- 7/16/10	Paid by Check # 304061		08/04/2010	08/11/2010	08/30/2010	08/11/2010	51,794.62
Account Total: Engineering Services			9 Invoice Transaction(s)						\$226,885.03
<u>Account: 52080 - Repairs and Maint- Resurfacing</u>									
1011 - Curran Contracting Co	2-2010-623	10-00400-00-RS 2010 County Resurfacing Program 6/8/10-7/13/10	Paid by Check # 303045		07/13/2010	07/22/2010	08/02/2010	07/22/2010	1,856,854.08
Account Total: Repairs and Maint- Resurfacing			1 Invoice Transaction(s)						\$1,856,854.08
<u>Account: 73000 - Road Construction</u>									
1244 - Geneva Construction Company	Est1-2010-1422	09-00399-00-WR; Kirk@Stadium; 6/21/10 - 7/15/10	Paid by EFT # 7531		07/15/2010	07/26/2010	08/02/2010	07/26/2010	11,302.20
Account Total: Road Construction			1 Invoice Transaction(s)						\$11,302.20
<u>Account: 73010 - Bridge Construction</u>									
7073 - Will County Department of Highways	071410	06-00214-20-BR; Stearns-Advance Fedl STP Payback	Paid by Check # 303338		07/14/2010	07/21/2010	08/02/2010	07/21/2010	173,089.00
Account Total: Bridge Construction			1 Invoice Transaction(s)						\$173,089.00
<u>Account: 74010 - Highway Right of Way</u>									

**Kane County**  
**Transportation Accounts Payable by GL Distribution**

From Date: 08/01/2010 - To Date: 08/31/2010

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	Payment Date	G/L Date	Invoice Amount
7222 - James & Donna Jendruczek	1LN0010	94-00215-01-BR; Longmeadow Reloc: Supplement/Moving Expenses	Paid by Check # 303523		08/03/2010	08/04/2010	08/16/2010	08/04/2010	56,094.00
Account Total: Highway Right of Way			1 Invoice Transaction(s)						\$56,094.00
Sub-Department Total: Transit Sales Tax Bond Construct			13 Invoice Transaction(s)						\$2,324,224.31
Department Total: Transportation			13 Invoice Transaction(s)						\$2,324,224.31
Fund Total: Transit Sales Tax Bond Construct			13 Invoice Transaction(s)						\$2,324,224.31
<u>Fund: 540 - Transportation Capital</u>									
<u>Department: 520 - Transportation</u>									
<u>Sub-Department: 525 - Transportation Capital</u>									
<u>Account: 50140 - Engineering Services</u>									
1287 - Civiltech Engineering Inc	1-2009-2774	06-00214-27-BR; (R) Strns/Stg5B/Umbdnstck/CC&PRR 5/29/10-6/25/10	Paid by Check # 303015		07/09/2010	07/21/2010	08/02/2010	07/21/2010	22,279.44
1205 - CIORBA Group Inc	10-2009-2545	08-00384-00-BR; Ksingr/LaFox Trib/Mill Crk-P2 5/29/10-7/2/10	Paid by EFT # 7645		07/14/2010	07/29/2010	08/16/2010	07/29/2010	8,487.24
5563 - Wills Burke Kelsey Associates, Limited (WBK)	10256	98-00226-00-BR; (r) Big Timber, 6/27/10-7/31/10	Paid by EFT # 7824		08/09/2010	08/12/2010	08/30/2010	08/12/2010	591.64
Account Total: Engineering Services			3 Invoice Transaction(s)						\$31,358.32
<u>Account: 74010 - Highway Right of Way</u>									
7211 - Breda Moving Company Inc & Peggi Lathrop	080210	94-00215-00-BR; 1LN0051; Moving costs	Paid by Check # 303395		08/02/2010	08/03/2010	08/16/2010	08/03/2010	7,994.00
Account Total: Highway Right of Way			1 Invoice Transaction(s)						\$7,994.00
Sub-Department Total: Transportation Capital			4 Invoice Transaction(s)						\$39,352.32
Department Total: Transportation			4 Invoice Transaction(s)						\$39,352.32
Fund Total: Transportation Capital			4 Invoice Transaction(s)						\$39,352.32
<u>Fund: 550 - Aurora Area Impact Fees</u>									
<u>Department: 520 - Transportation</u>									
<u>Sub-Department: 550 - Aurora Impact Fee</u>									
<u>Account: 74010 - Highway Right of Way</u>									
2164 - Gadd Tibble & Associates Inc	10-04-02	99-00232-00-WR; Appraisals/R-91-081-01/OrchrdJrchRt30	Paid by Check # 303092		04/14/2010	07/21/2010	08/02/2010	07/21/2010	7,500.00
Account Total: Highway Right of Way			1 Invoice Transaction(s)						\$7,500.00
Sub-Department Total: Aurora Impact Fee			1 Invoice Transaction(s)						\$7,500.00
Department Total: Transportation			1 Invoice Transaction(s)						\$7,500.00
Fund Total: Aurora Area Impact Fees			1 Invoice Transaction(s)						\$7,500.00
<u>Fund: 551 - Campton Hills Impact Fees</u>									
<u>Department: 520 - Transportation</u>									
<u>Sub-Department: 551 - Campton Hills Impact Fee</u>									

Kane County

# Transportation Accounts Payable by GL Distribution

From Date: 08/01/2010 - To Date: 08/31/2010

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	Payment Date	G/L Date	Invoice Amount
<u>Account: 73000 - Road Construction</u>									
7149 - Robert Lord Builders Inc	07072010-RL	Refund of Impact fees - Campton Hills	Paid by Check # 303254		07/07/2010	07/12/2010	08/02/2010	07/12/2010	3,560.00
Account Total: Road Construction			1 Invoice Transaction(s)						<u>\$3,560.00</u>
Sub-Department Total: Campton Hills Impact Fee			1 Invoice Transaction(s)						<u>\$3,560.00</u>
Department Total: Transportation			1 Invoice Transaction(s)						<u>\$3,560.00</u>
Fund Total: Campton Hills Impact Fees			1 Invoice Transaction(s)						<u>\$3,560.00</u>
<u>Fund: 553 - Northwest Impact Fees</u>									
<u>Department: 520 - Transportation</u>									
<u>Sub-Department: 553 - Northwest Impact Fees</u>									
<u>Account: 74010 - Highway Right of Way</u>									
1458 - Chicago Title Insurance Company	8821129	0114363-000 Title Ins 07-00356-00-CH Plank/Rt 47 1HA0001	Paid by Check # 303410		07/23/2010	07/28/2010	08/16/2010	07/28/2010	310.00
1458 - Chicago Title Insurance Company	8821132	0114363-000 Title Ins 07-00356-00-CH PlankRd/Rt47 1HA0003	Paid by Check # 303410		07/23/2010	07/28/2010	08/16/2010	07/28/2010	310.00
1458 - Chicago Title Insurance Company	8821130	0114363-000 Title Ins 07-00356-00-CH Plank Rd/Rt47 1HA0007	Paid by Check # 303410		07/23/2010	07/28/2010	08/16/2010	07/28/2010	310.00
1458 - Chicago Title Insurance Company	8821131	0114363-000 Title Ins 07-00356-00-CH PlankRd/Rt47 1HA0006	Paid by Check # 303410		07/27/2010	07/28/2010	08/16/2010	07/28/2010	310.00
3491 - Wheatland Title Guaranty Co	316932	07-00356-00-CH; Plank/Rt47 1HA0011; Later Date Title Commitment	Paid by Check # 303708		07/20/2010	07/28/2010	08/16/2010	07/28/2010	50.00
1458 - Chicago Title Insurance Company	8821234	0114363-000,Title Ins,07-00356-00-CH,1HA0012, Plank/Rt47	Paid by Check # 303410		08/03/2010	08/04/2010	08/16/2010	08/04/2010	310.00
7233 - Edwin W. Busche & Gloria Busche	1HA0012	07-00356-00-CH; IL47 & Plank Rd, Res#10-136	Paid by Check # 303453		08/04/2010	08/06/2010	08/16/2010	08/06/2010	1,500.00
7233 - Edwin W. Busche & Gloria Busche	1HA0006	07-00356-00-CH; IL47 & Plank Rd, Res#10-136	Paid by Check # 303454		08/04/2010	08/06/2010	08/16/2010	08/06/2010	23,000.00
7232 - Kianoosh Jafari	1HA0011	07-00356-00-CH; IL47 & Plank Rd, Res#10-136	Paid by Check # 303522		08/04/2010	08/06/2010	08/16/2010	08/06/2010	7,700.00
7234 - Kenneth & Joan Timke	1HA0007	07-00356-00-CH; IL47 & Plank Rd, Res#10-136	Paid by Check # 303670		08/04/2010	08/06/2010	08/16/2010	08/06/2010	3,500.00
3491 - Wheatland Title Guaranty Co	320716	07-00356-00-CH Plank/IL47 1HA0005 Later date commitment	Paid by Check # 304131		08/06/2010	08/11/2010	08/30/2010	08/11/2010	60.00
3491 - Wheatland Title Guaranty Co	320720	07-00356-00-CH Plank/IL47 1HA0008 later date title commitment	Paid by Check # 304131		08/06/2010	08/11/2010	08/30/2010	08/11/2010	60.00
3491 - Wheatland Title Guaranty Co	320726	07-00356-00-CH Plank/IL47 1HA0007 Later date commitment	Paid by Check # 304131		08/06/2010	08/11/2010	08/30/2010	08/11/2010	60.00
3491 - Wheatland Title Guaranty Co	321989	07-00356-00-CH 1HA0009 Plank Rd Later Date committment	Paid by Check # 304131		08/13/2010	08/23/2010	08/30/2010	08/23/2010	60.00
3491 - Wheatland Title Guaranty Co	321991	07-00356-00-CH 1HA0010 Later Date Title Commitment 1HA0010	Paid by Check # 304131		08/13/2010	08/23/2010	08/30/2010	08/23/2010	60.00
3491 - Wheatland Title Guaranty Co	321992	07-00356-00-CH 1HA0004 Later Date Commitment	Paid by Check # 304131		08/13/2010	08/23/2010	08/30/2010	08/23/2010	60.00
3491 - Wheatland Title Guaranty Co	321993	07-00356-00-CH 1HA0003 Later Date Commitment Plank Rd IL47	Paid by Check # 304131		08/13/2010	08/23/2010	08/30/2010	08/23/2010	60.00
3491 - Wheatland Title Guaranty Co	321994	07-00356-00-CH 1HA0002 Later Date Commitment Plank/IL47	Paid by Check # 304131		08/13/2010	08/23/2010	08/30/2010	08/23/2010	60.00

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From Date: 08/01/2010 - To Date: 08/31/2010

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	Payment Date	G/L Date	Invoice Amount
3491 - Wheatland Title Guaranty Co	321996	07-00356-00-CH 1HA0001 & 0013 Later Date Commitment PlankL47	Paid by Check # 304131		08/13/2010	08/23/2010	08/30/2010	08/23/2010	60.00
Account Total: Highway Right of Way			19 Invoice Transaction(s)						<u>\$37,840.00</u>
Sub-Department Total: Northwest Impact Fees			19 Invoice Transaction(s)						<u>\$37,840.00</u>
Department Total: Transportation			19 Invoice Transaction(s)						<u>\$37,840.00</u>
Fund Total: Northwest Impact Fees			19 Invoice Transaction(s)						<u>\$37,840.00</u>
Grand Total:			315 Invoice Transaction(s)						<u><u>\$3,277,730.36</u></u>



# AGENDA ITEM EXECUTIVE SUMMARY

Agenda Item #4B

Date: September 27, 2010

Item: Transportation Financial Reports – thru August 31, 2010

Presenter / Sponsor: Tom Rickert

Assigned Committee: Transportation

Budgeted:  Yes  No  N/A

*If not budgeted, explain funding source:* N/A

Appropriation: N/A

## Summary:

Attached are the Division of Transportation's Fund Status Report and the Purchase Order Status Report for the period ending August 31, 2010.

Current county transportation fund contractual obligations total \$41,966,845.

Fund outflows for the first 9 month's of the fiscal year 2010 were \$33.8 million or 38% of budget. Fund inflows during the same period were \$31.9 million or 64.3% of the revenue budget. Project reimbursements collected for the month of August were \$3.1 million.

The receivables balance at the end of August is \$4.1 million.

## Receivable Aging

\$1.1 million current  
\$0.1 million 1-30 days  
\$0.0 million 31-60 days  
\$2.5 million 61-90 days  
\$0.4 million over 90 days

The over 90 days is an Emergency Repair Program (ERP Funds) authorized by IDOT October 5, 2009 and final approval was received on July 20, 2010. The 61-90 days past due is a right of way reimbursement request for the Stearns Road Bridge Corridor. IDOT District 1 resubmitted this request to the Central Office in Springfield for processing on 8/10/2010.

List Attachments: Funds summary and project status reports.

Detailed information available from / at: Gary Sirotzke, Chief of Finance, (630) 845-7872

Staff Comments / Recommendations: For information only.

# Fund Status Report

Report Date: 8/31/2010 (unaudited)

Fund	Beginning Fund Balance	M-T-D Revenues	Y-T-D Revenues	M-T-D Expenses	Y-T-D Expenses	Fund Balance	Contractual Obligations	Debt Obligations	Fund Balance Less Obligations	A/R
<b>Special Revenue Funds</b>										
300 - County Highway	\$9,406,313.63	\$365,592.17	\$3,333,220.58	\$383,367.48	\$3,773,632.05	\$8,897,939.51	\$2,166,558.06		\$6,731,381.45	\$67,962.65
301 - County Bridge	\$701,759.02	\$19,802.86	\$215,485.61	\$46,646.12	\$293,471.12	\$620,144.21	\$92,156.57		\$527,987.64	\$3,629.30
302 - Motor Fuel Tax	\$7,882,287.60	\$943,301.93	\$7,732,767.05	\$206,932.87	\$8,436,622.08	\$5,041,556.94	\$1,259,300.83	\$34,951,228.00	(\$31,168,971.89)	\$2,136,875.63
303 - County Highway Matching	\$66,702.09	\$3,564.95	\$34,437.35	\$0.00	\$66,053.07	\$35,086.37	\$0.00		\$35,086.37	\$0.00
304 - Motor Fuel Local Option	\$12,495,883.91	\$447,092.14	\$5,876,268.73	\$226,856.57	\$2,246,888.65	\$15,710,140.63	\$5,080,669.31		\$10,629,471.32	\$415,123.36
Special Revenue Funds Subtotal:	\$30,552,946.25	\$1,779,354.05	\$17,192,179.32	\$863,803.04	\$14,816,666.97	\$30,304,867.66	\$8,598,684.77	\$34,951,228.00	(\$13,245,045.11)	\$2,623,590.94
<b>Restricted Capital Funds</b>										
305 - Transportation Sales Tax	\$17,416,604.90	\$984,195.47	\$6,643,432.22	\$125,954.51	\$9,418,290.03	\$14,608,065.33	\$8,983,970.78	\$33,643,156.00	(\$28,019,061.45)	\$33,681.76
513 - Transit Sales Tax Bond Fund	\$30,652,416.81	\$7,139.64	\$94,112.30	\$158,272.48	\$8,927,373.94	\$21,819,155.17	\$14,739,770.52		\$7,079,384.65	\$0.00
540 - Transportation Capital	\$10,276,851.12	\$632,073.62	\$5,797,523.86	\$75,479.61	\$375,055.05	\$15,071,452.41	\$2,835,976.93		\$12,235,475.48	\$627,867.52
550 - Aurora Area Impact Fees	\$1,030,477.15	\$5,109.92	\$23,189.77	\$0.00	\$32,418.00	\$1,021,248.92	\$0.00		\$1,021,248.92	\$0.00
551 - Campton Hills Impact Fees	\$956,939.32	\$324.55	\$101,670.24	\$0.00	\$25,029.58	\$1,033,579.98	\$153,836.70		\$879,743.28	\$0.00
552 - Greater Elgin Impact Fees	\$1,508,770.33	\$42,484.59	\$518,908.30	\$0.00	\$0.00	\$1,246,878.63	\$1,980,497.34		(\$733,618.71)	\$780,800.00
553 - Northwest Impact Fees	\$1,311,716.15	\$1,857.33	\$642,986.66	\$97,694.90	\$154,188.13	\$1,800,514.68	\$2,052,512.44		(\$251,997.76)	\$0.00
554 - Southwest Impact Fees	\$719,417.20	\$1,313.82	\$407,709.90	\$0.00	\$0.00	\$1,127,127.10	\$0.00		\$1,127,127.10	\$0.00
555 - Tri-Cities Impact Fees	\$970,121.80	\$2,827.48	\$98,691.94	\$0.00	\$0.00	\$1,068,813.74	\$610,074.93		\$458,738.81	\$0.00
556 - Upper Fox Impact Fees	\$1,746,523.00	\$1,284.39	\$100,185.23	\$0.00	\$500.00	\$1,846,208.23	\$68,390.00		\$1,777,818.23	\$0.00
557 - West Central Impact Fees	\$158,481.18	\$50.36	\$4,297.53	\$0.00	\$174.97	\$162,603.74	\$160,000.00		\$2,603.74	\$0.00
558 - North Impact Fees	\$623,097.48	\$2,167.95	\$17,040.35	\$0.00	\$0.00	\$640,137.83	\$1,783,130.46		(\$1,142,992.63)	\$0.00
559 - Central Impact Fees	\$354,143.51	\$133.78	\$78,680.71	\$0.00	\$0.00	\$432,824.22	\$0.00		\$432,824.22	\$0.00
560 - South Impact Fees	\$155,754.48	\$82.77	\$127,608.83	\$0.00	\$0.00	\$283,363.31	\$0.00		\$283,363.31	\$0.00
IF Subtotal	\$9,535,441.60	\$57,636.94	\$2,120,969.46	\$97,694.90	\$212,310.68	\$10,663,300.38	\$6,808,441.87	\$0.00	\$3,854,858.51	\$780,800.00
Restricted Capital Funds Subtotal:	\$67,881,314.43	\$1,681,045.67	\$14,656,037.84	\$457,401.50	\$18,933,029.70	\$62,161,973.29	\$33,368,160.10	\$33,643,156.00	(\$4,849,342.81)	\$1,442,349.28
<b>Grand Total:</b>	\$98,434,260.68	\$3,460,399.72	\$31,848,217.16	\$1,321,204.54	\$33,749,696.67	\$92,466,840.95	\$41,966,844.87	\$68,594,384.00	(\$18,094,387.92)	\$4,065,940.22

Please note the Fund Balance is less Accounts Receivable.

ABF	A
P.O. Status	Open
Fund	(All)

K.C.D.O.T.  
8/31/2010  
(unaudited)

Row Labels	Values			
	Open Contract	Contract Amount	Funding Remaining	A/R
Anderson Road Extension - IL38 to Keslinger(41)	\$578,070.35	\$ 1,426,712.33	\$ -	\$ -
(E2)				
2009-1073				
SEC Group, Inc.	\$578,070.35	\$ 1,426,712.33	\$ -	\$ -
Archive File Scanning	\$2,525.00	\$ 9,600.00	\$ -	\$ -
Archive File Scanning				
2010-402				
Accurate Repro, Inc.	\$2,525.00	\$ 9,600.00	\$ -	\$ -
Automotive Equipment	\$445,306.00	\$ 445,306.00	\$ -	\$ -
304 SS Body & Equipemnt Packages #4				
2010-695				
BONNELL INDUSTRIES	\$58,237.00	\$ 58,237.00	\$ -	\$ -
304 SS Body & Equipemnt Packages #5				
2010-695				
BONNELL INDUSTRIES	\$49,595.00	\$ 49,595.00	\$ -	\$ -
304 SS Body & Equipemnt Packages #58				
2010-695				
BONNELL INDUSTRIES	\$58,237.00	\$ 58,237.00	\$ -	\$ -
304 SS Body & Equipemnt Packages #60				
2010-695				
BONNELL INDUSTRIES	\$58,237.00	\$ 58,237.00	\$ -	\$ -
Intl Tandem Dump 2011 w/wing #4				
2010-694				
CHICAGO INTERNATIONAL TRUCKS	\$35,375.00	\$ 35,375.00	\$ -	\$ -
Intl Tandem Dump 2011 w/wing #58				
2010-694				
CHICAGO INTERNATIONAL TRUCKS	\$63,575.00	\$ 63,575.00	\$ -	\$ -
Intl Tandem Dump 2011 w/wing #60				
2010-694				
CHICAGO INTERNATIONAL TRUCKS	\$64,575.00	\$ 64,575.00	\$ -	\$ -
Intl Tandem Dump/5th wheel 2011 #5				
2010-694				
CHICAGO INTERNATIONAL TRUCKS	\$57,475.00	\$ 57,475.00	\$ -	\$ -
BigTimberEmbankmentStabilization	\$8,243.29	\$ 148,821.00	\$ -	\$ -
(E2)				
2008-888				
Bollinger, Lach & Associates Inc	\$8,243.29	\$ 148,821.00	\$ -	\$ -
BigTimberOvrTyler&Pingree 045-3323	\$81,490.30	\$ 343,938.56	\$ (76,939.73)	\$ (7,787.63)
(E2)				
2007-388				
Christopher B Burke Engineering LTD	\$66,490.30	\$ 323,138.56	\$ (61,459.73)	\$ (7,787.63)
(ROW)				
2008-1207				
Adams Valuation Corp.	\$0.00	\$ 3,200.00	\$ (1,920.00)	\$ -
INV30909				
T Engineering Services	\$0.00	\$ 2,600.00	\$ (1,560.00)	\$ -
Pending				
Russel C. Duber	\$15,000.00	\$ 15,000.00	\$ (12,000.00)	\$ -

ABF	A
P.O. Status	Open
Fund	(All)

K.C.D.O.T.  
8/31/2010  
(unaudited)

Row Labels	Values			
	Open Contract	Contract Amount	Funding Remaining	A/R
BigTimberRdBrOvrTylerCreek 3157	\$100,153.02	\$ 134,477.90	\$ (84,704.83)	\$ (4,109.10)
(MONITORING)				
2009-184				
Wills, Burke, Kelsey and Associates	\$100,153.02	\$ 134,477.90	\$ (84,704.83)	\$ (4,109.10)
Bliss Road over Blackberry Creek	\$177,539.62	\$ 181,943.21	\$ (145,554.56)	\$ -
(E1)				
2009-2637				
Wills, Burke, Kelsey and Associates	\$177,539.62	\$ 181,943.21	\$ (145,554.56)	\$ -
BowesRd Ovr Fitchie Creek	\$134,244.91	\$ 726,657.28	\$ -	\$ -
(CONST)				
2009-1133				
Illinois Constructors Corp.	\$108,976.59	\$ 628,297.43	\$ -	\$ -
(E3)				
2009-1294				
SEC Group, Inc.	\$5,268.32	\$ 78,359.85	\$ -	\$ -
(E3) Monitoring				
2010-1845				
V3 Companies of Illinois, Ltd	\$20,000.00	\$ 20,000.00	\$ -	\$ -
Bridge Inspections	\$67,424.41	\$ 572,000.00	\$ (1,103.59)	\$ (1,103.59)
Bridge Inspections				
2009-104				
Hampton Lenzini & Renwick, Inc.	\$358.29	\$ 325,000.00	\$ -	\$ -
Virgil Township	\$0.00		\$ (1,103.59)	\$ (1,103.59)
2010-743				
Hampton Lenzini & Renwick, Inc.	\$67,066.12	\$ 247,000.00	\$ -	\$ -
Bridge Maintenance	\$102,810.50	\$ 183,355.00	\$ -	\$ -
Bridge Maintenance 2010				
2010-1181				
V3 Companies of Illinois, Ltd	\$102,810.50	\$ 183,355.00	\$ -	\$ -
Burlington @ Corron Rd	\$3,196.24	\$ 171,413.61	\$ -	\$ -
(E2)				
2007-13				
Bowman Barrett & Associates, Inc.	\$3,196.24	\$ 171,413.61	\$ -	\$ -
Burlington @ IL Route 47	\$33,821.17	\$ 178,179.78	\$ (6,367.18)	\$ (4,688.07)
(E1)				
2007-14				
Burns & McDonnell Engineering Co	\$0.00	\$ 69,219.00	\$ (6,367.18)	\$ (4,688.07)
2010-134				
Burns & McDonnell Engineering Co	\$33,821.17	\$ 108,960.78	\$ -	\$ -
Burlington Over VirgilDitch2	\$21,233.89	\$ 165,955.25	\$ -	\$ -
(E2)				
2009-1673				
Entran, LLC	\$21,233.89	\$ 165,955.25	\$ -	\$ -
Corron Ovr FersonCrkBranch	\$95,921.92	\$ 192,864.00	\$ -	\$ -
(E2)				
2009-2546				
Ciorba Group Inc.	\$95,921.92	\$ 192,864.00	\$ -	\$ -
CrackSealing	\$146,207.00	\$ 256,148.75	\$ -	\$ -

ABF	A
P.O. Status	Open
Fund	(All)

K.C.D.O.T.  
8/31/2010  
(unaudited)

Row Labels	Values			
	Open Contract	Contract Amount	Funding Remaining	A/R
<b>Crack Filling/Crack Routing</b>				
2010-960				
Freehill Asphalt Inc	\$146,207.00	\$ 256,148.75	\$ -	\$ -
<b>Damisch Road over Tyler Creek</b>	\$188,289.23	\$ 240,411.76	\$ (76,697.98)	\$ -
(CONST)				
2010-1421				
State of IL Treasurer-IDOT	\$93,553.18	\$ 93,553.18	\$ -	\$ -
(E2)				
2009-2312				
Hampton Lenzini & Renwick, Inc.	\$4,810.78	\$ 56,935.31	\$ (4,759.37)	\$ -
(E3)				
2010-631				
ESI Consultants, LTD.	\$89,925.27	\$ 89,923.27	\$ (71,938.61)	\$ -
<b>Dauberman Over Welch Crk 045-3107</b>	\$64,954.58	\$ 93,472.26	\$ (57,593.69)	\$ -
(E1)				
2009-2020				
Teng & Associates	\$64,954.58	\$ 93,472.26	\$ (57,593.69)	\$ -
<b>Fabyan Pkwy - IL25 to Nagle Blvd</b>	\$172,914.67	\$ 172,914.67	\$ (100,000.00)	\$ -
(E1)				
2010-738				
Engineering Enterprises, Inc.	\$172,914.67	\$ 172,914.67	\$ (100,000.00)	\$ -
<b>Fabyan Pkwy &amp; Van Nortwick</b>	\$276,371.96	\$ 393,130.73	\$ -	\$ -
(CONST)				
2010-959				
State of IL Treasurer-IDOT	\$245,294.00	\$ 245,294.00	\$ -	\$ -
(E1)				
2008-403				
Bloom Companies, LLC	\$22,432.25	\$ 74,603.86	\$ -	\$ -
(E2)				
2009-1293				
STV, Inc.	\$8,645.71	\$ 73,232.87	\$ -	\$ -
<b>Fabyan Pkwy at Settlers Hill</b>	\$1,763.31	\$ 173,127.67	\$ -	\$ -
(E2)				
2008-612				
STV, Inc.	\$1,763.31	\$ 173,127.67	\$ -	\$ -
<b>Fabyan Pkwy Ovr Mill Creek</b>	\$246,223.12	\$ 511,277.78	\$ (191.36)	\$ -
(CONST)				
2008-119				
State of IL Treasurer-IDOT	\$245,983.94	\$ 367,641.28	\$ -	\$ -
(E3)				
2007-307				
Homer L Chastain & Associates LLP	\$239.18	\$ 143,636.50	\$ (191.36)	\$ -
<b>French Road Bridge over Burlington Creek</b>	\$147,558.41	\$ 152,091.14	\$ (121,672.92)	\$ -
(E1)				
2009-2635				
Wills, Burke, Kelsey and Associates	\$147,558.41	\$ 152,091.14	\$ (121,672.92)	\$ -
<b>Full Circle Mapping Project</b>	\$0.00	\$ 21,779.81	\$ (8,297.31)	\$ (8,297.31)
Full Circle Mapping Project - Yorkville				
2009-2377				

ABF	A
P.O. Status	Open
Fund	(All)

K.C.D.O.T.  
8/31/2010  
(unaudited)

Row Labels	Values			
	Open Contract	Contract Amount	Funding Remaining	A/R
United City of Yorkville	\$0.00	\$ 21,779.81	\$ (8,297.31)	\$ (8,297.31)
Government Liaison Services	\$10,000.00	\$ 25,000.00	\$ -	\$ -
Revenue/Legislative				
2010-719				
Raucci & Sullivan Strategies, LLC	\$10,000.00	\$ 25,000.00	\$ -	\$ -
HampshireCreekStreambankStabilization	\$16,928.19	\$ 114,600.00	\$ -	\$ -
(E2)				
2008-890				
Strand Associates Inc	\$16,928.19	\$ 114,600.00	\$ -	\$ -
Highland - Randall to McLean	\$113,292.50	\$ 113,292.50	\$ -	\$ -
(E1)				
2007-24				
City of Elgin	\$113,292.50	\$ 113,292.50	\$ -	\$ -
Huntley - Square Barn to Sleepy Hollow Interconnect	\$9,276.82	\$ 71,600.00	\$ (12,715.11)	\$ (6,063.18)
(E2)				
2009-41				
H.W. Lochner, Inc.	\$9,276.82	\$ 71,600.00	\$ (12,715.11)	\$ (6,063.18)
Huntley & Galligan Intersection Improvement	\$63,825.67	\$ 130,746.37	\$ (60,971.71)	\$ -
(E1)				
2009-1292				
Bloom Companies, LLC	\$0.00	\$ 9,354.69	\$ -	\$ -
2010-871				
Bloom Companies, LLC	\$63,825.67	\$ 121,391.68	\$ (60,971.71)	\$ -
HuntleyRd-Randall to Rt31	\$21,388.84	\$ 186,000.00	\$ (10,694.44)	\$ -
(E1)				
2007-15				
Burns & McDonnell Engineering Co	\$21,388.84	\$ 186,000.00	\$ (10,694.44)	\$ -
I90 / IL47 Interchange	\$5,933,555.67	\$ 6,001,541.67	\$ -	\$ -
(CONST)				
Pending				
(CONST)	\$5,334,875.00	\$ 5,334,875.00	\$ -	\$ -
(E2)				
2009-2634				
Village of Huntley	\$598,680.67	\$ 666,666.67	\$ -	\$ -
IL47 Corridor Planning Study	\$1,990.00	\$ 1,990.00	\$ -	\$ -
IL47 Corridor Planning Study				
2010-1844				
Houseal Lavigne Associates	\$1,990.00	\$ 1,990.00	\$ -	\$ -
IL64 Traffic Signal Interconnect - Randall to Burlington	\$299,942.53	\$ 299,942.53	\$ (239,954.02)	\$ -
(E2)				
2009-2639				
Delcan Corporation	\$299,942.53	\$ 299,942.53	\$ (239,954.02)	\$ -
Jericho Over Big Rock Crk	\$4,270.04	\$ 8,492.59	\$ -	\$ -
(E2) Local Mussels				
2007-67				
Huff & Huff Inc	\$4,270.04	\$ 8,492.59	\$ -	\$ -
Jericho Over Blackberry Crk	\$20,222.94	\$ 61,850.61	\$ (18,704.07)	\$ (2,525.71)
(E1)				
2009-1667				

ABF	A
P.O. Status	Open
Fund	(All)

K.C.D.O.T.  
8/31/2010  
(unaudited)

Row Labels	Values			
	Open Contract	Contract Amount	Funding Remaining	A/R
Wills, Burke, Kelsey and Associates	\$20,222.94	\$ 61,850.61	\$ (18,704.07)	\$ (2,525.71)
Jericho Over Drainage Ditch (E2)	\$10,765.43	\$ 152,199.97	\$ -	\$ -
2009-1672 Entran, LLC	\$10,765.43	\$ 152,199.97	\$ -	\$ -
Keslinger Road over Mill Creek Trib (West) (E2)	\$130,309.20	\$ 219,289.00	\$ -	\$ -
2009-2545 Ciorba Group Inc.	\$130,309.20	\$ 219,289.00	\$ -	\$ -
KeslingerOvrMillCrkBranch (CONST)	\$165,670.21	\$ 1,882,794.12	\$ -	\$ -
2009-1295 Plote Construction Inc. of Hoffman Estates, IL	\$165,424.79	\$ 1,783,483.80	\$ -	\$ -
(E3)				
2009-1291 Crawford Murphy & Tilly Inc	\$245.42	\$ 99,310.32	\$ -	\$ -
KeslingerOvrWelchCrk (CONST)	\$140,321.70	\$ 275,881.37	\$ (100,391.54)	\$ -
2010-344 State of IL Treasurer-IDOT	\$76,871.03	\$ 149,030.00	\$ -	\$ -
(E2)				
2009-1652 Wills, Burke, Kelsey and Associates	\$0.00	\$ 1,361.94	\$ -	\$ -
2010-1868 Wills, Burke, Kelsey and Associates	\$25,578.39	\$ 25,578.39	\$ (20,462.71)	\$ -
(E3)				
2009-2318 Collins Engineers, Inc.	\$37,872.28	\$ 99,911.04	\$ (79,928.83)	\$ -
Kirk & Douglas (E1)	\$44,990.95	\$ 139,962.72	\$ -	\$ -
2009-107 H.W. Lochner, Inc.	\$44,990.95	\$ 139,962.72	\$ -	\$ -
Kirk Road & Stadium Drive (CONST)	\$329,499.26	\$ 340,801.46	\$ -	\$ -
2010-1422 Geneva Construction Company of Aurora	\$329,499.26	\$ 340,801.46	\$ -	\$ -
Kirk/Dunham Interconnect (Rt.56 to Stearns) (E2)	\$159,753.00	\$ 159,753.00	\$ (119,814.75)	\$ -
2010-737 Jacobs Engineering	\$159,753.00	\$ 159,753.00	\$ (119,814.75)	\$ -
KirkRd. & Rt.38 (CONST)	\$0.00	\$ 1,506,956.34	\$ (54,600.00)	\$ (54,600.00)
2007-75 Martam Construction Inc	\$0.00	\$ 1,506,956.34	\$ (54,600.00)	\$ (54,600.00)
KirkRd. & Rt.56 (CONST)	\$1,645,480.65	\$ 2,693,293.56	\$ -	\$ -
2007-124 STATE OF IL TREASURER	\$102,687.09	\$ 1,150,500.00	\$ -	\$ -

ABF	A
P.O. Status	Open
Fund	(All)

K.C.D.O.T.  
8/31/2010  
(unaudited)

Row Labels	Values			
	Open Contract	Contract Amount	Funding Remaining	A/R
2007-125				
STATE OF IL TREASURER	\$1,542,793.56	\$ 1,542,793.56	\$ -	\$ -
Land Survey Assistance	\$40,000.00	\$ 40,000.00	\$ -	\$ -
Land Survey Assistance				
2010-615				
Hampton Lenzini & Renwick, Inc.	\$40,000.00	\$ 40,000.00	\$ -	\$ -
LongMeadow Pkwy Bridge	\$709,841.89	\$ 3,833,055.95	\$ (372,551.91)	\$ 0.00
(E1)				
2007-44				
Engineering Enterprises Inc	\$11,505.49	\$ 617,807.80	\$ (16,906.62)	\$ -
2007-76				
McDonough Associates Inc	\$392,617.02	\$ 2,887,303.77	\$ (353,355.29)	\$ 0.00
(Plat of Survey)				
2010-1756				
Engineering Enterprises Inc	\$229,979.38	\$ 229,979.38	\$ -	\$ -
(ROW)				
2007-2				
T Engineering Services Ltd	\$1,400.00	\$ 4,100.00	\$ -	\$ -
2007-89				
Polach Appraisal Group Inc	\$17,340.00	\$ 20,200.00	\$ -	\$ -
2010-1625				
Engineering Enterprises Inc	\$3,500.00	\$ 3,500.00	\$ -	\$ -
TOLLBRIDGE Public Outreach				
2009-251				
Wilbur Smith Associates	\$2,450.00	\$ 4,575.00	\$ -	\$ -
(ROW) Title, Insurance, Appraisals, etc.				
2007-34				
Civiltech Engineering Inc	\$51,050.00	\$ 63,300.00	\$ -	\$ -
11N0051				
Chicago Title Insurance Co	\$0.00	\$ 2,290.00	\$ (2,290.00)	\$ -
Main St & Nelson Lake Rd	\$163,490.98	\$ 171,814.89	\$ (80,000.00)	\$ (4,159.52)
(E1)				
2009-108				
H.W. Lochner, Inc.	\$163,490.98	\$ 171,814.89	\$ (80,000.00)	\$ (4,159.52)
Main St. over Blackberry Creek	\$71,060.25	\$ 102,904.12	\$ (61,763.66)	\$ -
(E1)				
2009-2022				
Teng & Associates	\$71,060.25	\$ 102,904.12	\$ (61,763.66)	\$ -
Material Testing	\$96,230.75	\$ 230,000.00	\$ -	\$ -
Material Testing				
2009-841				
Midland Standard Engineering & Testing, Inc.	\$117.75	\$ 80,000.00	\$ -	\$ -
2010-961				
Midland Standard Engineering & Testing, Inc.	\$96,113.00	\$ 150,000.00	\$ -	\$ -
McLean- Hopps to Bowes	\$1,579,055.10	\$ 2,730,883.95	\$ -	\$ -
(CONST)				
2007-127				

ABF	A
P.O. Status	Open
Fund	(All)

K.C.D.O.T.  
8/31/2010  
(unaudited)

Row Labels	Values			
	Open Contract	Contract Amount	Funding Remaining	A/R
STATE OF IL TREASURER	\$1,543,682.34	\$ 2,114,657.46	\$ -	\$ -
(E2)				
2007-88				
Pavia-Marting & Co	\$2,345.35	\$ 10,400.00	\$ -	\$ -
(E3)				
2007-78				
McDonough Associates Inc	\$5,027.41	\$ 577,826.49	\$ -	\$ -
(ROW)				
Pending				
Keister & Maddalozzo	\$28,000.00	\$ 28,000.00	\$ -	\$ -
McLean- Hopps to Bowes (Bikepath)	\$11,352.84	\$ 39,759.00	\$ -	\$ -
(CONST) Bikepath				
2010-345				
STATE OF IL TREASURER	\$11,352.84	\$ 39,759.00	\$ -	\$ -
Mooseheart Rd. & IL31	\$52,313.10	\$ 157,347.85	\$ -	\$ -
(E1)				
2009-6				
Hampton Lenzini & Renwick, Inc.	\$52,313.10	\$ 157,347.85	\$ -	\$ -
Orchard -Jericho to Rt.30	\$153,104.67	\$ 280,628.75	\$ (103,519.64)	\$ -
(E2)				
2009-2024				
RJN Group Inc	\$153,104.67	\$ 275,428.75	\$ (100,919.64)	\$ -
(ROW)				
(blank)				
United Facilities Inc.	\$0.00	\$ 5,200.00	\$ (2,600.00)	\$ -
Orchard Traffic Signal Interconnect - Randall to Rochester	\$28,454.98	\$ 70,000.00	\$ (45,985.41)	\$ (23,221.42)
(E2)				
2009-2315				
Delcan Corporation	\$28,454.98	\$ 70,000.00	\$ (45,985.41)	\$ (23,221.42)
Orchard-IndianTrltoPraire	\$15,666.50	\$ 15,666.50	\$ -	\$ -
(E2) Orchard Pond				
2009-155				
Wills, Burke, Kelsey and Associates	\$6,166.50	\$ 6,166.50	\$ -	\$ -
(E3) Orchard Pond				
2009-156				
Wills, Burke, Kelsey and Associates	\$9,500.00	\$ 9,500.00	\$ -	\$ -
Patching Mix	\$24,565.97	\$ 34,350.00	\$ -	\$ -
Patching Mix				
2010-9				
SUPERIOR ASPHALT MATERIALS	\$24,565.97	\$ 34,350.00	\$ -	\$ -
Pavement Marking	\$668,448.91	\$ 830,650.50	\$ -	\$ -
Pavement Markers - Reflectors				
2010-1852				
AC Pavement Striping	\$176,138.36	\$ 176,138.36	\$ -	\$ -
Pavement Striping - Paint				
2010-1196				
Preform Traffic Control System	\$168,629.10	\$ 330,830.69	\$ -	\$ -
Pavement Striping - Urethane				

ABF	A
P.O. Status	Open
Fund	(All)

K.C.D.O.T.  
8/31/2010  
(unaudited)

Row Labels	Values			
	Open Contract	Contract Amount	Funding Remaining	A/R
<b>2010-1204</b>				
Maintenance Coatings Co	\$323,681.45	\$ 323,681.45	\$ -	\$ -
<b>Pavement Mgmt System (E2)</b>	\$173,502.29	\$ 206,084.09	\$ -	\$ -
<b>2010-614</b>				
Applied Research Associates, Inc.	\$173,502.29	\$ 206,084.09	\$ -	\$ -
<b>Pavement Resurfacing Emergency Repair</b>	\$5,998,820.34	\$ 9,868,332.04	\$ (317,500.00)	\$ (317,500.00)
<b>2009-2638</b>				
Curran Contracting Co	\$0.00	\$ 719,636.77	\$ (317,500.00)	\$ (317,500.00)
<b>Resurfacing/Paved shoulders</b>				
<b>2010-623</b>				
Curran Contracting Inc.	\$5,998,820.34	\$ 9,148,695.27	\$ -	\$ -
<b>Penny Road - IL68 to Cook County Line (CONST)</b>	\$200,000.00	\$ 200,000.00	\$ -	\$ -
<b>2010-736</b>				
Cook County	\$200,000.00	\$ 200,000.00	\$ -	\$ -
<b>Peplow Road over Trib. Of Union Ditch No.3 (E1)</b>	\$105,589.62	\$ 168,639.00	\$ -	\$ -
<b>2009-2544</b>				
Ciorba Group Inc.	\$105,589.62	\$ 168,639.00	\$ -	\$ -
<b>Plank Rd. &amp; IL47 (CONST)</b>	\$1,655,070.92	\$ 1,842,181.47	\$ (1,110,000.00)	\$ -
<b>Pending IDOT (E2)</b>	\$1,082,000.00	\$ 1,082,000.00	\$ (1,110,000.00)	\$ -
<b>2007-87 (E3)</b>				
Patrick Engineering Inc	\$41,970.92	\$ 228,901.47	\$ -	\$ -
<b>Pending IDOT (ROW)</b>	\$138,000.00	\$ 138,000.00	\$ -	\$ -
<b>Pending ROW (ROW) Title, Insurance, Appraisals, etc. (blank)</b>				
Wheatland Title Guaranty Co	\$0.00	\$ 180.00	\$ -	\$ -
<b>Plank Rd. Realignment (E2)</b>	\$397,441.52	\$ 397,441.52	\$ -	\$ -
<b>2010-1869</b>				
Crawford, Murphy & Tilly, Inc.	\$397,441.52	\$ 397,441.52	\$ -	\$ -
<b>Randall - County Line to Binnie Interconnect (E2)</b>	\$6,016.83	\$ 58,079.32	\$ (8,532.28)	\$ -
<b>2009-42</b>				
H.W. Lochner, Inc.	\$6,016.83	\$ 58,079.32	\$ (8,532.28)	\$ -
<b>Randall - Orchard to Main Interconnect (CONST)</b>	\$41,521.51	\$ 106,012.75	\$ (17,505.25)	\$ -
<b>2009-2023</b>				
State of IL Treasurer-IDOT	\$32,932.34	\$ 66,481.79	\$ -	\$ -

ABF	A
P.O. Status	Open
Fund	(All)

K.C.D.O.T.  
8/31/2010  
(unaudited)

Row Labels	Values			
	Open Contract	Contract Amount	Funding Remaining	A/R
(E3)				
2009-1297				
Hampton Lenzini & Renwick, Inc.	\$8,589.17	\$ 39,530.96	\$ (17,505.25)	\$ -
Randall & Big Timber	\$13,541.78	\$ 24,920.40	\$ -	\$ -
(E1)				
2010-724				
Bloom Companies, LLC	\$13,541.78	\$ 24,920.40	\$ -	\$ -
Randall & Bolcum	\$26,868.50	\$ 106,857.77	\$ (44,431.15)	\$ (17,024.96)
(E1)				
2007-22				
Ciorba Group Inc.	\$5,838.64	\$ 65,800.00	\$ (11,584.93)	\$ (6,914.02)
(E2)				
2010-346				
Ciorba Group Inc.	\$21,029.86	\$ 41,057.77	\$ (32,846.22)	\$ (10,110.94)
Randall & Fabyan	\$83,877.23	\$ 253,292.62	\$ (202,634.08)	\$ (33,681.76)
(E2)				
2009-1671				
Crawford Murphy & Tilly Inc	\$83,877.23	\$ 253,292.62	\$ (202,634.08)	\$ (33,681.76)
Randall & Foothill	\$166,334.73	\$ 166,334.73	\$ (133,067.78)	\$ -
(E2)				
2010-632				
HDR Engineering Inc	\$166,334.73	\$ 166,334.73	\$ (133,067.78)	\$ -
Randall & IL Rt64	\$1,371,636.00	\$ 3,342,704.38	\$ -	\$ -
(CONST)				
2007-123				
State of IL Treasurer-IDOT	\$1,371,636.00	\$ 3,342,704.38	\$ -	\$ -
Randall & Keslinger	\$17,841.72	\$ 17,841.72	\$ -	\$ -
(CONST) Flashers				
2010-247				
State of IL Treasurer-IDOT	\$17,841.72	\$ 17,841.72	\$ -	\$ -
Randall & Red Gate	\$150,640.46	\$ 1,365,615.45	\$ -	\$ -
(CONST)				
2009-4				
Geneva Construction Company	\$150,640.46	\$ 1,365,615.45	\$ -	\$ -
Randall Over I-88	\$7,427.28	\$ 105,100.00	\$ -	\$ -
(E2)				
2008-891				
Strand Associates Inc	\$7,427.28	\$ 105,100.00	\$ -	\$ -
Randall Over UP Railroad	\$158,577.70	\$ 634,200.95	\$ -	\$ -
(CONST) Local				
2009-1296				
Landmark Contractors Inc	\$158,577.70	\$ 634,200.95	\$ -	\$ -
Randall Traffic Signal Interconnect - Dean to Main	\$20,809.31	\$ 99,483.69	\$ (79,586.96)	\$ -
(E2)				
2009-2308				
Christopher B Burke Engineering LTD	\$20,809.31	\$ 99,483.69	\$ (79,586.96)	\$ -
Repairs & Maint-Grounds	\$859.74	\$ 2,751.08	\$ -	\$ -
Complex Mowing				
2009-927				

ABF	A
P.O. Status	Open
Fund	(All)

K.C.D.O.T.  
8/31/2010  
(unaudited)

Row Labels	Values			
	Open Contract	Contract Amount	Funding Remaining	A/R
Waldschmidt & Assoc.	\$859.74	\$ 2,751.08	\$ -	\$ -
Route 529 Bus Access Plan	\$14,596.07	\$ 125,600.00	\$ (14,280.33)	\$ -
Route 529 Bus Access Plan				
2009-106				
AECOM USA	\$14,596.07	\$ 125,600.00	\$ (14,280.33)	\$ -
ROW	\$148,500.00	\$ 150,000.00	\$ -	\$ -
On-Call Appraisal Services				
2010-133				
Hopkins Appraisal Service	\$43,500.00	\$ 45,000.00	\$ -	\$ -
2010-136				
Gadd, Tibble & Associates	\$15,000.00	\$ 15,000.00	\$ -	\$ -
2010-138				
Polach Appraisal Group	\$25,000.00	\$ 25,000.00	\$ -	\$ -
(ROW) Title, Insurance, Appraisals, etc.				
2010-135				
Civiltech Engineering Inc	\$65,000.00	\$ 65,000.00	\$ -	\$ -
Sign Material	\$4,787.70	\$ 20,375.70	\$ -	\$ -
Sign Material				
2009-901				
Rocal Inc.	\$4,787.70	\$ 20,375.70	\$ -	\$ -
Silver Glen Over Otter Creek Branch	\$9,694.54	\$ 115,834.61	\$ -	\$ -
(E2)				
2007-204				
RJN Group Inc	\$9,694.54	\$ 115,834.61	\$ -	\$ -
South St Bike Path Extension	\$28,665.09	\$ 136,074.70	\$ (23,603.76)	\$ -
(E1)				
2009-1670				
Wills, Burke, Kelsey and Associates	\$28,665.09	\$ 136,074.70	\$ (23,603.76)	\$ -
Stearns Rd Bridge - Stg 1 Fox River to IL25 (IF)	\$375,683.81	\$ 423,674.89	\$ -	\$ -
(CONST)				
2007-133				
State of IL Treasurer-IDOT	\$372,471.93	\$ 418,500.00	\$ -	\$ -
(E3) Monitoring				
2010-1247				
Wills, Burke, Kelsey and Associates	\$3,211.88	\$ 5,174.89	\$ -	\$ -
Stearns Rd Bridge - Stg 1A Bridges - Dunham BR Ovr CCPRR	\$440,623.75	\$ 874,159.30	\$ (25,161.14)	\$ -
(CONST)				
2008-273				
State of IL Treasurer-IDOT	\$294,938.94	\$ 455,775.30	\$ -	\$ -
(E3)				
2007-390				
T Y Lin International Inc	\$27,956.81	\$ 242,656.00	\$ (25,161.14)	\$ -
(E3) Flaggers				
2008-23				
Chicago Central & Pacific Railroad	\$98,000.00	\$ 98,000.00	\$ -	\$ -
(CONST) Fencing				
2007-157				
Fox Valley Fence & Supply Co	\$19,728.00	\$ 77,728.00	\$ -	\$ -

ABF	A
P.O. Status	Open
Fund	(All)

K.C.D.O.T.  
8/31/2010  
(unaudited)

Row Labels	Values			
	Open Contract	Contract Amount	Funding Remaining	A/R
Stearns Rd Bridge - Stg 1A Bridges - IL31 Ovr New Stearns Rd (CONST)	\$146,584.72	\$ 316,105.78	\$ -	\$ -
2007-217				
State of IL Treasurer-IDOT	\$146,584.72	\$ 316,105.78	\$ -	\$ -
Stearns Rd Bridge - Stg 1A Bridges - New Stearns Rd Ovr N Brewster Crk (CONST)	\$169,227.10	\$ 535,905.23	\$ (18,770.65)	\$ -
2008-272				
State of IL Treasurer-IDOT	\$149,242.34	\$ 340,379.75	\$ -	\$ -
(E3)				
2007-391				
T Y Lin International Inc	\$19,984.76	\$ 195,525.48	\$ (18,770.65)	\$ -
Stearns Rd Bridge - Stg 2 New Stearns at McLean Blvd and McLean & IL31 (CONST)	\$1,126,930.46	\$ 6,071,703.90	\$ (3,035,390.16)	\$ (2,534,800.00)
2009-2021				
State of IL Treasurer-IDOT	\$649,669.00	\$ 649,669.00	\$ -	\$ -
(E2)				
2008-120				
McDonough Associates Inc	\$67,116.82	\$ 1,792,033.00	\$ -	\$ -
(E3)				
2009-1136				
Christopher B Burke Engineering LTD	\$410,144.64	\$ 1,095,201.90	\$ (500,590.16)	\$ -
(ROW)				
INV050509				
Lootens	\$0.00	\$ 2,534,800.00	\$ (2,534,800.00)	\$ (2,534,800.00)
Stearns Rd Bridge - Stg 2A McLean Fen Adaptive Mgmt Plan (E2)	\$175,961.46	\$ 175,961.46	\$ (158,365.31)	\$ -
2010-246				
McDonough Associates Inc	\$175,961.46	\$ 175,961.46	\$ (158,365.31)	\$ -
Stearns Rd Bridge - Stg 3 Stearns Road / Dunham / IL 25 Int. (CONST)	\$2,646,428.19	\$ 5,972,316.07	\$ (1,738,254.65)	\$ (353,744.95)
2009-2027				
State of IL Treasurer-IDOT	\$1,288,898.00	\$ 1,288,898.00	\$ (315,424.00)	\$ -
2009-2217				
Nicor Gas	\$157,811.39	\$ 157,811.39	\$ -	\$ -
2009-819				
Traffic Control & Protection	\$10,665.00	\$ 10,665.00	\$ -	\$ -
(E2)				
2008-19				
Alfred Benesch & Co.	\$1,180.57	\$ 2,264,667.00	\$ -	\$ -
(E3)				
2009-1135				
Bollinger, Lach & Associates Inc	\$1,187,873.23	\$ 2,246,974.68	\$ (1,419,530.65)	\$ (350,444.95)
(ROW)				
(blank)				
Union Pacific Railroad Co	\$0.00	\$ 3,300.00	\$ (3,300.00)	\$ (3,300.00)
Stearns Rd Bridge - Stg 3A IL25 from Dunham to CC&P RR (E2)	\$1,669,827.37	\$ 1,669,827.37	\$ (1,502,844.64)	\$ -

ABF	A
P.O. Status	Open
Fund	(All)

K.C.D.O.T.  
8/31/2010  
(unaudited)

Row Labels	Values			
	Open Contract	Contract Amount	Funding Remaining	A/R
2010-137				
Alfred Benesch & Co.	\$1,669,827.37	\$ 1,669,827.37	\$ (1,502,844.64)	\$ -
Stearns Rd Bridge - Stg 4 McLean to IL25 (CONST)	\$4,084,365.23	\$ 7,856,355.78	\$ (1,516,246.37)	\$ (382,875.63)
2009-1316				
State of IL Treasurer-IDOT	\$1,075,365.27	\$ 2,813,516.00	\$ -	\$ -
(CONST) Advance STP-C Payback				
2010-1329				
Lake County	\$758,081.00	\$ 941,575.00	\$ -	\$ -
2010-1328				
Will County	\$715,026.00	\$ 888,115.00	\$ -	\$ -
(E2)				
2010-937				
Michael Baker Jr., Inc.	\$58,649.13	\$ 93,231.47	\$ -	\$ -
(E3)				
2009-572				
Omega And Associates Inc.	\$1,259,300.83	\$ 2,901,975.31	\$ (1,516,246.37)	\$ (382,875.63)
(CONST) Trolley Culvert				
2010-1420				
Herlihy Mid-Continent Company	\$217,943.00	\$ 217,943.00	\$ -	\$ -
Stearns Rd Bridge - Stg 4A South Elgin Sedge Meadow Adaptive Mgmt Plan (CONST)	\$149,551.05	\$ 1,744,275.42	\$ -	\$ -
2009-304				
Martam Construction Inc	\$114,520.38	\$ 1,534,297.50	\$ -	\$ -
(E3)				
2009-152				
Wills, Burke, Kelsey and Associates	\$35,030.67	\$ 209,977.92	\$ -	\$ -
Stearns Rd Bridge - Stg 5 McLean Blvd to Randall (CONST)	\$1,055,469.82	\$ 3,597,086.00	\$ (501,784.76)	\$ -
2009-2026				
State of IL Treasurer-IDOT	\$406,064.81	\$ 1,024,053.00	\$ -	\$ -
(E2)				
2008-123				
Civiltech Engineering Inc	\$227,746.76	\$ 1,373,047.00	\$ -	\$ -
(E3)				
2009-1134				
Civiltech Engineering Inc	\$421,658.25	\$ 1,199,986.00	\$ (501,784.76)	\$ -
Stearns Rd Bridge - Stg 5B Umbdenstock over CC&P RR (E2)	\$247,216.59	\$ 326,390.00	\$ (295,535.00)	\$ -
2009-2774				
Civiltech Engineering Inc	\$247,216.59	\$ 326,390.00	\$ (295,535.00)	\$ -
Stearns Road Bridge (CONST)	\$1,527,721.07	\$ 3,796,044.19	\$ (1,587,181.05)	\$ (273,313.47)
2009-621				
Alfred Benesch & Co.	\$7,093.20	\$ 14,900.00	\$ -	\$ -
(E2) - Landscaping				
2009-2313				
Wills, Burke, Kelsey and Associates	\$106,628.09	\$ 106,628.09	\$ (95,965.27)	\$ -

ABF	A
P.O. Status	Open
Fund	(All)

K.C.D.O.T.  
8/31/2010  
(unaudited)

Row Labels	Values			
	Open Contract	Contract Amount	Funding Remaining	A/R
<b>(E3) - Corridor Mgmt</b>				
2009-570				
Alfred Benesch & Co.	\$1,353,224.78	\$ 3,525,041.10	\$ (1,491,215.78)	\$ (273,313.47)
<b>(ROW) Title, Insurance, Appraisals, etc.</b>				
2007-1				
T Engineering Services Ltd	\$2,900.00	\$ 7,000.00	\$ -	\$ -
2007-33				
Civiltech Engineering Inc	\$46,600.00	\$ 123,400.00	\$ -	\$ -
2008-202				
N Steffens & Associates LTD	\$11,275.00	\$ 19,075.00	\$ -	\$ -
<b>Stormwater Mgmt</b>	\$583.29	\$ 20,000.00	\$ -	\$ -
Stormwater Mgmt				
2008-611				
Andrews Engineering, Inc.	\$583.29	\$ 20,000.00	\$ -	\$ -
<b>Traffic Design Engineering Assistance</b>	\$150,000.00	\$ 150,000.00	\$ -	\$ -
Traffic Design Engineering Assistance				
2010-43				
TY Lin International	\$150,000.00	\$ 150,000.00	\$ -	\$ -
<b>Traffic Signal /Lighting - Maint. &amp; Repair</b>	\$668,780.50	\$ 889,862.50	\$ (22,803.00)	\$ (22,803.00)
Traffic Signal /Lighting - Maint. & Repair				
2009-2314				
Meade Electric Co Inc	\$668,780.50	\$ 889,862.50	\$ (22,803.00)	\$ (22,803.00)
<b>Traffic Signal Mgmt/Timing Assistance</b>	\$215,726.17	\$ 450,000.00	\$ -	\$ -
Traffic Signal Mgmt/Timing Assistance				
2009-1974				
Hampton Lenzini & Renwick, Inc.	\$215,726.17	\$ 450,000.00	\$ -	\$ -
<b>Transit Component of LRP - RTA Funds</b>	\$37,255.33	\$ 119,738.00	\$ (27,654.79)	\$ (13,640.92)
Transit Component of LRP - RTA Funds				
2009-2310				
Nelson/Nygaard Consulting Associates	\$37,255.33	\$ 119,738.00	\$ (27,654.79)	\$ (13,640.92)
<b>Transportation Component of LRP - UWP Funds</b>	\$28,699.94	\$ 179,672.00	\$ -	\$ -
Transportation Component of LRP - UWP Funds				
2009-1962				
CH2M Hill Inc.	\$28,699.94	\$ 179,672.00	\$ -	\$ -
<b>Walker Over Burlington Crk</b>	\$148,467.51	\$ 153,729.40	\$ (122,983.52)	\$ -
<b>(E1)</b>				
2009-2636				
Wills, Burke, Kelsey and Associates	\$148,467.51	\$ 153,729.40	\$ (122,983.52)	\$ -
<b>Wenmoth Over Mill Creek</b>	\$197,715.51	\$ 393,658.90	\$ (162,370.20)	\$ -
<b>(CONST)</b>				
2010-958				
Illinois Constructors Corp.	\$196,112.01	\$ 336,558.90	\$ (150,950.20)	\$ -
<b>(E2)</b>				
2008-835				
Hampton Lenzini & Renwick, Inc.	\$1,603.50	\$ 57,100.00	\$ (11,420.00)	\$ -
<b>West County Line Rd Over Union Ditch #3</b>	\$70,072.68	\$ 87,477.36	\$ (69,981.88)	\$ -
<b>(E1)</b>				
2010-29				

ABF	A
P.O. Status	Open
Fund	(All)

K.C.D.O.T.  
8/31/2010  
(unaudited)

Row Labels	Values			
	Open Contract	Contract Amount	Funding Remaining	A/R
Teng & Associates	\$70,072.68	\$ 87,477.36	\$ (69,981.88)	\$ -
<b>Grand Total</b>	<b>\$41,966,844.87</b>	<b>\$ 85,136,329.35</b>	<b>\$ (14,697,258.12)</b>	<b>\$ (4,065,940.22)</b>



**AGENDA ITEM EXECUTIVE SUMMARY**

Agenda Item #4C

Date: September 27, 2010

Item: Update on Proposed FY2011 Transportation Budget

Presenter / Sponsor: Tom Rickert

Assigned Committee: Transportation

Budgeted:  Yes  No  N/A

If not budgeted, explain funding source: N/A

Appropriation: N/A

**Summary:**

Update on the proposed FY2011 Transportation Budget

The proposed FY2011 Transportation Budget has been completed and is approximately \$67.8 million. No significant changes have been made to the proposed budget since the August 24<sup>th</sup> presentation to the Committee of the Whole. Two minor changes: a) Transportation Sales Tax Fund projected revenues was increased from \$10.6 million to \$10.9 million based on current Sales Tax receipts. b) Healthcare and dental projections were adjusted down slightly.

Revenues continue to be down annually and very similar to FY2010. Hopefully this trend will change soon given that a majority of the capital program is pavement and bridge maintenance which cannot be deferred without compounding the costs of maintenance. Staff continues to evaluate strategies to address the revenue issue and continues to look for ways to reduce costs such as the development of the new Pavement Management System.

Revenues		
Transportation Sales Tax	16.1%	\$10.9 M
Local Option MFT*	12.1%	\$8.2 M
Motor Fuel Tax (MFT)	9.4%	\$6.4 M
County Tax Levies	8.0%	\$5.4 M
Impact Fees	0.9%	\$0.6 M
Investment/Other	0.9%	\$0.6 M
Reimbursements	13.7%	\$9.3 M
Project Obligations	38.9%	\$26.4 M
<b>Total</b>	<b>100%</b>	<b>\$67.8 M</b>

Expenditures		
Capital Projects	50.3%	\$34.1 M
Capital (Resurfacing Program)	13.7%	\$9.3 M
Bond / STR Debt Service	18.2%	\$12.3 M
Personnel	9.7%	\$6.6 M
Maintenance & Operations	3.4%	\$2.3 M
Traffic – Signals/Lighting/Signs	1.8%	\$1.2 M
Rock Salt / Ice Control	1.6%	\$1.1 M
Vehicles & Equipment	1.3%	\$0.9 M
<b>Total</b>	<b>100%</b>	<b>\$67.8 M</b>

Proposed FY2011 Transportation Improvement Program

The FY2011 Transportation Improvement Program will be a continuation of last year's program with no new projects of significance added except the ones highlighted in yellow on the attached list.

The bond revenues have helped to address reduced revenues and staff anticipates significant project savings during this time of favorable interest rates and project costs. Additionally, these funds are estimated to create 1,400 highway construction related jobs.

List Attachments: List of Draft FY2011 Budgeted Projects, COW PowerPoint, TIP Map, Finance Budget Report

Detailed information available from / at: Tom Rickert, Deputy Director of Transportation, (630) 406-7305

Staff Comments / Recommendations: Committee discussion.

# Draft FY2011 Budgeted Projects by Category

88 projects

## NEW ROADWAY / ADD LANES

7 projects

Anderson Road - IL 38 to Keslinger Road (E2, ROW)  
Huntley Road - Randall Road to IL 31 (ROW)  
I-90 at IL 47 (E2)  
Longmeadow Parkway Bridge Corridor (E1, ROW)  
McLean Boulevard - Hopps to Bowes (Const. final payment)  
Orchard Road - South of Jericho Rd. to north of US30 (ROW, Const.)  
Stearns Road Bridge Corridor (Const., Ultimate-E2, ROW)

## INTERSECTION SAFETY / OPERATIONAL IMPROVEMENTS

25 projects

Bliss Road - Ke-De-Ka Road to Merrill Road (Const.)  
Burlington Road at Corron (Const.)  
Burlington Road at IL 47 (E2, ROW)  
Burlington Rd. at Silver Glen Rd. (Warning Flashers) (Const.) - NEW  
Fabyan Parkway - Nagle Boulevard to IL25 (E2, ROW)  
Fabyan Parkway at Settlers Hill (ROW)  
Highland Avenue - Randall Road to McLean Boulevard (E2, ROW)  
Huntley Road at Galligan Road (E1)  
Kirk Road at Douglas Road (E2, ROW)  
Kirk Road at IL 56 (Const. final payment)  
LaFox Road at Campton Hills Road (Warning Flashers) (Const.)  
Main Street at Nelson Lake Road (E2, ROW)  
Mooseheart Road at IL 31 (E2, ROW)  
Orchard Road at Jericho Road (Const. final payment)  
Penny Road - IL68 to Cook County (Const. by Cook County)  
Plank Road at IL 47 (ROW, Const.)  
Plank Road Realignment at Burlington Road (E2)  
Randall Road at Big Timber Road (E2, ROW)  
Randall Road at Bolcum Road (ROW, Const.)  
Randall Road at Fabyan Parkway (E2, ROW)  
Randall Road at Foothill Road (E2, Const.)  
Randall Road at Gyorr Road (Const.)  
Randall Road at IL 64 (Const. final payment)  
Randall Road at Red Gate Road (ROW - east leg)  
Seavey Road Resurfacing (E2)

## BICYCLE / PEDESTRIAN IMPROVEMENTS

3 projects

Orchard Road at Jericho Road (Const.)  
Randall Road - Pace 529 Access to Bus Service (E2) - NEW  
South Street Trail - Randall Road Underpass (E2)

## TRAFFIC SIGNAL INTERCONNECT

7 projects

Huntley Road - Square Barn Road to Sleep Hollow Road (Const.)  
IL 64 - Randall Road to Burlington Road (E2)  
Kirk Road/Dunham Road - Stearns Road to IL 56 (E2)  
Orchard Road - Randall Road to Rochester Drive (Const.)  
Randall Road - County Line Road to Binnie Road (Const.)  
Randall Road - Dean Street to Main Street (Const.)  
Randall Road - Main Street to Orchard Road (Const. final payment)

## BRIDGE REPLACEMENT / REPAIR

43 projects

Allen Road over Burlington Creek (Const.)  
Big Timber Road over Tyler Creek and Pingree Creek (ROW)  
Bliss Road over Blackberry Creek (E2, ROW)  
Bowes Road over Fitchie Creek (Const. final payment)  
Burlington Road over Tributary of Virgil Ditch (E2, Const.)  
Burlington Road over Virgil Ditch 2 (ROW)  
Burlington Road over Virgil Ditch 3 (E2, Const.)  
Corron Road over Ferson Creek (E2, ROW)  
Dauberman Road over Welch Creek#045-3107 (E2, ROW)  
Dauberman Road over Welch Creek #045-3139 (Const.)  
Empire Road over Ferson Creek (E2, Const.)  
Empire Road over Tributary of Ferson Creek (E2)  
Empire Road over Unnamed Stream (E2)  
French Road over Burlington Creek (E2, ROW)  
Harmony Road over Harmony Creek (Const.)  
Harmony Road over Tributary of Hampshire Creek (Const.)  
Harter Road over Welch Creek (Const.)  
Hughes Road over Blackberry Creek (Const.)  
Jericho Road over Blackberry Creek (E2, ROW)  
Jericho Road over Drainage Ditch (ROW)  
Keslinger Road over Mill Creek (Const.)  
Keslinger Road over Mill Creek Western Tributary (E2, ROW)  
Keslinger Road over Mill Creek Branch (Const. final payment)  
Keslinger Road over Welch Creek (Const. final payment)  
LaFox Road over Mill Creek #045-5557 (E1)  
LaFox Road over Mill Creek #045-5558 (E1)  
Main Street over Blackberry Creek (E2, ROW)  
Main Street over Welch Creek (E1) - NEW  
Orchard Road over I-88 (E2)  
Peck Road and Keslinger Road over UP Railroad (E2)  
Peplow Road over Tributary of Union Ditch No.3 (E2, ROW)  
Peplow Road over Virgil Ditch No.3 (E1) - NEW  
Plank Road over Burlington Creek (E2, ROW)  
Ramm Road over Virgil Ditch No.3 (E1) - NEW  
Randall Road over I-88 (Const.)  
Scott Road over Welch Creek (Const.)  
Silver Glen Road over Drainage Ditch (Const.)  
Silver Glen Road over Otter Creek (E1) - NEW  
Silver Glen Road over Otter Creek Branch (Const.)  
Tanner Road over Lake Run Creek (E1) - NEW  
Thatcher Road over Virgil Ditch 1 (E2)  
Walker Road over Burlington Creek (E1, E2, ROW)  
West County Line Road over Union Ditch No. 3 (E1, E2, ROW)

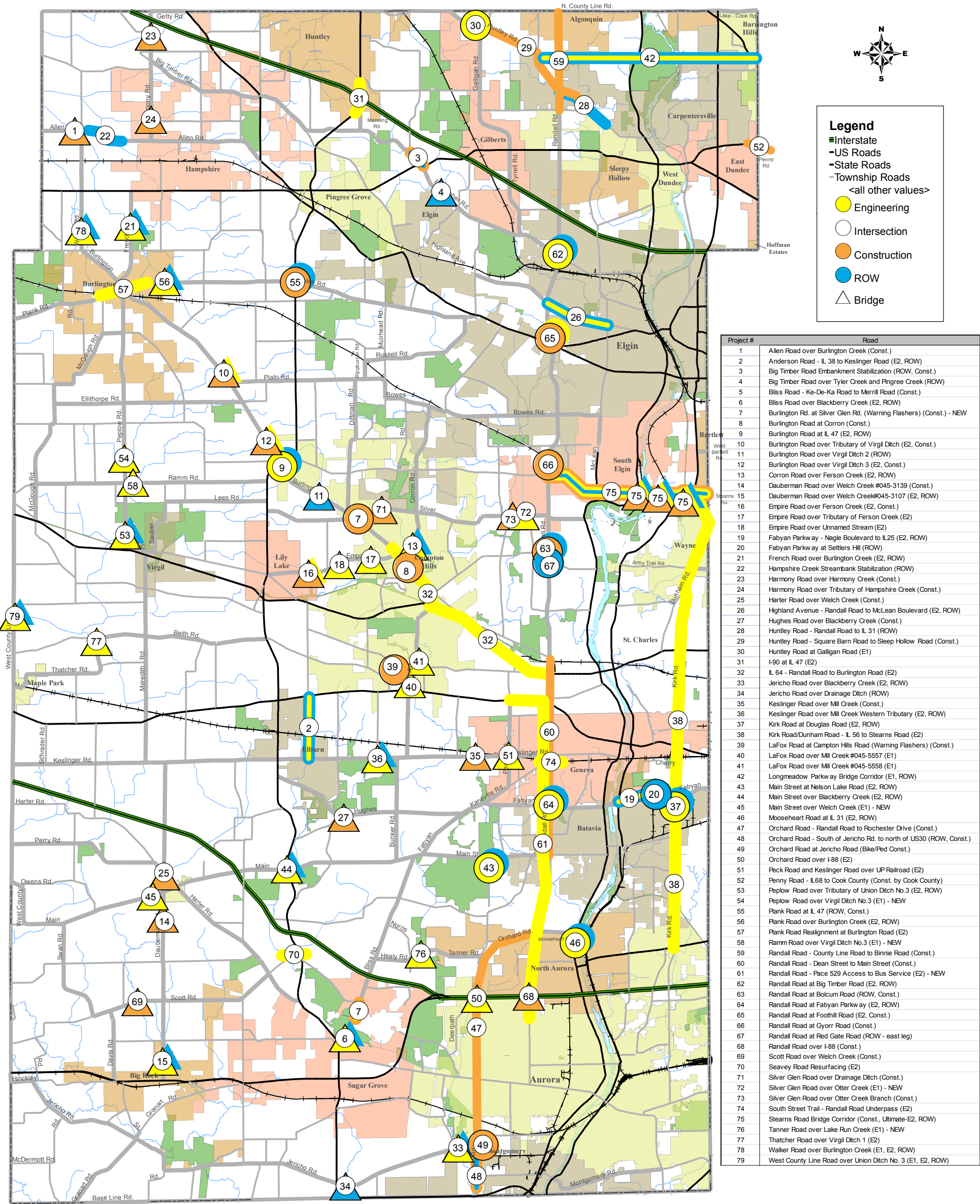
## MAINTENANCE PROJECTS

3 projects

Big Timber Road Embankment Stabilization (ROW, Const.)  
Hampshire Creek Streambank Stabilization (ROW)  
Various Resurfacing Projects (Const.)

# Kane County Division of Transportation

## FY2011 Transportation Improvement Program (TIP)



Project #	Road
1	Allen Road over Burlington Creek (Const.)
2	Anderson Road - IL 38 to Keslinger Road (E2, ROW)
3	Big Timber Road Embankment Stabilization (ROW, Const.)
4	Big Timber Road over Tyler Creek and Pingree Creek (ROW)
5	Bliss Road - Ke-De-Ka Road to Merrill Road (Const.)
6	Bliss Road over Blackberry Creek (E2, ROW)
7	Burlington Rd. at Silver Glen Rd. (Warning Flashers) (Const.) - NEW
8	Burlington Road at Corron (Const.)
9	Burlington Road at IL 47 (E2, ROW)
10	Burlington Road over Tributary of Virgil Ditch (E2, Const.)
11	Burlington Road over Virgil Ditch 2 (ROW)
12	Burlington Road over Virgil Ditch 3 (E2, Const.)
13	Corron Road over Ferson Creek (E2, ROW)
14	Dauberman Road over Welch Creek #045-3139 (Const.)
15	Dauberman Road over Welch Creek#045-3107 (E2, ROW)
16	Empire Road over Ferson Creek (E2, Const.)
17	Empire Road over Tributary of Ferson Creek (E2)
18	Empire Road over Unnamed Stream (E2)
19	Fabyan Parkway - Nagle Boulevard to IL25 (E2, ROW)
20	Fabyan Parkway at Settlers Hill (ROW)
21	French Road over Burlington Creek (E2, ROW)
22	Hampshire Creek Streambank Stabilization (ROW)
23	Harmony Road over Harmony Creek (Const.)
24	Harmony Road over Tributary of Hampshire Creek (Const.)
25	Harter Road over Welch Creek (Const.)
26	Highland Avenue - Randall Road to McLean Boulevard (E2, ROW)
27	Hughes Road over Blackberry Creek (Const.)
28	Huntley Road - Randall Road to IL 31 (ROW)
29	Huntley Road - Square Barn Road to Sleep Hollow Road (Const.)
30	Huntley Road at Galligan Road (E1)
31	I-90 at IL 47 (E2)
32	IL 64 - Randall Road to Burlington Road (E2)
33	Jericho Road over Blackberry Creek (E2, ROW)
34	Jericho Road over Drainage Ditch (ROW)
35	Keslinger Road over Mill Creek (Const.)
36	Keslinger Road over Mill Creek Western Tributary (E2, ROW)
37	Kirk Road at Douglas Road (E2, ROW)
38	Kirk Road/Dunham Road - IL 56 to Stearns Road (E2)
39	LaFox Road at Compton Hills Road (Warning Flashers) (Const.)
40	LaFox Road over Mill Creek #045-5557 (E1)
41	LaFox Road over Mill Creek #045-5558 (E1)
42	Longmeadow Parkway Bridge Corridor (E1, ROW)
43	Main Street at Nelson Lake Road (E2, ROW)
44	Main Street over Blackberry Creek (E2, ROW)
45	Main Street over Welch Creek (E1) - NEW
46	Mooseheart Road at IL 31 (E2, ROW)
47	Orchard Road - Randall Road to Rochester Drive (Const.)
48	Orchard Road - South of Jericho Rd. to north of US30 (ROW, Const.)
49	Orchard Road at Jericho Road (Bike/Ped Const.)
50	Orchard Road over I-88 (E2)
51	Peck Road and Keslinger Road over UP Railroad (E2)
52	Penny Road - IL68 to Cook County (Const. by Cook County)
53	Peplow Road over Tributary of Union Ditch No.3 (E2, ROW)
54	Peplow Road over Virgil Ditch No.3 (E1) - NEW
55	Plank Road at IL 47 (ROW, Const.)
56	Plank Road over Burlington Creek (E2, ROW)
57	Plank Road Realignment at Burlington Road (E2)
58	Ramm Road over Virgil Ditch No.3 (E1) - NEW
59	Randall Road - County Line Road to Binnie Road (Const.)
60	Randall Road - Dean Street to Main Street (Const.)
61	Randall Road - Pace 529 Access to Bus Service (E2) - NEW
62	Randall Road at Big Timber Road (E2, ROW)
63	Randall Road at Bolcum Road (ROW, Const.)
64	Randall Road at Fabyan Parkway (E2, ROW)
65	Randall Road at Foothill Road (E2, Const.)
66	Randall Road at Gyor Road (Const.)
67	Randall Road at Red Gate Road (ROW - east leg)
68	Randall Road over I-88 (Const.)
69	Scott Road over Welch Creek (Const.)
70	Seavey Road Resurfacing (E2)
71	Silver Glen Road over Drainage Ditch (Const.)
72	Silver Glen Road over Otter Creek (E1) - NEW
73	Silver Glen Road over Otter Creek Branch (Const.)
74	South Street Trail - Randall Road Underpass (E2)
75	Stearns Road Bridge Corridor (Const., Ultimate-E2, ROW)
76	Tanner Road over Lake Run Creek (E1) - NEW
77	Thatcher Road over Virgil Ditch 1 (E2)
78	Walker Road over Burlington Creek (E1, E2, ROW)
79	West County Line Road over Union Ditch No. 3 (E1, E2, ROW)

0 7,500 15,000 30,000 Feet

**DRAFT**

## 2011 Requested Budget - Transportation Summary

	2009 Actual Amount	2010 Amended Budget	2011 Requested Budget	% Change 2010-2011
<b>520 Transportation</b>				
<b>300 County Highway</b>				
<b>Revenue</b>	<b>6,306,291.97</b>	<b>8,633,425.00</b>	<del>8,091,231.00</del> ← <b>\$8,071,231</b>	<del>-6.2%</del>
Property Taxes	5,055,616.27	5,010,909.00	5,010,909.00	0.00%
Licenses and Permits	264,475.00	235,000.00	225,000.00	-4.26%
Charges for Services	31,780.95	30,000.00	20,000.00	-33.33%
Reimbursements	697,827.43	939,336.00	442,299.00	-52.91%
Interest Revenue	139,864.36	35,000.00	12,000.00	-65.71%
Other	57,714.82	2,348,180.00	<del>2,351,023.00</del> ← <b>\$2,331,023</b>	<del>0.1%</del>
Transfers In	59,013.14	35,000.00	30,000.00	-14.29%
<b>Expenses</b>	<b>7,748,788.90</b>	<b>8,633,425.00</b>	<del>8,091,231.00</del> ← <b>\$8,071,231</b>	<del>-6.2%</del>
Personnel Services Salaries & Wages	2,113,381.13	2,379,645.00	2,379,645.00	0.00%
Personnel Services Employee Benefits	665,466.89	905,616.00	<del>914,750.00</del> ← <b>\$894,750</b>	<del>1.0%</del>
Contractual Services	2,150,282.85	2,264,638.00	1,602,040.00	-29.26%
Commodities	1,175,586.00	1,673,400.00	1,495,600.00	-10.63%
Capital	1,644,072.03	1,410,126.00	1,699,196.00	20.50%
<b>301 County Bridge</b>				
<b>Revenue</b>	<b>483,832.71</b>	<b>825,000.00</b>	<b>834,000.00</b>	<b>1.09%</b>
Property Taxes	315,027.51	312,695.00	312,695.00	0.00%
Reimbursements	154,711.94	0.00	141,200.00	N/A
Interest Revenue	8,606.08	1,500.00	1,500.00	0.00%
Other	5,487.18	510,805.00	378,605.00	-25.88%
<b>Expenses</b>	<b>326,929.10</b>	<b>825,000.00</b>	<b>834,000.00</b>	<b>1.09%</b>
Contractual Services	326,929.10	325,000.00	395,000.00	21.54%
Capital	0.00	500,000.00	439,000.00	-12.20%
<b>302 Motor Fuel Tax</b>				
<b>Revenue</b>	<b>14,749,270.92</b>	<b>12,270,623.00</b>	<del>8,105,788.00</del> ← <b>\$8,101,130</b>	<del>-33.9%</del>
Other Taxes	6,483,571.41	6,400,000.00	6,400,000.00	0.00%
Reimbursements	8,152,532.00	5,119,366.00	514,090.00	-89.96%
Interest Revenue	60,709.16	30,000.00	6,000.00	-80.00%
Other	1,974.26	721,257.00	<del>1,185,698.00</del> ← <b>\$1,181,040</b>	<del>64.1%</del>
Transfers In	50,484.09	0.00	0.00	0.00%
<b>Expenses</b>	<b>17,706,652.18</b>	<b>12,270,623.00</b>	<del>8,105,788.00</del> ← <b>\$8,101,130</b>	<del>-33.9%</del>
Personnel Services Salaries & Wages	2,130,351.76	2,237,759.00	2,237,759.00	0.00%
Personnel Services Employee Benefits	681,470.90	788,689.00	<del>857,966.00</del> ← <b>\$853,308</b>	<del>8.7%</del>
Contractual Services	745,963.74	1,741,175.00	415,200.00	-76.15%
Commodities	907,230.78	1,001,000.00	1,000,000.00	-0.10%
Capital	9,847,600.00	3,008,000.00	100,000.00	-96.68%
Transfers Out	3,394,035.00	3,494,000.00	3,494,863.00	0.02%

## 2011 Requested Budget - Transportation Summary

	2009 Actual Amount	2010 Amended Budget	2011 Requested Budget	% Change 2010-2011
<b>303 County Highway Matching</b>				
<b>Revenue</b>	<b>65,796.58</b>	<b>131,773.00</b>	<b>65,625.00</b>	<b>-50.20%</b>
Property Taxes	65,425.97	65,125.00	65,125.00	0.00%
Interest Revenue	370.61	200.00	500.00	150.00%
Other	0.00	66,448.00	0.00	-100.00%
<b>Expenses</b>	<b>69,368.92</b>	<b>131,773.00</b>	<b>65,625.00</b>	<b>-50.20%</b>
Commodities	69,368.92	131,773.00	65,625.00	-50.20%
<b>304 Motor Fuel Local Option</b>				
<b>Revenue</b>	<b>9,154,726.35</b>	<b>11,331,409.00</b>	<b>11,137,934.00</b>	<b>-1.71%</b>
Other Taxes	8,306,937.17	8,400,000.00	8,250,000.00	-1.79%
Reimbursements	686,755.21	2,854,352.00	1,634,844.00	-42.72%
Interest Revenue	161,033.97	50,000.00	6,000.00	-88.00%
Other	0.00	27,057.00	1,247,090.00	4509.12%
<b>Expenses</b>	<b>6,756,608.75</b>	<b>11,331,409.00</b>	<b>11,137,934.00</b>	<b>-1.71%</b>
Contractual Services	5,144,173.28	6,453,348.00	6,948,250.00	7.67%
Commodities	0.00	445,000.00	444,863.00	-0.03%
Capital	1,612,435.47	4,433,061.00	3,744,821.00	-15.53%
<b>305 Transportation Sales Tax</b>				
<b>Revenue</b>	<b>19,095,420.36</b>	<b>14,605,869.00</b>	<b>14,436,029.00</b>	<b>-1.16%</b>
Other Taxes	10,921,349.50	10,414,000.00	<del>10,600,000.00</del> ← <b>\$10,910,000</b>	13.38%
Reimbursements	989,000.00	1,802,420.00	2,043,602.00	13.38%
Interest Revenue	103,927.67	25,000.00	5,000.00	-80.00%
Other	0.00	2,364,449.00	<del>1,787,427.00</del> ← <b>\$1,477,427</b>	-24.4%
Transfers In	7,081,143.19	0.00	0.00	0.00%
<b>Expenses</b>	<b>1,678,815.46</b>	<b>14,605,869.00</b>	<b>14,436,029.00</b>	<b>-1.16%</b>
Contractual Services	116,333.48	1,230,579.00	1,842,961.00	49.76%
Capital	1,562,481.98	5,048,472.00	4,218,239.00	-16.45%
Transfers Out	0.00	8,326,818.00	8,374,829.00	0.58%
<b>513 Transit Sales Tax Bond Construct</b>				
<b>Revenue</b>	<b>40,093,382.44</b>	<b>27,970,091.00</b>	<b>13,824,281.00</b>	<b>-50.57%</b>
Interest Revenue	87,292.44	100,000.00	9,054.00	-90.95%
Other	40,006,090.00	27,870,091.00	13,815,227.00	-50.43%
<b>Expenses</b>	<b>9,440,965.63</b>	<b>27,970,091.00</b>	<b>13,824,281.00</b>	<b>-50.57%</b>
Contractual Services	5,880,446.06	16,553,835.00	10,073,652.00	-39.15%
Capital	3,365,706.12	11,416,256.00	3,750,629.00	-67.15%
Debt Service	194,813.45	0.00	0.00	0.00%

## 2011 Requested Budget - Transportation Summary

	2009 Actual Amount	2010 Amended Budget	2011 Requested Budget	% Change 2010-2011
<b>540 Transportation Capital</b>				
<b>Revenue</b>	<b>2,641,249.65</b>	<b>4,373,241.00</b>	<b>5,754,511.00</b>	<b>31.58%</b>
Reimbursements	2,481,139.93	3,870,007.00	4,595,476.00	18.75%
Interest Revenue	160,109.72	50,000.00	6,000.00	-88.00%
Other	0.00	453,234.00	1,153,035.00	154.40%
<b>Expenses</b>	<b>4,269,041.57</b>	<b>4,373,241.00</b>	<b>5,754,511.00</b>	<b>31.58%</b>
Contractual Services	2,115,394.85	1,344,909.00	1,231,678.00	-8.42%
Capital	2,153,646.72	3,028,332.00	4,522,833.00	49.35%
<b>550 Aurora Area Impact Fees</b>				
<b>Revenue</b>	<b>216,261.13</b>	<b>1,300,000.00</b>	<b>450,000.00</b>	<b>-65.38%</b>
Charges for Services	17,193.97	0.00	0.00	0.00%
Reimbursements	186,163.93	650,000.00	0.00	-100.00%
Interest Revenue	12,903.23	2,500.00	4,000.00	60.00%
Other	0.00	647,500.00	446,000.00	-31.12%
<b>Expenses</b>	<b>2,977.72</b>	<b>1,300,000.00</b>	<b>450,000.00</b>	<b>-65.38%</b>
Contractual Services	2,118.02	0.00	75,000.00	N/A
Capital	0.00	1,300,000.00	375,000.00	-71.15%
Transfers Out	859.70	0.00	0.00	0.00%
<b>551 Campton Hills Impact Fees</b>				
<b>Revenue</b>	<b>158,073.30</b>	<b>250,000.00</b>	<b>799,286.00</b>	<b>219.71%</b>
Charges for Services	53,097.80	0.00	0.00	0.00%
Reimbursements	75,000.00	115,500.00	0.00	-100.00%
Interest Revenue	29,975.50	4,000.00	4,500.00	12.50%
Other	0.00	130,500.00	794,786.00	509.03%
<b>Expenses</b>	<b>1,254,456.93</b>	<b>250,000.00</b>	<b>799,286.00</b>	<b>219.71%</b>
Contractual Services	38,856.63	0.00	0.00	0.00%
Capital	1,212,945.41	250,000.00	799,286.00	219.71%
Transfers Out	2,654.89	0.00	0.00	0.00%
<b>552 Greater Elgin Impact Fees</b>				
<b>Revenue</b>	<b>141,483.38</b>	<b>1,490,497.00</b>	<b>670,000.00</b>	<b>-55.05%</b>
Charges for Services	110,533.57	0.00	0.00	0.00%
Reimbursements	0.00	780,800.00	0.00	-100.00%
Interest Revenue	30,923.02	3,500.00	3,000.00	-14.29%
Other	26.79	706,197.00	667,000.00	-5.55%
<b>Expenses</b>	<b>805,275.25</b>	<b>1,490,497.00</b>	<b>670,000.00</b>	<b>-55.05%</b>
Contractual Services	18,947.23	0.00	0.00	0.00%
Capital	780,800.00	1,490,497.00	670,000.00	-55.05%
Transfers Out	5,528.02	0.00	0.00	0.00%

## 2011 Requested Budget - Transportation Summary

	2009 Actual Amount	2010 Amended Budget	2011 Requested Budget	% Change 2010-2011
<b>553 Northwest Impact Fees</b>				
<b>Revenue</b>	<b>56,005.29</b>	<b>1,738,321.00</b>	<b>960,945.00</b>	<b>-44.72%</b>
Charges for Services	35,016.80	0.00	0.00	0.00%
Reimbursements	0.00	875,000.00	0.00	-100.00%
Interest Revenue	20,987.38	2,500.00	5,000.00	100.00%
Other	1.11	860,821.00	955,945.00	11.05%
<b>Expenses</b>	<b>105,598.91</b>	<b>1,738,321.00</b>	<b>960,945.00</b>	<b>-44.72%</b>
Contractual Services	103,848.01	183,000.00	318,000.00	73.77%
Capital	0.00	1,555,321.00	642,945.00	-58.66%
Transfers Out	1,750.90	0.00	0.00	0.00%
<b>554 Southwest Impact Fees</b>				
		<b>2,048,000.00</b>	<b>1,185,000.00</b>	
<b>Revenue</b>	<b>90,978.31</b>	<b>1,024,000.00</b>	<b>592,500.00</b>	<b>-42.14%</b>
Charges for Services	69,198.43	0.00	0.00	0.00%
Reimbursements	0.00	374,946.00	0.00	-100.00%
Interest Revenue	21,776.36	2,500.00	2,500.00	0.00%
Other	3.52	646,554.00	590,000.00	-8.75%
<b>Expenses</b>	<b>879,610.14</b>	<b>1,024,000.00</b>	<b>592,500.00</b>	<b>-42.14%</b>
Contractual Services	109,744.62	24,000.00	0.00	-100.00%
Capital	766,405.42	1,000,000.00	592,500.00	-40.75%
Transfers Out	3,460.10	0.00	0.00	0.00%
<b>555 TriCities Impact Fees</b>				
<b>Revenue</b>	<b>165,532.12</b>	<b>532,472.00</b>	<b>589,500.00</b>	<b>10.71%</b>
Charges for Services	148,285.54	0.00	0.00	0.00%
Interest Revenue	17,229.36	2,500.00	2,500.00	0.00%
Other	17.22	529,972.00	587,000.00	10.76%
<b>Expenses</b>	<b>108,687.07</b>	<b>532,472.00</b>	<b>589,500.00</b>	<b>10.71%</b>
Contractual Services	3,205.86	0.00	0.00	0.00%
Capital	98,066.07	532,472.00	589,500.00	10.71%
Transfers Out	7,415.14	0.00	0.00	0.00%
<b>556 Upper Fox Impact Fees</b>				
<b>Revenue</b>	<b>68,689.92</b>	<b>1,313,100.00</b>	<b>200,000.00</b>	<b>-84.77%</b>
Charges for Services	42,562.23	0.00	0.00	0.00%
Reimbursements	0.00	91,874.00	0.00	-100.00%
Interest Revenue	26,127.69	2,500.00	1,000.00	-60.00%
Other	0.00	1,218,726.00	199,000.00	-83.67%
<b>Expenses</b>	<b>16,738.12</b>	<b>1,313,100.00</b>	<b>200,000.00</b>	<b>-84.77%</b>
Contractual Services	11,750.00	1,313,100.00	0.00	-100.00%
Capital	2,860.00	0.00	200,000.00	N/A
Transfers Out	2,128.12	0.00	0.00	0.00%

## 2011 Requested Budget - Transportation Summary

	2009 Actual Amount	2010 Amended Budget	2011 Requested Budget	% Change 2010-2011
<b>557 West Central Impact Fees</b>				
<b>Revenue</b>	<b>5,762.82</b>	<b>160,000.00</b>	<b>160,000.00</b>	<b>0.00%</b>
Charges for Services	2,994.64	0.00	0.00	0.00%
Interest Revenue	2,768.18	500.00	750.00	50.00%
Other	0.00	159,500.00	159,250.00	-0.16%
<b>Expenses</b>	<b>14,059.09</b>	<b>160,000.00</b>	<b>160,000.00</b>	<b>0.00%</b>
Contractual Services	13,909.35	160,000.00	160,000.00	0.00%
Transfers Out	149.74	0.00	0.00	0.00%
<b>558 North Impact Fees</b>				
<b>Revenue</b>	<b>369,549.16</b>	<b>696,800.00</b>	<b>564,300.00</b>	<b>-19.02%</b>
Charges for Services	357,826.05	400,000.00	250,000.00	-37.50%
Reimbursements	0.00	159,102.00	159,102.00	0.00%
Interest Revenue	5,838.53	2,500.00	750.00	-70.00%
Other	5,884.58	135,198.00	154,448.00	14.24%
<b>Expenses</b>	<b>18,185.54</b>	<b>696,800.00</b>	<b>564,300.00</b>	<b>-19.02%</b>
Contractual Services	0.00	176,800.00	151,800.00	-14.14%
Capital	0.00	500,000.00	400,000.00	-20.00%
Transfers Out	18,185.54	20,000.00	12,500.00	-37.50%
<b>559 Central Impact Fees</b>				
<b>Revenue</b>	<b>337,310.49</b>	<b>300,563.00</b>	<b>351,000.00</b>	<b>16.78%</b>
Charges for Services	335,728.28	150,000.00	250,000.00	66.67%
Interest Revenue	1,582.21	1,000.00	500.00	-50.00%
Other	0.00	149,563.00	100,500.00	-32.80%
<b>Expenses</b>	<b>20,706.41</b>	<b>300,563.00</b>	<b>351,000.00</b>	<b>16.78%</b>
Capital	3,920.00	293,063.00	338,500.00	15.50%
Transfers Out	16,786.41	7,500.00	12,500.00	66.67%
<b>560 South Impact Fees</b>				
<b>Revenue</b>	<b>18,656.37</b>	<b>292,000.00</b>	<b>201,000.00</b>	<b>-31.16%</b>
Charges for Services	16,991.46	150,000.00	100,000.00	-33.33%
Interest Revenue	1,664.91	1,000.00	500.00	-50.00%
Other	0.00	141,000.00	100,500.00	-28.72%
<b>Expenses</b>	<b>94.58</b>	<b>292,000.00</b>	<b>201,000.00</b>	<b>-31.16%</b>
Capital	0.00	284,500.00	196,000.00	-31.11%
Transfers Out	94.58	7,500.00	5,000.00	-33.33%

## 2011 Requested Budget - Transportation Summary Total Expenditures Across All Funds

	2009 Actual Amount	2010 Amended Budget	2011 Requested Budget	% Change 2010-2011
<b>520 Transportation</b>				
<b>Expenses</b>	<b>51,223,560.27</b>	<b>89,239,184.00</b>	<b>67,787,930.00</b>	<b>-24.04%</b>
Personnel Services- Salaries & Wages	4,243,732.89	4,617,404.00	4,617,404.00	0.00%
Personnel Services- Employee Benefits	1,346,937.79	1,694,305.00	<del>1,772,716.00</del>	<del>4.63%</del>
Contractual Services	16,781,903.08	31,770,384.00	23,213,581.00	-26.93%
Commodities	2,152,185.70	3,251,173.00	3,006,088.00	-7.54%
Capital	23,050,939.22	36,050,100.00	23,278,449.00	-35.43%
Transfers Out	3,453,048.14	11,855,818.00	11,899,692.00	0.37%
Debt Service	194,813.45	0.00	0.00	N/A

**\$67,763,272**

**\$1,748,058**

## County Highway 300.520.000

Account Number	Description	2009 Actual Amount	2010 Amended Budget	2011 Requested Budget	% Change 2010-2011
30000	Property Taxes	\$5,055,616	\$5,010,909	\$5,010,909	0.0%
	<b>Total Property Taxes</b>	<b>\$5,055,616</b>	<b>\$5,010,909</b>	<b>\$5,010,909</b>	<b>0.0%</b>
31350	Oversized Moving Permits	\$166,875	\$135,000	\$125,000	-7.4%
31370	Roadway Access Permits	\$97,600	\$100,000	\$100,000	0.0%
	<b>Total Licenses and Permits</b>	<b>\$264,475</b>	<b>\$235,000</b>	<b>\$225,000</b>	<b>-4.3%</b>
34640	Engineering Fees	\$18,158	\$10,000	\$10,000	0.0%
34650	Sale of Various Material Fees	\$13,622	\$20,000	\$10,000	-50.0%
	<b>Total Charges for Services</b>	<b>\$31,781</b>	<b>\$30,000</b>	<b>\$20,000</b>	<b>-33.3%</b>
37140	KDOT Planner Reimbursement	\$151,382	\$146,885	\$142,345	-3.1%
37150	KDOT Service Reimbursement	\$440,059	\$772,451	\$279,954	-63.8%
37900	Miscellaneous Reimbursement	\$106,387	\$20,000	\$20,000	0.0%
	<b>Total Reimbursements</b>	<b>\$697,827</b>	<b>\$939,336</b>	<b>\$442,299</b>	<b>-52.9%</b>
38000	Investment Income	\$139,864	\$35,000	\$12,000	-65.7%
	<b>Total Interest Revenue</b>	<b>\$139,864</b>	<b>\$35,000</b>	<b>\$12,000</b>	<b>-65.7%</b>
38900	Miscellaneous Other	\$57,715	\$0	\$0	0.0%
39900	Cash On Hand	\$0	\$2,348,180	\$2,351,023	0.1%
	<b>Total Other</b>	<b>\$57,715</b>	<b>\$2,348,180</b>	<b>\$2,351,023</b>	<b>0.1%</b>
39000	Transfer From Other Funds	\$59,013	\$35,000	\$30,000	-14.3%
	<b>Total Transfers In</b>	<b>\$59,013</b>	<b>\$35,000</b>	<b>\$30,000</b>	<b>-14.3%</b>
<b>Total</b>		<b>\$6,306,292</b>	<b>\$8,633,425</b>	<b>\$8,091,231</b>	<b>-6.3%</b>

## County Highway 300.520.520

Account Number	Description	2009 Actual Amount	2010 Amended Budget	2011 Requested Budget	% Change 2010-2011
40000	Salaries and Wages	\$2,108,917	\$2,355,645	\$2,355,645	0.0%
40200	Overtime Salaries	\$4,464	\$24,000	\$24,000	0.0%
	<b>Total Personnel Services- Salaries &amp; Wages</b>	<b>\$2,113,381</b>	<b>\$2,379,645</b>	<b>\$2,379,645</b>	<b>0.0%</b>
45000	Healthcare Contribution	\$335,453	\$494,821	\$485,000	-2.0%
45010	Dental Contribution	\$12,347	\$16,724	\$14,500	-13.3%
45100	FICA/SS Contribution	\$154,763	\$182,045	\$182,045	0.0%
45200	IMRF Contribution	\$162,904	\$212,026	\$233,205	10.0%
	<b>Total Personnel Services- Employee Benefits</b>	<b>\$665,467</b>	<b>\$905,616</b>	<b>\$914,750</b>	<b>1.0%</b>
50140	Engineering Services	\$936,767	\$725,554	\$536,943	-26.0%
50150	Contractual/Consulting Services	\$537,753	\$714,794	\$248,000	-65.3%
50160	Legal Services	\$44,000	\$80,000	\$80,000	0.0%
50210	Medical/Dental/Hospital Services	\$4,394	\$6,250	\$6,500	4.0%
50330	Northeast IL Plan and Metro Srvs	\$33,786	\$35,000	\$35,000	0.0%
50340	Software Licensing Cost	\$50,216	\$75,000	\$75,000	0.0%
50480	Security Services	\$2,692	\$5,000	\$5,000	0.0%
52000	Disposal and Water Softener Srvs	\$10,932	\$15,000	\$15,000	0.0%
52011	Janitorial Services	\$24,757	\$26,250	\$23,000	-12.4%
52020	Repairs and Maintenance- Roads	\$22,697	\$77,000	\$77,000	0.0%
52040	Repairs and Maintenance- Bridges	\$98,149	\$0	\$0	0.0%
52110	Repairs and Maint- Buildings	\$36,869	\$37,500	\$37,500	0.0%
52120	Repairs and Maint- Grounds	\$2,765	\$10,500	\$11,000	4.8%
52130	Repairs and Maint- Computers	\$5,991	\$12,000	\$12,000	0.0%
52140	Repairs and Maint- Copiers	\$6,682	\$12,000	\$12,000	0.0%
52150	Repairs and Maint- Comm Equip	\$462	\$5,500	\$5,500	0.0%
52160	Repairs and Maint- Equipment	\$8,609	\$25,000	\$25,000	0.0%
52230	Repairs and Maint- Vehicles	\$14,721	\$30,000	\$30,000	0.0%
52240	Repairs and Maint- Office Equip	\$5,180	\$3,000	\$5,000	66.7%
53000	Liability Insurance	\$133,665	\$128,365	\$134,366	4.7%
53010	Workers Compensation	\$91,306	\$76,650	\$78,034	1.8%
53020	Unemployment Claims	\$8,001	\$8,775	\$9,697	10.5%
53060	General Printing	\$3,921	\$12,000	\$12,000	0.0%
53070	Legal Printing	\$3,472	\$6,000	\$6,000	0.0%
53080	Mapping	\$7,934	\$25,000	\$25,000	0.0%
53100	Conferences and Meetings	\$10,582	\$24,000	\$24,000	0.0%
53110	Employee Training	\$14,886	\$24,000	\$24,000	0.0%
53120	Employee Mileage Expense	\$4,943	\$6,000	\$6,000	0.0%
53130	General Association Dues	\$7,460	\$7,500	\$7,500	0.0%
55000	Miscellaneous Contractual Exp	\$16,690	\$51,000	\$36,000	-29.4%
	<b>Total Contractual Services</b>	<b>\$2,150,283</b>	<b>\$2,264,638</b>	<b>\$1,602,040</b>	<b>-29.3%</b>
60000	Office Supplies	\$14,944	\$30,000	\$25,000	-16.7%
60010	Operating Supplies	\$16,462	\$30,000	\$25,000	-16.7%

## County Highway 300.520.520

Account Number	Description	2009 Actual Amount	2010 Amended Budget	2011 Requested Budget	% Change 2010-2011
60040	Postage	\$3,925	\$14,000	\$12,000	-14.3%
60050	Books and Subscriptions	\$1,283	\$2,400	\$2,400	0.0%
60060	Computer Software- Non Capital	\$12,160	\$30,000	\$4,700	-84.3%
60070	Computer Hardware- Non Capital	\$12,058	\$20,000	\$15,000	-25.0%
60210	Uniform Supplies	\$16,306	\$21,000	\$21,500	2.4%
60330	Vehicle Parts/Supplies	\$87,894	\$100,000	\$100,000	0.0%
60340	Buildings and Grounds Supplies	\$5,577	\$24,000	\$12,000	-50.0%
60350	Road Repair Supplies	\$0	\$6,000	\$6,000	0.0%
60360	Equipment Parts/Supplies	\$44,235	\$45,000	\$45,000	0.0%
60370	Tools	\$4,127	\$12,000	\$12,000	0.0%
60380	Liquid Salt	\$8,523	\$29,000	\$29,000	0.0%
60400	Crushed Stone	\$11,027	\$15,000	\$16,000	6.7%
60410	Culverts	\$27,415	\$40,000	\$40,000	0.0%
60420	Road Material	\$68,650	\$80,000	\$80,000	0.0%
60430	Sign Material	\$90,085	\$170,000	\$175,000	2.9%
60440	Traffic Markers and Barricades	\$4,498	\$20,000	\$40,000	100.0%
63000	Utilities- Natural Gas	\$50,789	\$100,000	\$100,000	0.0%
63010	Utilities- Electric	\$44,579	\$80,000	\$75,000	-6.3%
63020	Utilities- Intersect Lighting	\$410,558	\$265,000	\$265,000	0.0%
63040	Fuel- Vehicles	\$200,597	\$500,000	\$350,000	-30.0%
64000	Telephone	\$26,532	\$26,000	\$30,000	15.4%
64010	Cellular Phone	\$13,362	\$14,000	\$15,000	7.1%
	<b>Total Commodities</b>	<b>\$1,175,586</b>	<b>\$1,673,400</b>	<b>\$1,495,600</b>	<b>-10.6%</b>
70000	Computers	\$0	\$2,000	\$20,500	925.0%
70020	Computer Software- Capital	\$0	\$24,000	\$34,080	42.0%
70050	Printers	\$0	\$5,000	\$16,990	239.8%
70060	Communications Equipment	\$0	\$5,000	\$10,000	100.0%
70070	Automotive Equipment	\$500,517	\$634,500	\$840,000	32.4%
70080	Office Furniture	\$0	\$3,000	\$3,000	0.0%
70090	Office Equipment	\$0	\$6,000	\$2,000	-66.7%
70110	Machinery and Equipment	\$82,952	\$0	\$0	0.0%
70120	Special Purpose Equipment	\$1,504	\$0	\$0	0.0%
72011	Building Improvements	\$770,876	\$43,000	\$185,000	330.2%
73000	Road Construction	\$126,711	\$302,687	\$102,687	-66.1%
73010	Bridge Construction	\$0	\$134,939	\$134,939	0.0%
74010	Highway Right of Way	\$161,512	\$250,000	\$350,000	40.0%
	<b>Total Capital</b>	<b>\$1,644,072</b>	<b>\$1,410,126</b>	<b>\$1,699,196</b>	<b>20.5%</b>
<b>Total</b>		<b>\$7,748,789</b>	<b>\$8,633,425</b>	<b>\$8,091,231</b>	<b>-6.3%</b>

**County Bridge  
301.520.000**

Account Number	Description	2009 Actual Amount	2010 Amended Budget	2011 Requested Budget	% Change 2010-2011
30000	Property Taxes	\$315,028	\$312,695	\$312,695	0.0%
	<b>Total Property Taxes</b>	<b>\$315,028</b>	<b>\$312,695</b>	<b>\$312,695</b>	<b>0.0%</b>
37150	KDOT Service Reimbursement	\$154,712	\$0	\$141,200	N/A
	<b>Total Reimbursements</b>	<b>\$154,712</b>	<b>\$0</b>	<b>\$141,200</b>	<b>N/A</b>
38000	Investment Income	\$8,606	\$1,500	\$1,500	0.0%
	<b>Total Interest Revenue</b>	<b>\$8,606</b>	<b>\$1,500</b>	<b>\$1,500</b>	<b>0.0%</b>
38900	Miscellaneous Other	\$5,487	\$0	\$0	0.0%
39900	Cash On Hand	\$0	\$510,805	\$378,605	-25.9%
	<b>Total Other</b>	<b>\$5,487</b>	<b>\$510,805</b>	<b>\$378,605</b>	<b>-25.9%</b>
<b>Total</b>		<b>\$483,833</b>	<b>\$825,000</b>	<b>\$834,000</b>	<b>1.1%</b>

**County Bridge  
301.520.521**

Account Number	Description	2009 Actual Amount	2010 Amended Budget	2011 Requested Budget	% Change 2010-2011
50140	Engineering Services	\$107,915	\$0	\$50,000	N/A
52100	Bridge Inspection	\$219,014	\$325,000	\$345,000	6.2%
	<b>Total Contractual Services</b>	<b>\$326,929</b>	<b>\$325,000</b>	<b>\$395,000</b>	<b>21.5%</b>
73010	Bridge Construction	\$0	\$500,000	\$300,000	-40.0%
74010	Highway Right of Way	\$0	\$0	\$139,000	N/A
	<b>Total Capital</b>	<b>\$0</b>	<b>\$500,000</b>	<b>\$439,000</b>	<b>-12.2%</b>
<b>Total</b>		<b>\$326,929</b>	<b>\$825,000</b>	<b>\$834,000</b>	<b>1.1%</b>

**Motor Fuel Tax**  
**302.520.000**

Account Number	Description	2009 Actual Amount	2010 Amended Budget	2011 Requested Budget	% Change 2010-2011
30140	Motor Fuel Tax	\$6,483,571	\$6,400,000	\$6,400,000	0.0%
	<b>Total Other Taxes</b>	<b>\$6,483,571</b>	<b>\$6,400,000</b>	<b>\$6,400,000</b>	<b>0.0%</b>
37150	KDOT Service Reimbursement	\$8,093,600	\$5,056,250	\$453,680	-91.0%
37160	Cty Engineer Salary Reimbursemt	\$58,932	\$63,116	\$60,410	-4.3%
	<b>Total Reimbursements</b>	<b>\$8,152,532</b>	<b>\$5,119,366</b>	<b>\$514,090</b>	<b>-90.0%</b>
38000	Investment Income	\$60,709	\$30,000	\$6,000	-80.0%
	<b>Total Interest Revenue</b>	<b>\$60,709</b>	<b>\$30,000</b>	<b>\$6,000</b>	<b>-80.0%</b>
38900	Miscellaneous Other	\$1,974	\$0	\$0	0.0%
39900	Cash On Hand	\$0	\$721,257	\$1,185,698	64.4%
	<b>Total Other</b>	<b>\$1,974</b>	<b>\$721,257</b>	<b>\$1,185,698</b>	<b>64.4%</b>
39000	Transfer From Other Funds	\$50,484	\$0	\$0	0.0%
	<b>Total Transfers In</b>	<b>\$50,484</b>	<b>\$0</b>	<b>\$0</b>	<b>0.0%</b>
<b>Total</b>		<b>\$14,749,271</b>	<b>\$12,270,623</b>	<b>\$8,105,788</b>	<b>-33.9%</b>

**Motor Fuel Tax**  
**302.520.522**

Account Number	Description	2009 Actual Amount	2010 Amended Budget	2011 Requested Budget	% Change 2010-2011
40000	Salaries and Wages	\$1,848,750	\$1,987,759	\$1,987,759	0.0%
40200	Overtime Salaries	\$281,602	\$250,000	\$250,000	0.0%
	<b>Total Personnel Services- Salaries &amp; Wages</b>	<b>\$2,130,352</b>	<b>\$2,237,759</b>	<b>\$2,237,759</b>	<b>0.0%</b>
45000	Healthcare Contribution	\$55,841	\$60,655	\$66,114	9.0%
45010	Dental Contribution	\$2,152	\$1,899	\$1,994	5.0%
45100	FICA/SS Contribution	\$156,976	\$171,190	\$171,190	0.0%
45200	IMRF Contribution	\$154,774	\$199,384	\$219,300	10.0%
45410	Teamsters Contribution	\$311,727	\$355,561	\$399,368	12.3%
	<b>Total Personnel Services- Employee Benefits</b>	<b>\$681,471</b>	<b>\$788,689</b>	<b>\$857,966</b>	<b>8.8%</b>
50140	Engineering Services	\$745,964	\$1,741,175	\$415,200	-76.2%
	<b>Total Contractual Services</b>	<b>\$745,964</b>	<b>\$1,741,175</b>	<b>\$415,200</b>	<b>-76.2%</b>
60390	Rock Salt	\$907,231	\$1,001,000	\$1,000,000	-0.1%
	<b>Total Commodities</b>	<b>\$907,231</b>	<b>\$1,001,000</b>	<b>\$1,000,000</b>	<b>-0.1%</b>
74010	Highway Right of Way	\$9,847,600	\$3,008,000	\$100,000	-96.7%
	<b>Total Capital</b>	<b>\$9,847,600</b>	<b>\$3,008,000</b>	<b>\$100,000</b>	<b>-96.7%</b>
99000	Transfer To Other Funds	\$3,394,035	\$3,494,000	\$3,494,863	0.0%
	<b>Total Transfers Out</b>	<b>\$3,394,035</b>	<b>\$3,494,000</b>	<b>\$3,494,863</b>	<b>0.0%</b>
<b>Total</b>		<b>\$17,706,652</b>	<b>\$12,270,623</b>	<b>\$8,105,788</b>	<b>-33.9%</b>

**County Highway Matching**  
**303.520.000**

<b>Account Number</b>	<b>Description</b>	<b>2009 Actual Amount</b>	<b>2010 Amended Budget</b>	<b>2011 Requested Budget</b>	<b>% Change 2010-2011</b>
30000	Property Taxes	\$65,426	\$65,125	\$65,125	0.0%
	<b>Total Property Taxes</b>	<b>\$65,426</b>	<b>\$65,125</b>	<b>\$65,125</b>	<b>0.0%</b>
38000	Investment Income	\$371	\$200	\$500	150.0%
	<b>Total Interest Revenue</b>	<b>\$371</b>	<b>\$200</b>	<b>\$500</b>	<b>150.0%</b>
39900	Cash On Hand	\$0	\$66,448	\$0	-100.0%
	<b>Total Other</b>	<b>\$0</b>	<b>\$66,448</b>	<b>\$0</b>	<b>-100.0%</b>
<b>Total</b>		<b>\$65,797</b>	<b>\$131,773</b>	<b>\$65,625</b>	<b>-50.2%</b>

**County Highway Matching**  
**303.520.523**

<b>Account Number</b>	<b>Description</b>	<b>2009 Actual Amount</b>	<b>2010 Amended Budget</b>	<b>2011 Requested Budget</b>	<b>% Change 2010-2011</b>
60390	Rock Salt	\$69,369	\$131,773	\$65,625	-50.2%
	<b>Total Commodities</b>	<b>\$69,369</b>	<b>\$131,773</b>	<b>\$65,625</b>	<b>-50.2%</b>
<b>Total</b>		<b>\$69,369</b>	<b>\$131,773</b>	<b>\$65,625</b>	<b>-50.2%</b>

**Motor Fuel Local Option**  
**304.520.000**

Account Number	Description	2009 Actual Amount	2010 Amended Budget	2011 Requested Budget	% Change 2010-2011
30150	County Local Option Tax	\$8,306,937	\$8,400,000	\$8,250,000	-1.8%
	<b>Total Other Taxes</b>	<b>\$8,306,937</b>	<b>\$8,400,000</b>	<b>\$8,250,000</b>	<b>-1.8%</b>
37150	KDOT Service Reimbursement	\$686,755	\$2,854,352	\$1,634,844	-42.7%
	<b>Total Reimbursements</b>	<b>\$686,755</b>	<b>\$2,854,352</b>	<b>\$1,634,844</b>	<b>-42.7%</b>
38000	Investment Income	\$161,034	\$50,000	\$6,000	-88.0%
	<b>Total Interest Revenue</b>	<b>\$161,034</b>	<b>\$50,000</b>	<b>\$6,000</b>	<b>-88.0%</b>
39900	Cash On Hand	\$0	\$27,057	\$1,247,090	4,509.1%
	<b>Total Other</b>	<b>\$0</b>	<b>\$27,057</b>	<b>\$1,247,090</b>	<b>4,509.1%</b>
<b>Total</b>		<b>\$9,154,726</b>	<b>\$11,331,409</b>	<b>\$11,137,934</b>	<b>-1.7%</b>

**Motor Fuel Local Option**  
**304.520.524**

Account Number	Description	2009 Actual Amount	2010 Amended Budget	2011 Requested Budget	% Change 2010-2011
50140	Engineering Services	\$946,850	\$4,782,098	\$3,032,750	-36.6%
52040	Repairs and Maintenance- Bridges	\$73,608	\$431,250	\$2,225,500	416.1%
52050	Repairs and Maint- Cracksealing	\$207,914	\$290,000	\$340,000	17.2%
52070	Repairs and Maint- Pavement Mark	\$0	\$950,000	\$1,350,000	42.1%
52080	Repairs and Maint- Resurfacing	\$3,915,801	\$0	\$0	0.0%
	<b>Total Contractual Services</b>	<b>\$5,144,173</b>	<b>\$6,453,348</b>	<b>\$6,948,250</b>	<b>7.7%</b>
63020	Utilities- Intersect Lighting	\$0	\$445,000	\$444,863	0.0%
	<b>Total Commodities</b>	<b>\$0</b>	<b>\$445,000</b>	<b>\$444,863</b>	<b>0.0%</b>
70110	Machinery and Equipment	\$0	\$100,000	\$49,000	-51.0%
70120	Special Purpose Equipment	\$0	\$5,000	\$15,000	200.0%
73000	Road Construction	\$449,558	\$1,515,000	\$2,215,250	46.2%
73010	Bridge Construction	\$533,370	\$1,949,311	\$559,341	-71.3%
74010	Highway Right of Way	\$629,508	\$863,750	\$906,230	4.9%
	<b>Total Capital</b>	<b>\$1,612,435</b>	<b>\$4,433,061</b>	<b>\$3,744,821</b>	<b>-15.5%</b>
<b>Total</b>		<b>\$6,756,609</b>	<b>\$11,331,409</b>	<b>\$11,137,934</b>	<b>-1.7%</b>

**Transportation Sales Tax**  
**305.520.000**

Account Number	Description	2009 Actual Amount	2010 Amended Budget	2011 Requested Budget	% Change 2010-2011
30105	Sales Tax- RTA	\$10,921,350	\$10,414,000	\$10,600,000	1.8%
	<b>Total Other Taxes</b>	<b>\$10,921,350</b>	<b>\$10,414,000</b>	<b>\$10,600,000</b>	<b>1.8%</b>
37150	KDOT Service Reimbursement	\$989,000	\$1,802,420	\$2,043,602	13.4%
	<b>Total Reimbursements</b>	<b>\$989,000</b>	<b>\$1,802,420</b>	<b>\$2,043,602</b>	<b>13.4%</b>
38000	Investment Income	\$103,928	\$25,000	\$5,000	-80.0%
	<b>Total Interest Revenue</b>	<b>\$103,928</b>	<b>\$25,000</b>	<b>\$5,000</b>	<b>-80.0%</b>
39900	Cash On Hand	\$0	\$2,364,449	\$1,787,427	-24.4%
	<b>Total Other</b>	<b>\$0</b>	<b>\$2,364,449</b>	<b>\$1,787,427</b>	<b>-24.4%</b>
39000	Transfer From Other Funds	\$7,081,143	\$0	\$0	0.0%
	<b>Total Transfers In</b>	<b>\$7,081,143</b>	<b>\$0</b>	<b>\$0</b>	<b>0.0%</b>
<b>Total</b>		<b>\$19,095,420</b>	<b>\$14,605,869</b>	<b>\$14,436,029</b>	<b>-1.2%</b>

**Transportation Sales Tax**  
**305.520.527**

Account Number	Description	2009 Actual Amount	2010 Amended Budget	2011 Requested Budget	% Change 2010-2011
50140	Engineering Services	\$116,333	\$1,230,579	\$1,732,961	40.8%
55010	External Grants	\$0	\$0	\$110,000	N/A
	<b>Total Contractual Services</b>	<b>\$116,333</b>	<b>\$1,230,579</b>	<b>\$1,842,961</b>	<b>49.8%</b>
73000	Road Construction	\$21,953	\$697,434	\$1,078,122	54.6%
73010	Bridge Construction	\$448,529	\$3,501,038	\$2,241,367	-36.0%
74010	Highway Right of Way	\$1,092,000	\$850,000	\$898,750	5.7%
	<b>Total Capital</b>	<b>\$1,562,482</b>	<b>\$5,048,472</b>	<b>\$4,218,239</b>	<b>-16.4%</b>
99000	Transfer To Other Funds	\$0	\$8,326,818	\$8,374,829	0.6%
	<b>Total Transfers Out</b>	<b>\$0</b>	<b>\$8,326,818</b>	<b>\$8,374,829</b>	<b>0.6%</b>
<b>Total</b>		<b>\$1,678,815</b>	<b>\$14,605,869</b>	<b>\$14,436,029</b>	<b>-1.2%</b>

**Transit Sales Tax Bond Construct**  
**513.520.000**

Account Number	Description	2009 Actual Amount	2010 Amended Budget	2011 Requested Budget	% Change 2010-2011
38000	Investment Income	\$87,292	\$100,000	\$9,054	-90.9%
	<b>Total Interest Revenue</b>	<b>\$87,292</b>	<b>\$100,000</b>	<b>\$9,054</b>	<b>-90.9%</b>
38800	Bond Proceeds	\$40,000,000	\$0	\$0	0.0%
38850	Premium on Bonds	\$6,090	\$0	\$0	0.0%
39900	Cash On Hand	\$0	\$27,870,091	\$13,815,227	-50.4%
	<b>Total Other</b>	<b>\$40,006,090</b>	<b>\$27,870,091</b>	<b>\$13,815,227</b>	<b>-50.4%</b>
<b>Total</b>		<b>\$40,093,382</b>	<b>\$27,970,091</b>	<b>\$13,824,281</b>	<b>-50.6%</b>

**Transit Sales Tax Bond Construct**  
**513.520.528**

Account Number	Description	2009 Actual Amount	2010 Amended Budget	2011 Requested Budget	% Change 2010-2011
50140	Engineering Services	\$3,496,519	\$8,303,835	\$2,573,652	-69.0%
52040	Repairs and Maintenance- Bridges	\$918,795	\$0	\$0	0.0%
52070	Repairs and Maint- Pavement Mark	\$846,131	\$0	\$0	0.0%
52080	Repairs and Maint- Resurfacing	\$619,002	\$8,250,000	\$7,500,000	-9.1%
	<b>Total Contractual Services</b>	<b>\$5,880,446</b>	<b>\$16,553,835</b>	<b>\$10,073,652</b>	<b>-39.1%</b>
73000	Road Construction	\$0	\$1,371,636	\$575,714	-58.0%
73010	Bridge Construction	\$3,365,706	\$3,231,220	\$3,174,915	-1.7%
74010	Highway Right of Way	\$0	\$6,813,400	\$0	-100.0%
	<b>Total Capital</b>	<b>\$3,365,706</b>	<b>\$11,416,256</b>	<b>\$3,750,629</b>	<b>-67.1%</b>
80040	Debt Issuance Costs	\$194,813	\$0	\$0	0.0%
	<b>Total Debt Service</b>	<b>\$194,813</b>	<b>\$0</b>	<b>\$0</b>	<b>0.0%</b>
<b>Total</b>		<b>\$9,440,966</b>	<b>\$27,970,091</b>	<b>\$13,824,281</b>	<b>-50.6%</b>

**Transportation Capital**  
**540.520.000**

Account Number	Description	2009 Actual Amount	2010 Amended Budget	2011 Requested Budget	% Change 2010-2011
37150	KDOT Service Reimbursement	\$2,455,321	\$646,208	\$1,311,860	103.0%
37510	Transit Sales Tax Reimbursement	\$25,818	\$3,223,799	\$3,283,616	1.9%
	<b>Total Reimbursements</b>	<b>\$2,481,140</b>	<b>\$3,870,007</b>	<b>\$4,595,476</b>	<b>18.7%</b>
38000	Investment Income	\$160,110	\$50,000	\$6,000	-88.0%
	<b>Total Interest Revenue</b>	<b>\$160,110</b>	<b>\$50,000</b>	<b>\$6,000</b>	<b>-88.0%</b>
39900	Cash On Hand	\$0	\$453,234	\$1,153,035	154.4%
	<b>Total Other</b>	<b>\$0</b>	<b>\$453,234</b>	<b>\$1,153,035</b>	<b>154.4%</b>
<b>Total</b>		<b>\$2,641,250</b>	<b>\$4,373,241</b>	<b>\$5,754,511</b>	<b>31.6%</b>

**Transportation Capital**  
**540.520.525**

Account Number	Description	2009 Actual Amount	2010 Amended Budget	2011 Requested Budget	% Change 2010-2011
50140	Engineering Services	\$2,115,395	\$1,344,909	\$1,231,678	-8.4%
	<b>Total Contractual Services</b>	<b>\$2,115,395</b>	<b>\$1,344,909</b>	<b>\$1,231,678</b>	<b>-8.4%</b>
73000	Road Construction	\$64,638	\$2,319,758	\$3,364,176	45.0%
73010	Bridge Construction	\$241,009	\$312,574	\$643,332	105.8%
74010	Highway Right of Way	\$1,848,000	\$396,000	\$515,325	30.1%
	<b>Total Capital</b>	<b>\$2,153,647</b>	<b>\$3,028,332</b>	<b>\$4,522,833</b>	<b>49.4%</b>
<b>Total</b>		<b>\$4,269,042</b>	<b>\$4,373,241</b>	<b>\$5,754,511</b>	<b>31.6%</b>

**Aurora Area Impact Fees**  
**550.520.000**

Account Number	Description	2009 Actual Amount	2010 Amended Budget	2011 Requested Budget	% Change 2010-2011
34660	Impact Fees	\$17,194	\$0	\$0	0.0%
	<b>Total Charges for Services</b>	<b>\$17,194</b>	<b>\$0</b>	<b>\$0</b>	<b>0.0%</b>
37150	KDOT Service Reimbursement	\$186,164	\$650,000	\$0	-100.0%
	<b>Total Reimbursements</b>	<b>\$186,164</b>	<b>\$650,000</b>	<b>\$0</b>	<b>-100.0%</b>
38000	Investment Income	\$12,903	\$2,500	\$4,000	60.0%
	<b>Total Interest Revenue</b>	<b>\$12,903</b>	<b>\$2,500</b>	<b>\$4,000</b>	<b>60.0%</b>
39900	Cash On Hand	\$0	\$647,500	\$446,000	-31.1%
	<b>Total Other</b>	<b>\$0</b>	<b>\$647,500</b>	<b>\$446,000</b>	<b>-31.1%</b>
<b>Total</b>		<b>\$216,261</b>	<b>\$1,300,000</b>	<b>\$450,000</b>	<b>-65.4%</b>

**Aurora Area Impact Fees**  
**550.520.550**

Account Number	Description	2009 Actual Amount	2010 Amended Budget	2011 Requested Budget	% Change 2010-2011
50140	Engineering Services	\$2,118	\$0	\$75,000	N/A
	<b>Total Contractual Services</b>	<b>\$2,118</b>	<b>\$0</b>	<b>\$75,000</b>	<b>N/A</b>
74010	Highway Right of Way	\$0	\$1,300,000	\$375,000	-71.2%
	<b>Total Capital</b>	<b>\$0</b>	<b>\$1,300,000</b>	<b>\$375,000</b>	<b>-71.2%</b>
99000	Transfer To Other Funds	\$860	\$0	\$0	0.0%
	<b>Total Transfers Out</b>	<b>\$860</b>	<b>\$0</b>	<b>\$0</b>	<b>0.0%</b>
<b>Total</b>		<b>\$2,978</b>	<b>\$1,300,000</b>	<b>\$450,000</b>	<b>-65.4%</b>

**Campton Hills Impact Fees**  
**551.520.000**

Account Number	Description	2009 Actual Amount	2010 Amended Budget	2011 Requested Budget	% Change 2010-2011
34660	Impact Fees	\$53,098	\$0	\$0	0.0%
	<b>Total Charges for Services</b>	<b>\$53,098</b>	<b>\$0</b>	<b>\$0</b>	<b>0.0%</b>
37150	KDOT Service Reimbursement	\$75,000	\$115,500	\$0	-100.0%
	<b>Total Reimbursements</b>	<b>\$75,000</b>	<b>\$115,500</b>	<b>\$0</b>	<b>-100.0%</b>
38000	Investment Income	\$29,976	\$4,000	\$4,500	12.5%
	<b>Total Interest Revenue</b>	<b>\$29,976</b>	<b>\$4,000</b>	<b>\$4,500</b>	<b>12.5%</b>
39900	Cash On Hand	\$0	\$130,500	\$794,786	509.0%
	<b>Total Other</b>	<b>\$0</b>	<b>\$130,500</b>	<b>\$794,786</b>	<b>509.0%</b>
<b>Total</b>		<b>\$158,073</b>	<b>\$250,000</b>	<b>\$799,286</b>	<b>219.7%</b>

**Campton Hills Impact Fees**  
**551.520.551**

Account Number	Description	2009 Actual Amount	2010 Amended Budget	2011 Requested Budget	% Change 2010-2011
50140	Engineering Services	\$38,857	\$0	\$0	0.0%
	<b>Total Contractual Services</b>	<b>\$38,857</b>	<b>\$0</b>	<b>\$0</b>	<b>0.0%</b>
73000	Road Construction	\$1,209,945	\$200,000	\$774,286	287.1%
74010	Highway Right of Way	\$3,000	\$50,000	\$25,000	-50.0%
	<b>Total Capital</b>	<b>\$1,212,945</b>	<b>\$250,000</b>	<b>\$799,286</b>	<b>219.7%</b>
99000	Transfer To Other Funds	\$2,655	\$0	\$0	0.0%
	<b>Total Transfers Out</b>	<b>\$2,655</b>	<b>\$0</b>	<b>\$0</b>	<b>0.0%</b>
<b>Total</b>		<b>\$1,254,457</b>	<b>\$250,000</b>	<b>\$799,286</b>	<b>219.7%</b>

**Greater Elgin Impact Fees**  
**552.520.000**

Account Number	Description	2009 Actual Amount	2010 Amended Budget	2011 Requested Budget	% Change 2010-2011
34660	Impact Fees	\$110,534	\$0	\$0	0.0%
	<b>Total Charges for Services</b>	<b>\$110,534</b>	<b>\$0</b>	<b>\$0</b>	<b>0.0%</b>
37150	KDOT Service Reimbursement	\$0	\$780,800	\$0	-100.0%
	<b>Total Reimbursements</b>	<b>\$0</b>	<b>\$780,800</b>	<b>\$0</b>	<b>-100.0%</b>
38000	Investment Income	\$30,923	\$3,500	\$3,000	-14.3%
	<b>Total Interest Revenue</b>	<b>\$30,923</b>	<b>\$3,500</b>	<b>\$3,000</b>	<b>-14.3%</b>
38900	Miscellaneous Other	\$27	\$0	\$0	0.0%
39900	Cash On Hand	\$0	\$706,197	\$667,000	-5.6%
	<b>Total Other</b>	<b>\$27</b>	<b>\$706,197</b>	<b>\$667,000</b>	<b>-5.6%</b>
<b>Total</b>		<b>\$141,483</b>	<b>\$1,490,497</b>	<b>\$670,000</b>	<b>-55.0%</b>

**Greater Elgin Impact Fees**  
**552.520.552**

Account Number	Description	2009 Actual Amount	2010 Amended Budget	2011 Requested Budget	% Change 2010-2011
50140	Engineering Services	\$18,947	\$0	\$0	0.0%
	<b>Total Contractual Services</b>	<b>\$18,947</b>	<b>\$0</b>	<b>\$0</b>	<b>0.0%</b>
73000	Road Construction	\$0	\$1,280,497	\$100,000	-92.2%
73010	Bridge Construction	\$0	\$210,000	\$570,000	171.4%
74010	Highway Right of Way	\$780,800	\$0	\$0	0.0%
	<b>Total Capital</b>	<b>\$780,800</b>	<b>\$1,490,497</b>	<b>\$670,000</b>	<b>-55.0%</b>
99000	Transfer To Other Funds	\$5,528	\$0	\$0	0.0%
	<b>Total Transfers Out</b>	<b>\$5,528</b>	<b>\$0</b>	<b>\$0</b>	<b>0.0%</b>
<b>Total</b>		<b>\$805,275</b>	<b>\$1,490,497</b>	<b>\$670,000</b>	<b>-55.0%</b>

**Northwest Impact Fees**  
**553.520.000**

Account Number	Description	2009 Actual Amount	2010 Amended Budget	2011 Requested Budget	% Change 2010-2011
34660	Impact Fees	\$35,017	\$0	\$0	0.0%
	<b>Total Charges for Services</b>	<b>\$35,017</b>	<b>\$0</b>	<b>\$0</b>	<b>0.0%</b>
37150	KDOT Service Reimbursement	\$0	\$875,000	\$0	-100.0%
	<b>Total Reimbursements</b>	<b>\$0</b>	<b>\$875,000</b>	<b>\$0</b>	<b>-100.0%</b>
38000	Investment Income	\$20,987	\$2,500	\$5,000	100.0%
	<b>Total Interest Revenue</b>	<b>\$20,987</b>	<b>\$2,500</b>	<b>\$5,000</b>	<b>100.0%</b>
38900	Miscellaneous Other	\$1	\$0	\$0	0.0%
39900	Cash On Hand	\$0	\$860,821	\$955,945	11.1%
	<b>Total Other</b>	<b>\$1</b>	<b>\$860,821</b>	<b>\$955,945</b>	<b>11.1%</b>
<b>Total</b>		<b>\$56,005</b>	<b>\$1,738,321</b>	<b>\$960,945</b>	<b>-44.7%</b>

**Northwest Impact Fees**  
**553.520.553**

Account Number	Description	2009 Actual Amount	2010 Amended Budget	2011 Requested Budget	% Change 2010-2011
50140	Engineering Services	\$103,848	\$183,000	\$318,000	73.8%
	<b>Total Contractual Services</b>	<b>\$103,848</b>	<b>\$183,000</b>	<b>\$318,000</b>	<b>73.8%</b>
73000	Road Construction	\$0	\$1,376,980	\$344,245	-75.0%
74010	Highway Right of Way	\$0	\$178,341	\$298,700	67.5%
	<b>Total Capital</b>	<b>\$0</b>	<b>\$1,555,321</b>	<b>\$642,945</b>	<b>-58.7%</b>
99000	Transfer To Other Funds	\$1,751	\$0	\$0	0.0%
	<b>Total Transfers Out</b>	<b>\$1,751</b>	<b>\$0</b>	<b>\$0</b>	<b>0.0%</b>
<b>Total</b>		<b>\$105,599</b>	<b>\$1,738,321</b>	<b>\$960,945</b>	<b>-44.7%</b>

**Southwest Impact Fees**  
**554.520.000**

Account Number	Description	2009 Actual Amount	2010 Amended Budget	2011 Requested Budget	% Change 2010-2011
34660	Impact Fees	\$69,198	\$0	\$0	0.0%
	<b>Total Charges for Services</b>	<b>\$69,198</b>	<b>\$0</b>	<b>\$0</b>	<b>0.0%</b>
37150	KDOT Service Reimbursement	\$0	\$374,946	\$0	-100.0%
	<b>Total Reimbursements</b>	<b>\$0</b>	<b>\$374,946</b>	<b>\$0</b>	<b>-100.0%</b>
38000	Investment Income	\$21,776	\$2,500	\$2,500	0.0%
	<b>Total Interest Revenue</b>	<b>\$21,776</b>	<b>\$2,500</b>	<b>\$2,500</b>	<b>0.0%</b>
38900	Miscellaneous Other	\$4	\$0	\$0	0.0%
39900	Cash On Hand	\$0	\$646,554	\$590,000	-8.7%
	<b>Total Other</b>	<b>\$4</b>	<b>\$646,554</b>	<b>\$590,000</b>	<b>-8.7%</b>
<b>Total</b>		<b>\$90,978</b>	<b>\$1,024,000</b>	<b>\$592,500</b>	<b>-42.1%</b>

**Southwest Impact Fees**  
**554.520.554**

Account Number	Description	2009 Actual Amount	2010 Amended Budget	2011 Requested Budget	% Change 2010-2011
50140	Engineering Services	\$109,745	\$24,000	\$0	-100.0%
	<b>Total Contractual Services</b>	<b>\$109,745</b>	<b>\$24,000</b>	<b>\$0</b>	<b>-100.0%</b>
73000	Road Construction	\$766,405	\$1,000,000	\$592,500	-40.8%
	<b>Total Capital</b>	<b>\$766,405</b>	<b>\$1,000,000</b>	<b>\$592,500</b>	<b>-40.8%</b>
99000	Transfer To Other Funds	\$3,460	\$0	\$0	0.0%
	<b>Total Transfers Out</b>	<b>\$3,460</b>	<b>\$0</b>	<b>\$0</b>	<b>0.0%</b>
<b>Total</b>		<b>\$879,610</b>	<b>\$1,024,000</b>	<b>\$592,500</b>	<b>-42.1%</b>

**Tri-Cities Impact Fees**  
**555.520.000**

Account Number	Description	2009 Actual Amount	2010 Amended Budget	2011 Requested Budget	% Change 2010-2011
34660	Impact Fees	\$148,286	\$0	\$0	0.0%
	<b>Total Charges for Services</b>	<b>\$148,286</b>	<b>\$0</b>	<b>\$0</b>	<b>0.0%</b>
38000	Investment Income	\$17,229	\$2,500	\$2,500	0.0%
	<b>Total Interest Revenue</b>	<b>\$17,229</b>	<b>\$2,500</b>	<b>\$2,500</b>	<b>0.0%</b>
38900	Miscellaneous Other	\$17	\$0	\$0	0.0%
39900	Cash On Hand	\$0	\$529,972	\$587,000	10.8%
	<b>Total Other</b>	<b>\$17</b>	<b>\$529,972</b>	<b>\$587,000</b>	<b>10.8%</b>
<b>Total</b>		<b>\$165,532</b>	<b>\$532,472</b>	<b>\$589,500</b>	<b>10.7%</b>

**Tri-Cities Impact Fees**  
**555.520.555**

Account Number	Description	2009 Actual Amount	2010 Amended Budget	2011 Requested Budget	% Change 2010-2011
50140	Engineering Services	\$3,206	\$0	\$0	0.0%
	<b>Total Contractual Services</b>	<b>\$3,206</b>	<b>\$0</b>	<b>\$0</b>	<b>0.0%</b>
73000	Road Construction	\$0	\$160,000	\$160,000	0.0%
73010	Bridge Construction	\$0	\$372,472	\$0	-100.0%
74010	Highway Right of Way	\$98,066	\$0	\$429,500	N/A
	<b>Total Capital</b>	<b>\$98,066</b>	<b>\$532,472</b>	<b>\$589,500</b>	<b>10.7%</b>
99000	Transfer To Other Funds	\$7,415	\$0	\$0	0.0%
	<b>Total Transfers Out</b>	<b>\$7,415</b>	<b>\$0</b>	<b>\$0</b>	<b>0.0%</b>
<b>Total</b>		<b>\$108,687</b>	<b>\$532,472</b>	<b>\$589,500</b>	<b>10.7%</b>

**Upper Fox Impact Fees**  
**556.520.000**

Account Number	Description	2009 Actual Amount	2010 Amended Budget	2011 Requested Budget	% Change 2010-2011
34660	Impact Fees	\$42,562	\$0	\$0	0.0%
	<b>Total Charges for Services</b>	<b>\$42,562</b>	<b>\$0</b>	<b>\$0</b>	<b>0.0%</b>
37150	KDOT Service Reimbursement	\$0	\$91,874	\$0	-100.0%
	<b>Total Reimbursements</b>	<b>\$0</b>	<b>\$91,874</b>	<b>\$0</b>	<b>-100.0%</b>
38000	Investment Income	\$26,128	\$2,500	\$1,000	-60.0%
	<b>Total Interest Revenue</b>	<b>\$26,128</b>	<b>\$2,500</b>	<b>\$1,000</b>	<b>-60.0%</b>
39900	Cash On Hand	\$0	\$1,218,726	\$199,000	-83.7%
	<b>Total Other</b>	<b>\$0</b>	<b>\$1,218,726</b>	<b>\$199,000</b>	<b>-83.7%</b>
<b>Total</b>		<b>\$68,690</b>	<b>\$1,313,100</b>	<b>\$200,000</b>	<b>-84.8%</b>

**Upper Fox Impact Fees**  
**556.520.556**

Account Number	Description	2009 Actual Amount	2010 Amended Budget	2011 Requested Budget	% Change 2010-2011
50140	Engineering Services	\$11,750	\$1,313,100	\$0	-100.0%
	<b>Total Contractual Services</b>	<b>\$11,750</b>	<b>\$1,313,100</b>	<b>\$0</b>	<b>-100.0%</b>
74010	Highway Right of Way	\$2,860	\$0	\$200,000	N/A
	<b>Total Capital</b>	<b>\$2,860</b>	<b>\$0</b>	<b>\$200,000</b>	<b>N/A</b>
99000	Transfer To Other Funds	\$2,128	\$0	\$0	0.0%
	<b>Total Transfers Out</b>	<b>\$2,128</b>	<b>\$0</b>	<b>\$0</b>	<b>0.0%</b>
<b>Total</b>		<b>\$16,738</b>	<b>\$1,313,100</b>	<b>\$200,000</b>	<b>-84.8%</b>

**West Central Impact Fees**  
**557.520.000**

Account Number	Description	2009 Actual Amount	2010 Amended Budget	2011 Requested Budget	% Change 2010-2011
34660	Impact Fees	\$2,995	\$0	\$0	0.0%
	<b>Total Charges for Services</b>	<b>\$2,995</b>	<b>\$0</b>	<b>\$0</b>	<b>0.0%</b>
38000	Investment Income	\$2,768	\$500	\$750	50.0%
	<b>Total Interest Revenue</b>	<b>\$2,768</b>	<b>\$500</b>	<b>\$750</b>	<b>50.0%</b>
39900	Cash On Hand	\$0	\$159,500	\$159,250	-0.2%
	<b>Total Other</b>	<b>\$0</b>	<b>\$159,500</b>	<b>\$159,250</b>	<b>-0.2%</b>
<b>Total</b>		<b>\$5,763</b>	<b>\$160,000</b>	<b>\$160,000</b>	<b>0.0%</b>

**West Central Impact Fees**  
**557.520.557**

Account Number	Description	2009 Actual Amount	2010 Amended Budget	2011 Requested Budget	% Change 2010-2011
50140	Engineering Services	\$13,909	\$160,000	\$160,000	0.0%
	<b>Total Contractual Services</b>	<b>\$13,909</b>	<b>\$160,000</b>	<b>\$160,000</b>	<b>0.0%</b>
99000	Transfer To Other Funds	\$150	\$0	\$0	0.0%
	<b>Total Transfers Out</b>	<b>\$150</b>	<b>\$0</b>	<b>\$0</b>	<b>0.0%</b>
<b>Total</b>		<b>\$14,059</b>	<b>\$160,000</b>	<b>\$160,000</b>	<b>0.0%</b>

**North Impact Fees**  
**558.520.000**

Account Number	Description	2009 Actual Amount	2010 Amended Budget	2011 Requested Budget	% Change 2010-2011
34660	Impact Fees	\$357,826	\$400,000	\$250,000	-37.5%
	<b>Total Charges for Services</b>	<b>\$357,826</b>	<b>\$400,000</b>	<b>\$250,000</b>	<b>-37.5%</b>
37150	KDOT Service Reimbursement	\$0	\$159,102	\$159,102	0.0%
	<b>Total Reimbursements</b>	<b>\$0</b>	<b>\$159,102</b>	<b>\$159,102</b>	<b>0.0%</b>
38000	Investment Income	\$5,839	\$2,500	\$750	-70.0%
	<b>Total Interest Revenue</b>	<b>\$5,839</b>	<b>\$2,500</b>	<b>\$750</b>	<b>-70.0%</b>
38900	Miscellaneous Other	\$5,885	\$0	\$0	0.0%
39900	Cash On Hand	\$0	\$135,198	\$154,448	14.2%
	<b>Total Other</b>	<b>\$5,885</b>	<b>\$135,198</b>	<b>\$154,448</b>	<b>14.2%</b>
<b>Total</b>		<b>\$369,549</b>	<b>\$696,800</b>	<b>\$564,300</b>	<b>-19.0%</b>

**North Impact Fees**  
**558.520.558**

Account Number	Description	2009 Actual Amount	2010 Amended Budget	2011 Requested Budget	% Change 2010-2011
50140	Engineering Services	\$0	\$176,800	\$151,800	-14.1%
	<b>Total Contractual Services</b>	<b>\$0</b>	<b>\$176,800</b>	<b>\$151,800</b>	<b>-14.1%</b>
73010	Bridge Construction	\$0	\$500,000	\$400,000	-20.0%
	<b>Total Capital</b>	<b>\$0</b>	<b>\$500,000</b>	<b>\$400,000</b>	<b>-20.0%</b>
99000	Transfer To Other Funds	\$18,186	\$20,000	\$12,500	-37.5%
	<b>Total Transfers Out</b>	<b>\$18,186</b>	<b>\$20,000</b>	<b>\$12,500</b>	<b>-37.5%</b>
<b>Total</b>		<b>\$18,186</b>	<b>\$696,800</b>	<b>\$564,300</b>	<b>-19.0%</b>

**Central Impact Fees**  
**559.520.000**

Account Number	Description	2009 Actual Amount	2010 Amended Budget	2011 Requested Budget	% Change 2010-2011
34660	Impact Fees	\$335,728	\$150,000	\$250,000	66.7%
	<b>Total Charges for Services</b>	<b>\$335,728</b>	<b>\$150,000</b>	<b>\$250,000</b>	<b>66.7%</b>
38000	Investment Income	\$1,582	\$1,000	\$500	-50.0%
	<b>Total Interest Revenue</b>	<b>\$1,582</b>	<b>\$1,000</b>	<b>\$500</b>	<b>-50.0%</b>
39900	Cash On Hand	\$0	\$149,563	\$100,500	-32.8%
	<b>Total Other</b>	<b>\$0</b>	<b>\$149,563</b>	<b>\$100,500</b>	<b>-32.8%</b>
<b>Total</b>		<b>\$337,310</b>	<b>\$300,563</b>	<b>\$351,000</b>	<b>16.8%</b>

**Central Impact Fees**  
**559.520.559**

Account Number	Description	2009 Actual Amount	2010 Amended Budget	2011 Requested Budget	% Change 2010-2011
74010	Highway Right of Way	\$3,920	\$293,063	\$338,500	15.5%
	<b>Total Capital</b>	<b>\$3,920</b>	<b>\$293,063</b>	<b>\$338,500</b>	<b>15.5%</b>
99000	Transfer To Other Funds	\$16,786	\$7,500	\$12,500	66.7%
	<b>Total Transfers Out</b>	<b>\$16,786</b>	<b>\$7,500</b>	<b>\$12,500</b>	<b>66.7%</b>
<b>Total</b>		<b>\$20,706</b>	<b>\$300,563</b>	<b>\$351,000</b>	<b>16.8%</b>

**South Impact Fees**  
**560.520.000**

Account Number	Description	2009 Actual Amount	2010 Amended Budget	2011 Requested Budget	% Change 2010-2011
34660	Impact Fees	\$16,991	\$150,000	\$100,000	-33.3%
	<b>Total Charges for Services</b>	<b>\$16,991</b>	<b>\$150,000</b>	<b>\$100,000</b>	<b>-33.3%</b>
38000	Investment Income	\$1,665	\$1,000	\$500	-50.0%
	<b>Total Interest Revenue</b>	<b>\$1,665</b>	<b>\$1,000</b>	<b>\$500</b>	<b>-50.0%</b>
39900	Cash On Hand	\$0	\$141,000	\$100,500	-28.7%
	<b>Total Other</b>	<b>\$0</b>	<b>\$141,000</b>	<b>\$100,500</b>	<b>-28.7%</b>
<b>Total</b>		<b>\$18,656</b>	<b>\$292,000</b>	<b>\$201,100</b>	<b>-31.2%</b>

**South Impact Fees**  
**560.520.560**

Account Number	Description	2009 Actual Amount	2010 Amended Budget	2011 Requested Budget	% Change 2010-2011
74010	Highway Right of Way	\$0	\$284,500	\$196,000	-31.1%
	<b>Total Capital</b>	<b>\$0</b>	<b>\$284,500</b>	<b>\$196,000</b>	<b>-31.1%</b>
99000	Transfer To Other Funds	\$95	\$7,500	\$5,000	-33.3%
	<b>Total Transfers Out</b>	<b>\$95</b>	<b>\$7,500</b>	<b>\$5,000</b>	<b>-33.3%</b>
<b>Total</b>		<b>\$95</b>	<b>\$292,000</b>	<b>\$201,100</b>	<b>-31.2%</b>



## AGENDA ITEM EXECUTIVE SUMMARY

Agenda Item #5A

Date: September 27, 2010

Item: Maintenance Report

Presenter / Sponsor: Tom Rickert

Assigned Committee: Transportation

Budgeted:  Yes  No  N/A

If not budgeted, explain funding source: N/A

Appropriation: N/A

### Summary:

#### Maintenance Activities

- Mowing of the County highway right-of-way
- Culvert repair and replacement
- Various ditching projects and other drainage enhancements
- Street sweeping
- Roadway repair
- New 1-ton dump truck now in service

#### Division of Transportation Office Building A – Roof / Moisture Issues

Building A at the Division of Transportation campus has roof leaks where water finds its way through the wood plank ceiling and eventually onto office areas causing a mess and disrupting work. At first glance it appeared that a simple roof leak was the cause. However, several inspections by roofing contractors indicate that the exterior roof material is sound and should not allow water to penetrate and find its way to the interior. In addition this interior water leak issue has occurred when the outside weather was dry with no rain fall indicating a much more complicated moisture issue in the roofing system exists than previously thought.

To address this issue, the FY2011 budget includes funding and an engineering firm has been selected to investigate this issue so that repairs could be considered and implemented. The engineering study will be completed this winter.

List Attachments: None

Detailed information available from / at: Bill Edwards, Maintenance Superintendent, (630)584-1172

Staff Comments / Recommendations: For information only.



AGENDA ITEM EXECUTIVE SUMMARY

Agenda Item #5B

Date: September 27, 2010

Item: Adopt-A-Highway Approval

Presenter / Sponsor: Tom Rickert

Assigned Committee: Transportation

Budgeted:  Yes  No  N/A

If not budgeted, explain funding source: N/A

Appropriation: N/A

Summary:

The following attached new requests have been received for Kane County's Adopt-A-Highway Program:

1. Girl Scout Brownie Troop 101 – Russell Road from Russin Woods Court to Plank Road
2. Hampton Lenzini and Renwick – Randall Road from Royal Blvd. to Big Timber Road (east side)
3. Kane County Young Republicans – Randall Road from Fabyan Parkway to Main Street (west side)
4. Rochester Midland Corp. – Orchard Road from Jericho Road to US Route 30 (west side)
5. The Brad Simmons Family – Bliss Road from Main St. to Norris Road
6. The Chiropractic People – Randall Road from Fargo Blvd. to Fabyan Parkway (east side)
7. The Petty Family – Keslinger Road from Harley Road to Pouley Road

List Attachments: Applications & Maps

Detailed information available from / at: Glenda Starcevich, Permit Department, (630) 584-1171

Staff Comments / Recommendations: Staff has reviewed the applications and recommends the Transportation Committee authorize the County Engineer to execute the agreements for the above groups.

# Kane County Adopt-A-Highway Application

## GROUP OR ORGANIZATION

Group Name:

Group Leader:

Street Address:

City:

State:  Zip Code:

Phone Number:  Example: (###) ###-####

Email Address:

## OFFICE USE ONLY

Date Recv'd

Appl. #

Comments

## TYPE OF GROUP

- Civic
- Not for Profit
- Private Enterprise/  
Commercial

## GROUP PARTICIPANTS

- Approximate number of participants for litter pick-up
- Number of adult supervisors if participants are between 10 and 18 years old

## NAME/ACRONYM FOR ADOPT-A-HIGHWAY SIGN

No logos or slogans will be allowed. Limit of 2 lines; leave space between words.

## FIRST CHOICE-SECTION OF COUNTY HIGHWAY TO ADOPTED

County Highway Name

FROM: (Road Name)

TO: (Road Name)

Click here if the Group/Organization has a financial interest in property fronting along this section of County Highway.

## SECOND CHOICE-SECTION OF COUNTY HIGHWAY TO BE ADOPTED

County Highway Name

FROM: (Road Name)

TO: (Road Name)

Click here if the Group/Organization has a financial interest in property fronting along this section of County Highway.

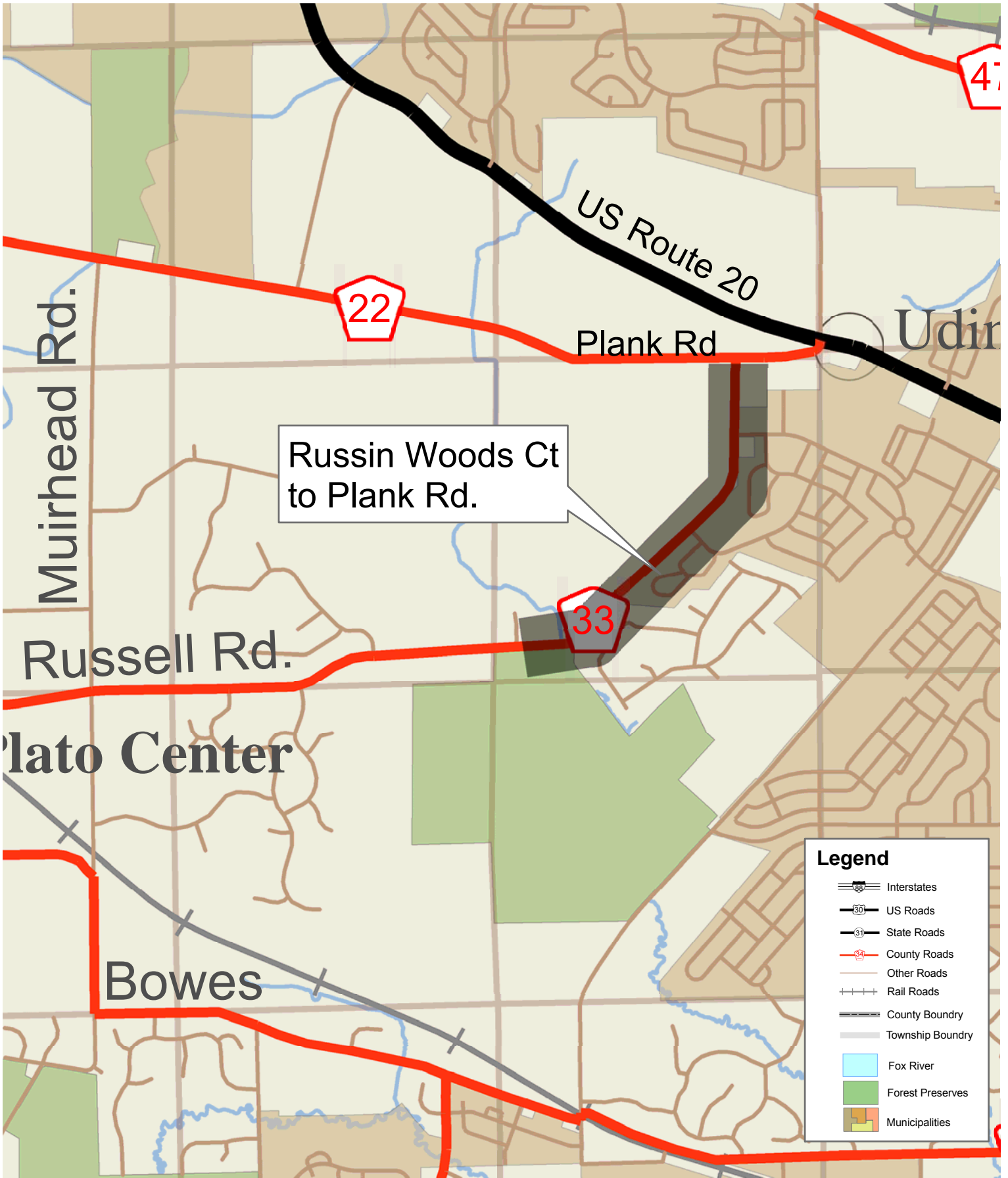
Click here if the Group/Organization would consider adopting another section of County Highway if the first and second choices are not available. If yes, the section of the County Highway to be adopted will be determined by the Kane County Division of Transportation.

- I hereby certify that the above information is correct and my Group/Organization agrees to conform to the requirements of the Kane County Adopt-A-Highway Ordinance. I understand the contract signed between Kane County and my Group/Organization will be valid for a two year period.

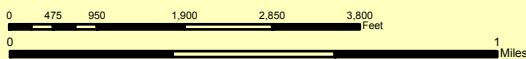
*Please sign and date below if not sending by email:*

\_\_\_\_\_  
Signature of Group Coordinator

\_\_\_\_\_  
Date



Girl Scout Brownie Troop 101  
 Adopt-A-Highway-Russell Road



KANE COUNTY  
**Division of Transportation**

# Kane County Adopt-A-Highway Application

## GROUP OR ORGANIZATION

Group Name: Hampton, Lenzini and Renwick, Inc.  
 Group Leader: Jeni Lyon  
 Street Address: 380 Shepard Dr  
 City: Elgin  
 State: IL Zip Code: 60123  
 Phone Number: 847-697-6700 Example: (###) ###-####  
 Email Address: jlyon@hlreng.com

## OFFICE USE ONLY

Date Recv'd	_____
Appl. #	_____
Comments	_____
	_____
	_____

## TYPE OF GROUP

- Civic  
 Not for Profit  
 Private Enterprise/  
 Commercial

## GROUP PARTICIPANTS

- 15 Approximate number of participants for litter pick-up  
10 Number of adult supervisors if participants are between 10 and 18 years old

## NAME/ACRONYM FOR ADOPT-A-HIGHWAY SIGN

No logos or slogans will be allowed. Limit of 2 lines; leave space between words.

Hampton Lenzini and Renwick

## FIRST CHOICE-SECTION OF COUNTY HIGHWAY TO ADOPTED

County Highway Name Randall Rd **(EAST SIDE)** 1 mi.  
 FROM: (Road Name) Royal / Highland TO: (Road Name) Big Timber

Click here if the Group/Organization has a financial interest in property fronting along this section of County Highway.

## SECOND CHOICE-SECTION OF COUNTY HIGHWAY TO BE ADOPTED

County Highway Name Bowes Rd  
 FROM: (Road Name) Randall TO: (Road Name) Nolan

Click here if the Group/Organization has a financial interest in property fronting along this section of County Highway.

Click here if the Group/Organization would consider adopting another section of County Highway if the first and second choices are not available. If yes, the section of the County Highway to be adopted will be determined by the Kane County Division of Transportation.

I hereby certify that the above information is correct and my Group/Organization agrees to conform to the requirements of the Kane County Adopt-A-Highway Ordinance. I understand the contract signed between Kane County and my Group/Organization will be valid for a two year period.

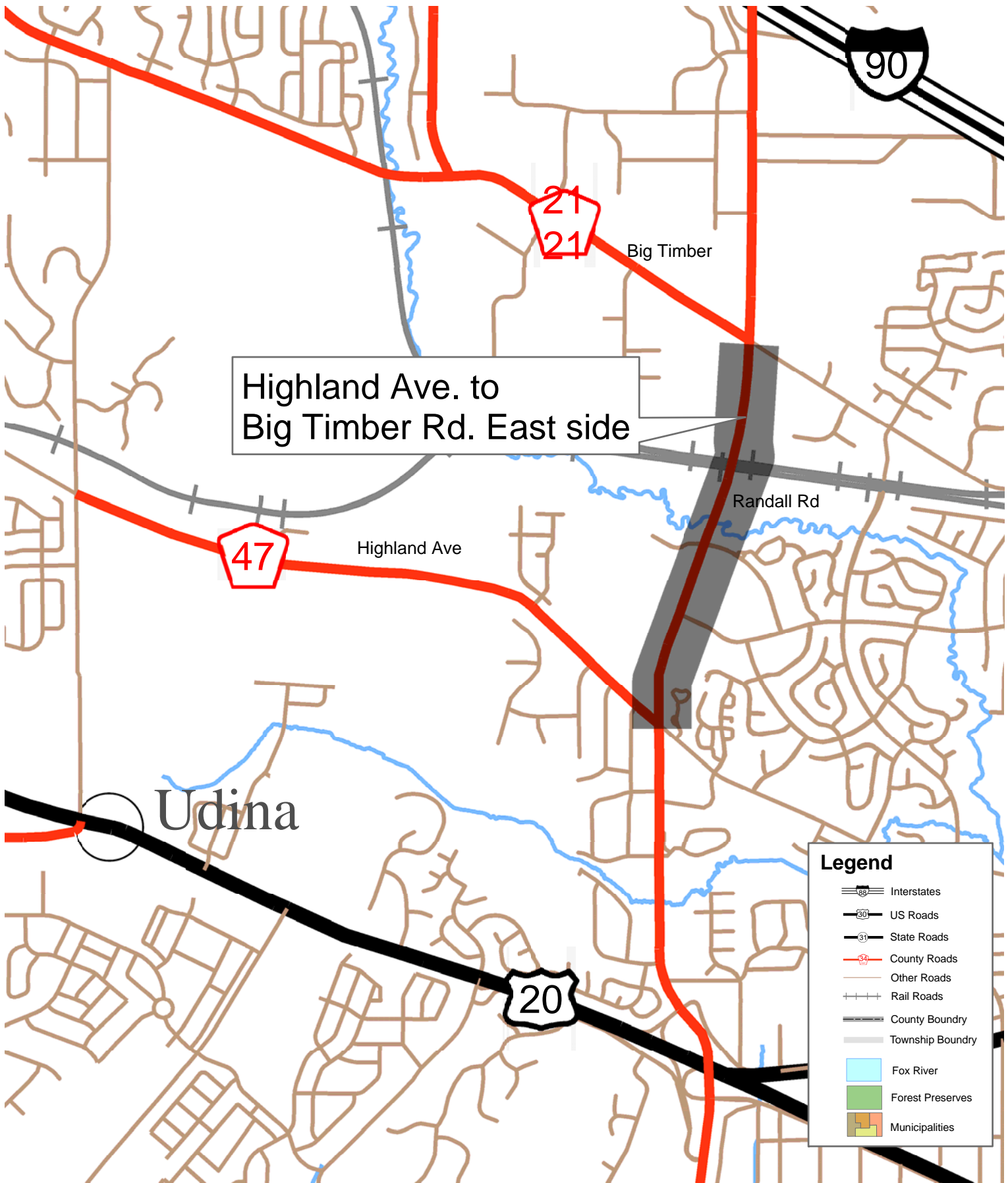
Please sign and date below if not sending by email:

Jeni Lyon  
 Signature of Group Coordinator

**RECEIVED**  
 SEP 9 2010

Date 9/7/10

**KANE COUNTY D.O.T.  
 PERMIT DEPT.**



Highland Ave. to  
Big Timber Rd. East side

**Legend**

- Interstates
- US Roads
- State Roads
- County Roads
- Other Roads
- Rail Roads
- County Boundary
- Township Boundary
- Fox River
- Forest Preserves
- Municipalities

Hampton Lenzini & Renwick, Inc.  
Adopt-A-Highway - Randall Road (East side only)

0 485 970 1,940 2,910 3,880 Feet  
0 1 Miles

KANE COUNTY  
**Division of Transportation**

M:\dots\server2\USERS\Committee\1009 September 2010\Maintenance\Adopt-A-Hwy\MapStandard\_Adopt -A-Hwy Hampton Lenzini and Renwick, Inc loc map.mxd

# Kane County Adopt-A-Highway Application

## GROUP OR ORGANIZATION

Group Name: Kane County Young Republicans

Group Leader: Heather Trask

Street Address: 95 Renaux Blvd

City: St. Charles

State: IL Zip Code: 60175

Phone Number: (630)742-9647 Example: (###) ###-####

Email Address: htrask@comcast.net

## OFFICE USE ONLY

Date Recv'd \_\_\_\_\_

Appl. # \_\_\_\_\_

Comments \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

## TYPE OF GROUP

- Civic
- Not for Profit
- Private Enterprise/  
Commercial

## GROUP PARTICIPANTS

- 15 Approximate number of participants for litter pick-up
- 15 Number of adult supervisors if participants are between 10 and 18 years old

## NAME/ACRONYM FOR ADOPT-A-HIGHWAY SIGN

No logos or slogans will be allowed. Limit of 2 lines; leave space between words.

Kane County

Young Republicans

## FIRST CHOICE-SECTION OF COUNTY HIGHWAY TO ADOPTED

County Highway Name: Randall Rd (West side only)

FROM: (Road Name) Fabyan Pkwy

TO: (Road Name) Main St

Click here if the Group/Organization has a financial interest in property fronting along this section of County Highway.

## SECOND CHOICE-SECTION OF COUNTY HIGHWAY TO BE ADOPTED

County Highway Name: Randall Rd.

FROM: (Road Name) Rt. 38

TO: (Road Name) Rt. 64

Click here if the Group/Organization has a financial interest in property fronting along this section of County Highway.

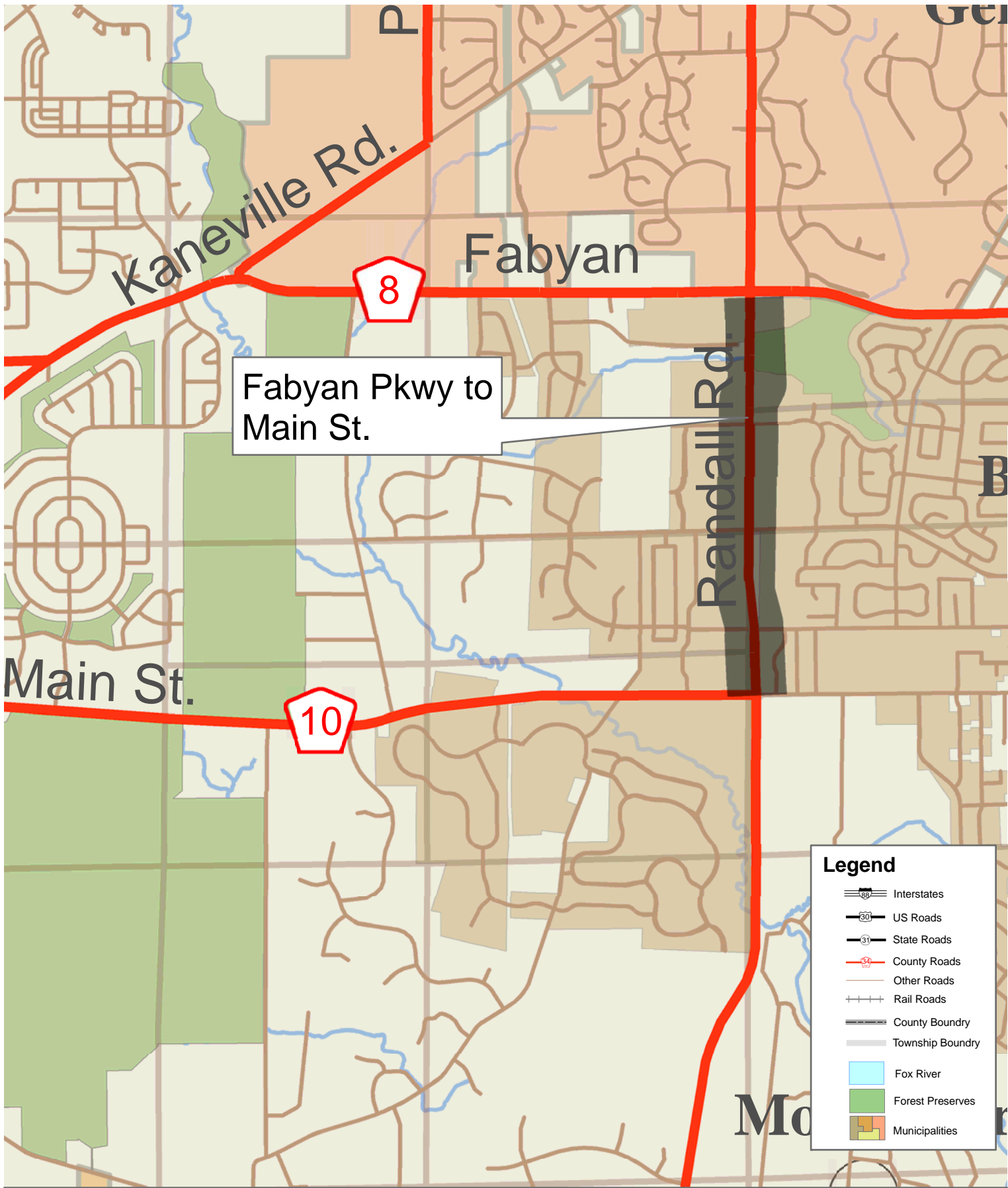
Click here if the Group/Organization would consider adopting another section of County Highway if the first and second choices are not available. If yes, the section of the County Highway to be adopted will be determined by the Kane County Division of Transportation.

- I hereby certify that the above information is correct and my Group/Organization agrees to conform to the requirements of the Kane County Adopt-A-Highway Ordinance. I understand the contract signed between Kane County and my Group/Organization will be valid for a two year period.

*Please sign and date below if not sending by email:*

Signature of Group Coordinator

Date

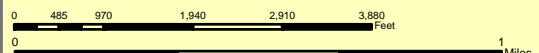


Fabyan Pkwy to Main St.

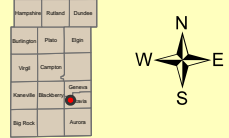
**Legend**

- Interstates
- US Roads
- State Roads
- County Roads
- Other Roads
- Rail Roads
- County Boundary
- Township Boundary
- Fox River
- Forest Preserves
- Municipalities

Kane County Young Republicans  
 Adopt-A-Highway - Randall Road (west side only)



KANE COUNTY  
**Division of Transportation**



# Kane County Adopt-A-Highway Application

**GROUP OR ORGANIZATION**

Group Name: Rochester Midland Corp.

Group Leader: Lorrie Covarrubias

Street Address: 2200 Rochester Dr

City: Montgomery

State: IL Zip Code: 60505

Phone Number: 630-896-8543 Example: (###) ###-####

Email Address: \covarrubias@rochestermidland.com

**TYPE OF GROUP**

- Civic
- Not for Profit
- Private Enterprise/  
Commercial

**OFFICE USE ONLY**

Date Recv'd _____
Appl. # _____
Comments _____
_____
_____

**GROUP PARTICIPANTS**

15 Approximate number of participants for litter pick-up

0 Number of adult supervisors if participants are between 10 and 18 years old

**NAME/ACRONYM FOR ADOPT-A-HIGHWAY SIGN**

No logos or slogans will be allowed. Limit of 2 lines; leave space between words.

Rochester Midland Corp. Wellness Team

**FIRST CHOICE-SECTION OF COUNTY HIGHWAY TO ADOPTED**

County Highway Name Orchard Rd. (west side only)

FROM: (Road Name) Jericho Rd. TO: (Road Name) IL Rt. 30

Click here if the Group/Organization has a financial interest in property fronting along this section of County Highway.

**SECOND CHOICE-SECTION OF COUNTY HIGHWAY TO BE ADOPTED**

County Highway Name na

FROM: (Road Name) na TO: (Road Name) na

Click here if the Group/Organization has a financial interest in property fronting along this section of County Highway.

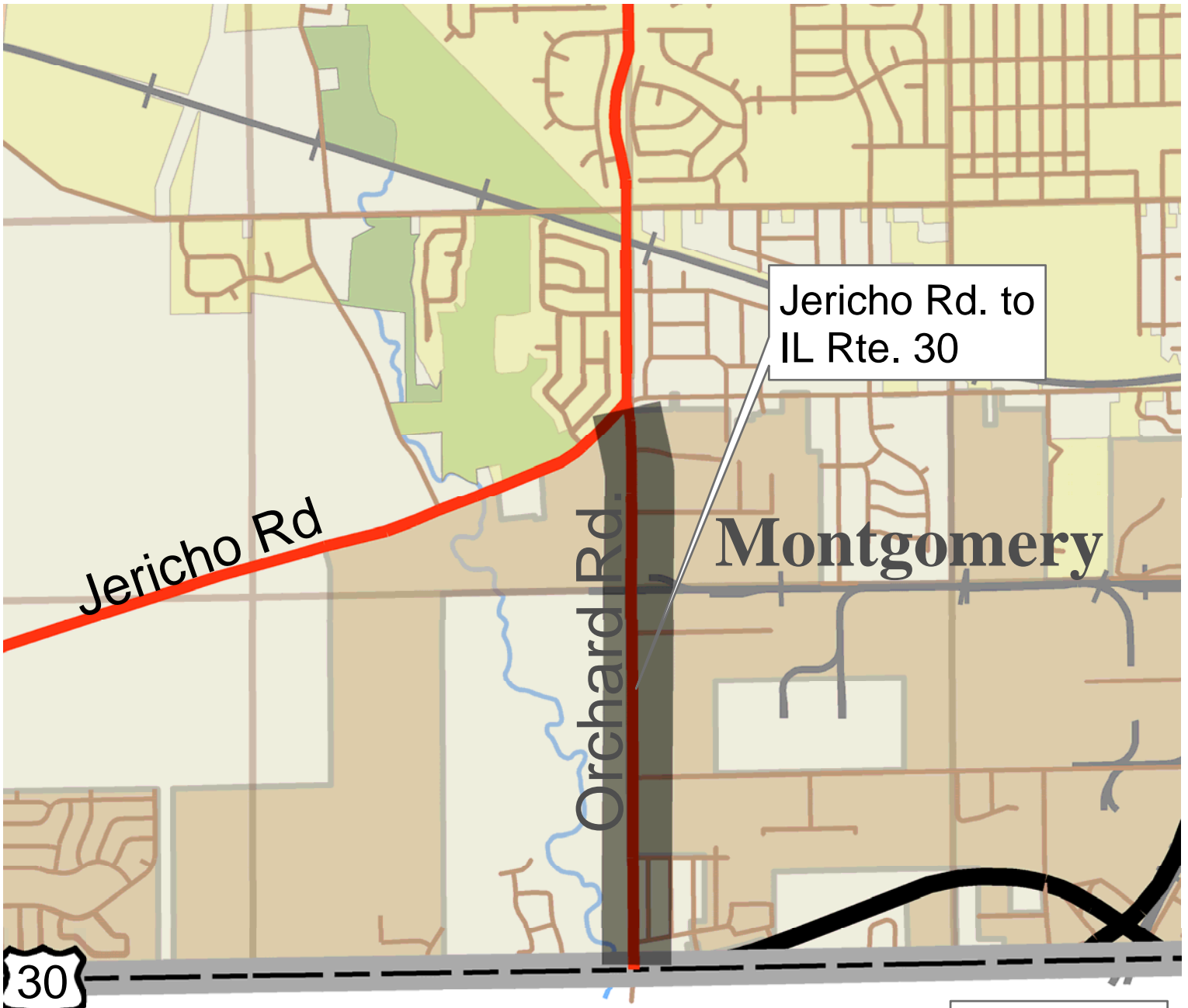
Click here if the Group/Organization would consider adopting another section of County Highway if the first and second choices are not available. If yes, the section of the County Highway to be adopted will be determined by the Kane County Division of Transportation.

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*Please sign and date below if not sending by email:*

\_\_\_\_\_  
Signature of Group Coordinator

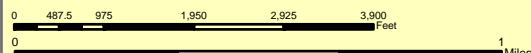
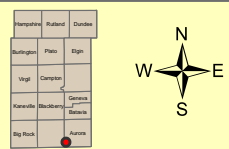
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Date



**Legend**

- Interstates
- US Roads
- State Roads
- County Roads
- Other Roads
- Rail Roads
- County Boundary
- Township Boundary
- Fox River
- Forest Preserves
- Municipalities

Rochester Midland Corp.  
 Adopt-A-Highway - Orchard Road (west side only)



# Kane County Adopt-A-Highway Application

## GROUP OR ORGANIZATION

Group Name: Brad Simmons & Family

Group Leader: Brad Simmons

Street Address: 323 Sutton Ct

City: Sugar Grove

State: IL Zip Code: 60554

Phone Number: (630)-466-3921 Example: (###) ###-####

Email Address: bsimmons@castlebank.com

## OFFICE USE ONLY

Date Rec'd \_\_\_\_\_

Appl. # \_\_\_\_\_

Comments \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

## TYPE OF GROUP

- Civic
- Not for Profit
- Private Enterprise/  
Commercial

## GROUP PARTICIPANTS

- 10 Approximate number of participants for litter pick-up
- 3 Number of adult supervisors if participants are between 10 and 18 years old

## NAME/ACRONYM FOR ADOPT-A-HIGHWAY SIGN

No logos or slogans will be allowed. Limit of 2 lines; leave space between words.

The Simmons Family

## FIRST CHOICE-SECTION OF COUNTY HIGHWAY TO ADOPTED

County Highway Name Bliss Rd

FROM: (Road Name) Denny MAIN ST

TO: (Road Name) NORRIS

9,543.00'

Click here if the Group/Organization has a financial interest in property fronting along this section of County Highway.

## SECOND CHOICE-SECTION OF COUNTY HIGHWAY TO BE ADOPTED

County Highway Name Bliss Rd

FROM: (Road Name) Denny

TO: (Road Name) Norris

TAKEN

Click here if the Group/Organization has a financial interest in property fronting along this section of County Highway.

Click here if the Group/Organization would consider adopting another section of County Highway if the first and second choices are not available. If yes, the section of the County Highway to be adopted will be determined by the Kane County Division of Transportation.

I hereby certify that the above information is correct and my Group/Organization agrees to conform to the requirements of the Kane County Adopt-A-Highway Ordinance. I understand the contract signed between Kane County and my Group/Organization will be valid for a two year period.

Please sign and date below if not sending by email:

\_\_\_\_\_  
Signature of Group Coordinator

\_\_\_\_\_  
Date

8-4-10



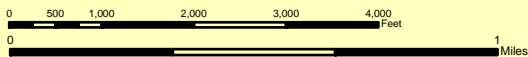
Norris Rd. to Main St.

**Legend**

- Interstates
- US Roads
- State Roads
- County Roads
- Other Roads
- Rail Roads
- County Boundary
- Township Boundary
- Fox River
- Forest Preserves
- Municipalities

**Brad Simmons & Family  
Adopt-A-Highway - Bliss Road**

Waukegan	Rubidoux	DuSable
Burlington	Plain	Elgin
Urgal	Campton	
Kaneville	Blackburn	Geneseo
Big Rock		Aurora



# Kane County Adopt-A-Highway Application

## GROUP OR ORGANIZATION

Group Name:

Group Leader:

Street Address:

City:

State:  Zip Code:

Phone Number:  Example: (###) ###-####

Email Address:

## OFFICE USE ONLY

Date Recv'd	<input type="text"/>
Appl. #	<input type="text"/>
Comments	<input type="text"/>
	<input type="text"/>
	<input type="text"/>

## TYPE OF GROUP

- Civic
- Not for Profit
- Private Enterprise/  
Commercial

## GROUP PARTICIPANTS

- Approximate number of participants for litter pick-up
- Number of adult supervisors if participants are between 10 and 18 years old

## NAME/ACRONYM FOR ADOPT-A-HIGHWAY SIGN

No logos or slogans will be allowed. Limit of 2 lines; leave space between words.

## FIRST CHOICE-SECTION OF COUNTY HIGHWAY TO ADOPTED

County Highway Name

FROM: (Road Name)  TO: (Road Name)

*1 mi*

Click here if the Group/Organization has a financial interest in property fronting along this section of County Highway.

## SECOND CHOICE-SECTION OF COUNTY HIGHWAY TO BE ADOPTED

County Highway Name

FROM: (Road Name)  TO: (Road Name)

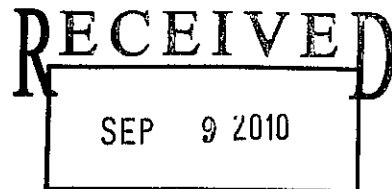
Click here if the Group/Organization has a financial interest in property fronting along this section of County Highway.

Click here if the Group/Organization would consider adopting another section of County Highway if the first and second choices are not available. If yes, the section of the County Highway to be adopted will be determined by the Kane County Division of Transportation.

I hereby certify that the above information is correct and my Group/Organization agrees to conform to the requirements of the Kane County Adopt-A-Highway Ordinance. I understand the contract signed between Kane County and my Group/Organization will be valid for a two year period.

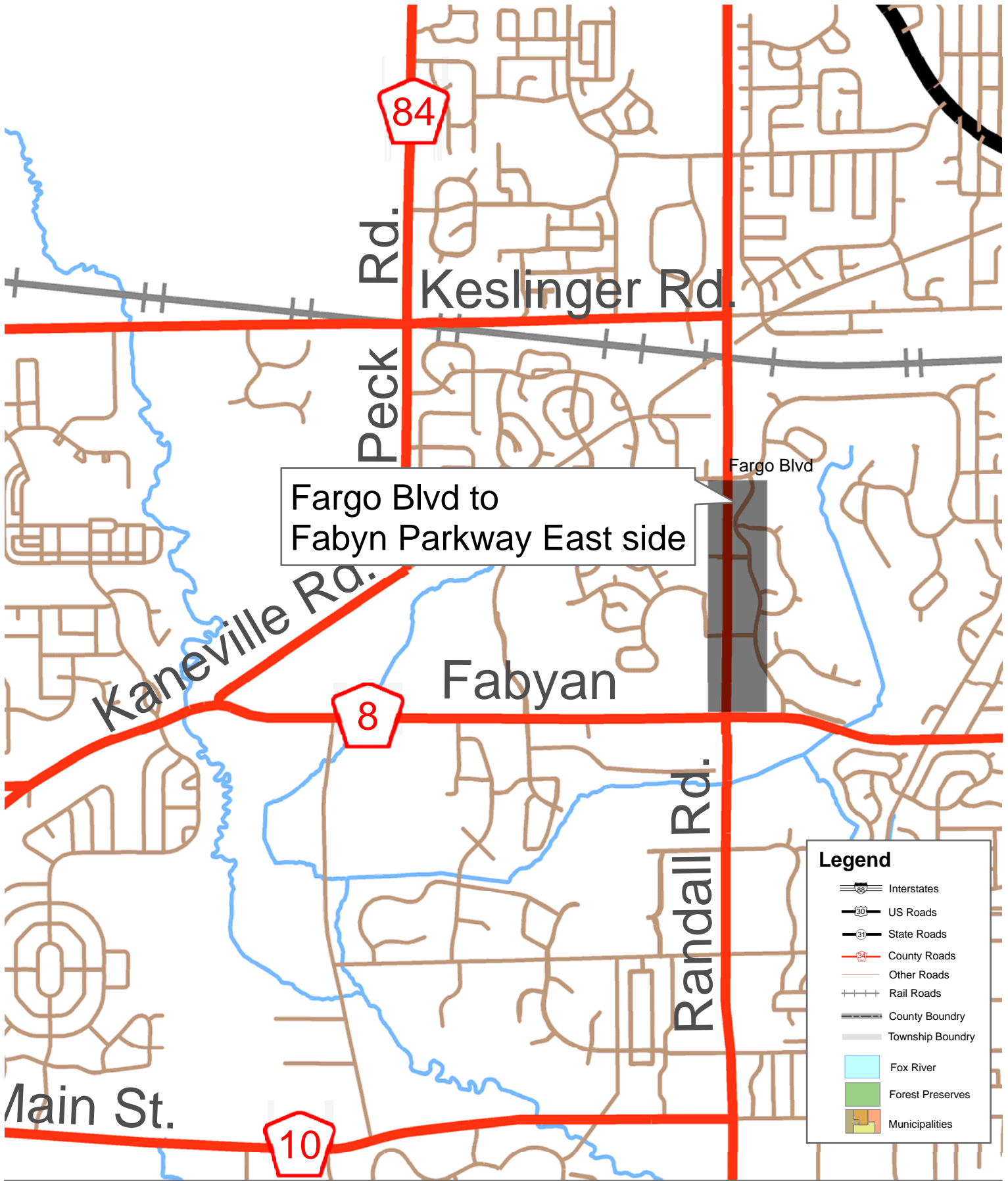
Please sign and date below if not sending by email:

\_\_\_\_\_  
Signature of Group Coordinator



KANE COUNTY D.O.T.  
PERMIT DEPT.

*(via email) J\**

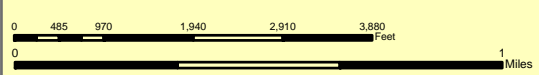


Fargo Blvd to  
Fabyn Parkway East side

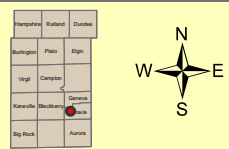
**Legend**

- Interstates
- US Roads
- State Roads
- County Roads
- Other Roads
- Rail Roads
- County Boundary
- Township Boundary
- Fox River
- Forest Preserves
- Municipalities

The Chiropractic People  
Adopt-A-Highway - Randall Road (East side only)



KANE COUNTY  
**Division of Transportation**



# Adopt-A-Highway Application

[Submit by Email](#) [Reset Form](#) [Print Form](#)

### GROUP OR ORGANIZATION

Group Name:

Group Leader:

Street Address:

City:

State:  Zip Code:

Phone Number:  Example: (###) ###-####

Email Address:

### OFFICE USE ONLY

Date Recv'd \_\_\_\_\_

Appl. # \_\_\_\_\_

Comments \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

### TYPE OF GROUP

- Civic
- Not for Profit
- Private Enterprise/ Commercial

### GROUP PARTICIPANTS

Approximate number of participants for litter pick-up

Number of adult supervisors if participants are between 10 and 18 years old

### NAME/ACRONYM FOR ADOPT-A-HIGHWAY SIGN

No logos or slogans will be allowed. Limit of 2 lines; leave space between words.

### FIRST CHOICE-SECTION OF COUNTY HIGHWAY TO ADOPTED

County Highway Name:

FROM: (Road Name)  TO: (Road Name)

*1 mile*

Click here if the Group/Organization has a financial interest in property fronting along this section of County Highway.

### SECOND CHOICE-SECTION OF COUNTY HIGHWAY TO BE ADOPTED

County Highway Name:

FROM: (Road Name)  TO: (Road Name)

Click here if the Group/Organization has a financial interest in property fronting along this section of County Highway.

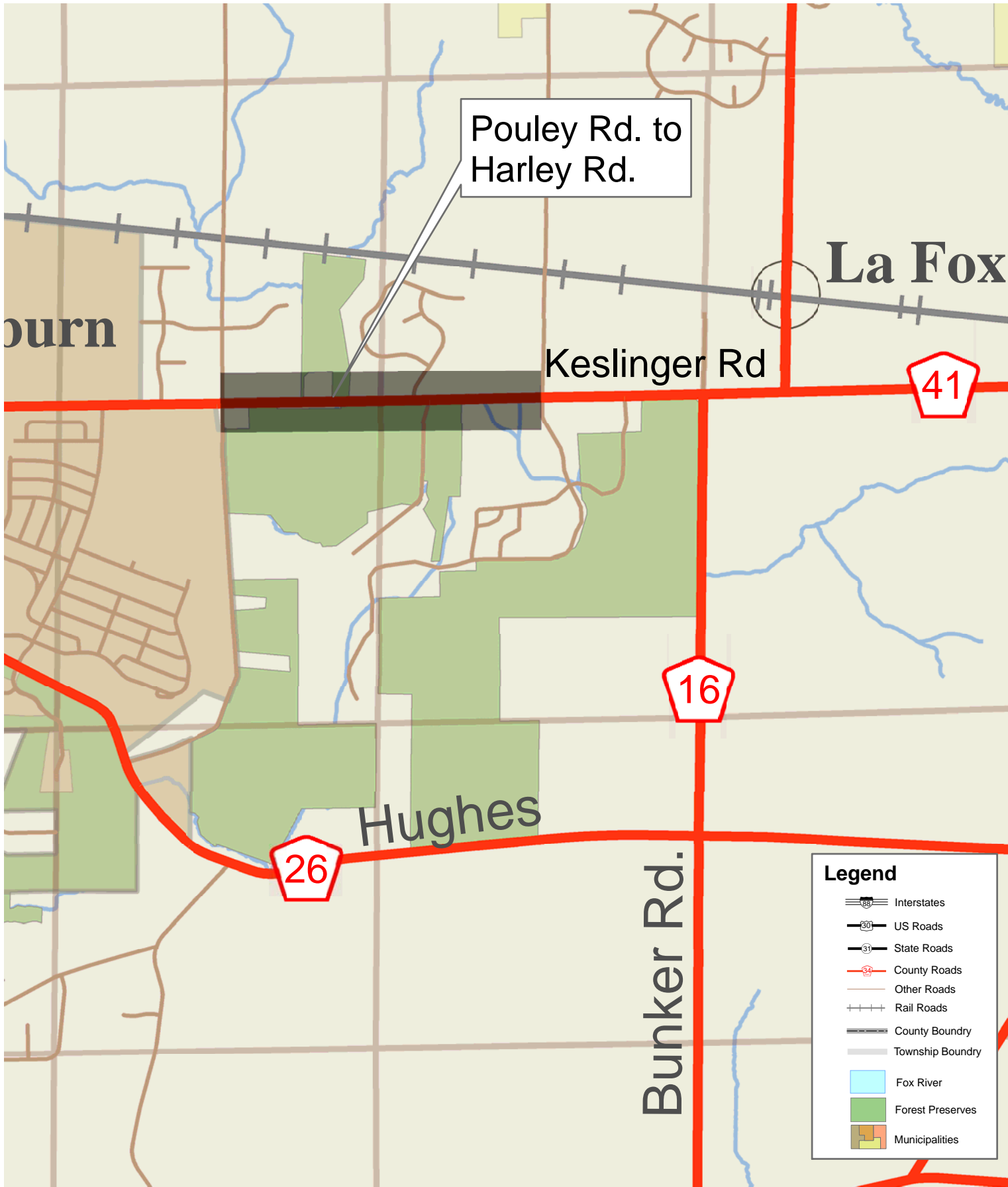
Click here if the Group/Organization would consider adopting another section of County Highway if the first and second choices are not available. If yes, the section of the County Highway to be adopted will be determined by the Kane County Division of Transportation.

I hereby certify that the above information is correct and my Group/Organization agrees to conform to the requirements of the Kane County Adopt-A-Highway Ordinance. I understand the contract signed between Kane County and my Group/Organization will be valid for a two year period.

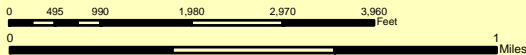
Please sign and date below if not sending by email:

  
Signature of Group Coordinator

*7-27-10*  
Date



# The Petty Family Adopt-A-Highway - Keslinger Road



KANE COUNTY  
**Division of Transportation**

**AGENDA ITEM EXECUTIVE SUMMARY**

Agenda Item #5C-1&amp;2

Date: September 27, 2010

Item: *Resolution: Approval of Personnel Hiring, Kane County Division of Transportation, Maintenance Department*  
*Resolution: Approval of Seasonal Part-time Personnel Hiring, Kane County Division of Transportation, Maintenance Department*

Presenter / Sponsor: Tom Rickert

Assigned Committee: Transportation

Budgeted:  Yes  No  N/A*If not budgeted, explain funding source:*

Appropriation: N/A

**Summary:**

In accordance with County Board Resolution #08-278, Kane County Division of Transportation is seeking County Board approval to hire two (2) full-time highway maintainers and ten (10) seasonal positions (snowbirds) prior to the 2010-2011 winter season. These positions are critical to our highway maintenance and snow plowing operations.

**Full Time**

Two positions are recommended to fill openings created by two current maintenance employees who are on long term leaves of absence. In consultation with the Human Resources Management Department, staff has determined that neither of the employees on leave is expected to return within the foreseeable future.

In light of the imminent winter snow season coupled with increased demands on the Maintenance section (increased lane miles, including Stearns Road corridor), staff recommends hiring two full time Highway Maintainer positions. Highway Maintainers responsibilities' include snow plowing, ice control and all other year-round maintenance functions.

**Seasonal**

The ten (10) part-time positions (seasonal employees – Snowbirds) are temporary positions hired annually to address primarily snowplowing, ice control, and other maintenance activities on County Highways.

All positions are critical to ensuring the safety of the motoring public and the efficient movement of traffic.

List Attachments: Resolutions

Detailed information available from / at: Tom Rickert, Deputy Director of Transportation, (630) 406-7305

Staff Comments / Recommendations: Staff requests Committee approval.

STATE OF ILLINOIS

COUNTY OF KANE

RESOLUTION NO. 10-

**APPROVAL OF PERSONNEL HIRING  
KANE COUNTY DIVISION OF TRANSPORTATION  
MAINTENANCE DEPARTMENT**

WHEREAS, the equipment maintenance and snow plowing operations for the Kane County Highway system are performed by Highway Maintainer positions (hereinafter sometimes "Highway Maintainers") within the Kane County Division of Transportation; and

WHEREAS, the Kane County Division of Transportation desires to hire two Highway Maintainers to fill openings created by two employees on long term leaves of absence and which positions will also support the maintenance of additional right-of-way and increased lane miles acquired by the County over recent years including among other roadways the Stearns Road Bridge Corridor; and

WHEREAS, the Highway Maintainer positions are fully funded by State Motor Fuel Taxes and are critical to ensuring the safety of the motoring public and the efficient movement of vehicle traffic; and

WHEREAS, Kane County has adopted by Resolution 08-278 a moratorium on the hiring or replacement of County personnel, which resolution requires that no new personnel shall be hired unless specifically approved by the County Board; and

WHEREAS, the County Board believes it to be fiscally responsible and in the best interest of the County to hire two qualified individuals to fill the vacant Highway Maintainer positions.

NOW, THEREFORE, BE IT RESOLVED by the Kane County Board that the Kane County Division of Transportation is approved to hire and fill two vacant Highway Maintainer positions.

Passed by the Kane County Board on October 12, 2010.

\_\_\_\_\_  
John A. Cunningham  
Clerk, County Board  
Kane County, Illinois

\_\_\_\_\_  
Karen McConnaughay  
Chairman, County Board  
Kane County, Illinois

Vote:  
Yes \_\_\_\_\_  
No \_\_\_\_\_  
Voice \_\_\_\_\_  
Abstentions \_\_\_\_\_

STATE OF ILLINOIS

COUNTY OF KANE

RESOLUTION NO. 10-

**APPROVAL OF SEASONAL PART-TIME PERSONNEL HIRING  
KANE COUNTY DIVISION OF TRANSPORTATION  
MAINTENANCE DEPARTMENT**

WHEREAS, Kane County Division of Transportation annually budgets and hires seasonal employees to assist with County Highway maintenance operations (said employees are sometimes referred to as Snowbirds); and

WHEREAS, Kane County has adopted by Resolution 08-278, a moratorium on the hiring or replacement of County personnel, which resolution requires that no new personnel shall be hired unless specifically approved by the County Board; and

WHEREAS, the County Board believes it to be fiscally responsible and in the best interest of the County to hire qualified individuals to fill ten (10) seasonal part-time vacancies in the Maintenance Department of the Kane County Division of Transportation in that filling said positions shall facilitate the safe and efficient movement of traffic and shall provide for the safety of the motoring public.

NOW, THEREFORE, BE IT RESOLVED by the Kane County Board that the Kane County Division of Transportation is approved to hire and fill ten (10) seasonal part-time vacancies in its Maintenance Department.

Passed by the Kane County Board on October 12, 2010.

\_\_\_\_\_  
John A. Cunningham  
Clerk, County Board  
Kane County, Illinois

\_\_\_\_\_  
Karen McConnaughay  
Chairman, County Board  
Kane County, Illinois

Vote:  
Yes \_\_\_\_\_  
No \_\_\_\_\_  
Voice \_\_\_\_\_  
Abstentions \_\_\_\_\_

10HIRINGMNTSNWBRDS.4TR



# AGENDA ITEM EXECUTIVE SUMMARY

Agenda Item #6A

Date: September 27, 2010

Item: Planning & Programming Report

Presenter / Sponsor: Tom Rickert

Assigned Committee: Transportation

Budgeted:  Yes  No  N/A

If not budgeted, explain funding source: N/A

Appropriation: N/A

## Summary:

CMAP's Draft GO TO 2040 Comprehensive Regional Plan – The draft GO TO 2040 comprehensive regional plan has been revised on the basis of over 1,000 written comments and more than 200 meetings held throughout the summer comment period that ended on August 6<sup>th</sup>. The Final Draft is available at <http://www.goto2040.org/plandocs/>. The final GO TO 2040 plan will be presented to CMAP's Board and MPO Policy Committee for approval in October, when the plan's implementation phase will begin. CMAP and its partners will host an event on Wednesday, October 13<sup>th</sup> at 10:30 a.m. at the Harris Theater Rooftop Terrace in Millennium Park to launch the plan's all-important implementation phase.

Fit for Kids 2020 – Fit for Kids 2020 is a collaborative visioning and planning process to develop a more detailed vision of what Kane County will be like in 10 years when the epidemic of childhood obesity is reversed. This vision and plan will guide future efforts and recommendations. Nine sector specific workgroups have been formed to address the specific system and policy issues that need to be changed to ensure that goals are met:

- Food Systems
- Family, Culture and Community
- Healthcare and Medicine
- Schools and Education
- Faith Community
- Mobility
- Recreation and Lifestyle
- Economic Strength
- Built and Natural Environment

The Fit for Kids 2020 workgroups will create a written set of policy level strategic plans and action steps that will address the gaps between Fit for Kids 2020 vision and the current status. Staff is heading up the Mobility Workgroup, which will be examining how infrastructure, land use and community design, education and marketing tools, and innovative funding strategies can encourage children to safely walk and bicycle. The goal is to complete a draft of the plan in late October of this year and to host an event in November to bring all of the work group members together for a larger discussion and final review. This process is intended to dovetail with the update of the County's master land use plan stretching out to the 2040 horizon. Updates on Fit for Kids 2020 have been presented to the Regional Planning Commission and many work group members will be key to the development of the 2040 plan. An event is being scheduled for January to focus on land use and health.

Impact Fees – The attached monthly report shows total fees collected as of August 31, 2010.

List Attachments: Impact Fee Monthly Report

Detailed information available from / at: Steve Coffinbargar, Chief of Planning & Programming, (630) 406-7170

Staff Comments / Recommendations: For information only.

**ROADWAY IMPACT FEE COLLECTIONS BY FISCAL YEAR as of August 31, 2010\***

<b>Service Area</b>	<b>FY04</b>	<b>FY05</b>	<b>FY06</b>	<b>FY07</b>	<b>FY08</b>	<b>FY09</b>	<b>FY10</b>	<b>TOTAL</b>
Aurora Area	\$261,925.98	\$300,592.56	\$718,913.31	\$478,080.47	\$256,911.24	\$17,193.97	\$18,542.63	\$2,052,160.16
Campton Hills	\$272,437.27	\$688,163.10	\$546,802.47	\$439,982.39	\$134,868.41	\$53,097.80	\$56,419.31	\$2,191,770.75
Greater Elgin***	\$358,840.40	\$964,601.20	\$1,235,871.43	\$808,002.53	\$766,560.27	\$110,533.57	(\$267,643.04)	\$3,976,766.36
Northwest**	\$119,995.42	\$338,821.27	\$562,387.09	\$275,978.04	\$95,606.84	\$35,016.80	\$635,572.93	\$2,063,378.39
Southwest	\$253,934.24	\$502,460.39	\$483,849.59	\$221,680.64	\$129,001.53	\$69,198.43	\$28,889.96	\$1,689,014.78
Tri-Cities	\$435,020.02	\$1,579,205.20	\$1,467,232.28	\$1,483,214.49	\$384,381.54	\$148,285.54	\$94,756.55	\$5,592,095.62
Upper Fox**	\$378,268.28	\$491,892.18	\$276,569.20	\$395,220.61	\$216,563.73	\$42,562.23	\$93,227.01	\$1,894,303.24
West Central	\$51,970.10	\$70,097.57	\$103,211.05	\$45,757.33	\$21,862.81	\$2,994.64	\$3,384.43	\$299,277.93
North					\$283,924.07	\$357,826.05	\$14,587.21	\$283,924.07
Central					\$39,086.16	\$335,728.28	\$77,085.60	\$39,086.16
South					\$143,148.54	\$1,891.68	\$126,936.23	\$143,148.54
<b>Grand Total</b>	<b>\$2,132,391.71</b>	<b>\$4,935,833.47</b>	<b>\$5,394,836.42</b>	<b>\$4,147,916.50</b>	<b>\$2,471,915.14</b>	<b>\$1,174,328.99</b>	<b>\$881,758.82</b>	<b>\$21,138,981.05</b>

\* Includes any late fees; County fiscal year begins December 1st of every year

\*\* Includes prepayments

\*\*\* Includes refunds



# AGENDA ITEM EXECUTIVE SUMMARY

Agenda Item #6B

Date: September 27, 2010

Item: 2040 Transit Planning Efforts Update

Presenter / Sponsor: Tom Rickert

Assigned Committee: Transportation

Budgeted:  Yes  No  N/A

If not budgeted, explain funding source: N/A

Appropriation: N/A

## Summary:

Kane County 2040 Transit Plan – Primarily funded with RTA funds. This study has identified existing transit conditions, documented market potential, recommended transit improvements and identified funding strategies. It is an integral component of the County's Long Range Planning efforts. The County hosted its second Open House meeting on the plan at the Kane County Government Center on August 9<sup>th</sup>. At the beginning of the planning process, stakeholder interviews were held with major organizations including Aurora University, Elgin Community College, Waubensee College, Sherman and Delnor Hospitals, Fermi Lab, the Association for Individual Development, Hollywood Casino and the Algonquin and Geneva Commons property managers. The municipalities each appointed members for the Transit Committee which met three times during the study process to review and provide input on the technical memorandums throughout the planning process. The Transit Committee also consisted of membership from Pace, Metra and the RTA.

Recommendations in the plan are detailed for the following strategies:

### Fox Valley Service Strategies

1. Expand local bus service
2. Provide new regional bus service
3. Develop employer-sponsored services

### Western Kane County Service Strategies

4. Provide access to major activity centers (non-work trips)
5. Provide Metra feeder service (commuters)

### Intercounty Service Strategy

6. Provide regional out-of-County bus service

### Transit-Supportive Strategies

7. Improve capital facilities – access to transit
8. Improve access to existing Metra service /stations
9. Support Metra and intercity rail expansion plans
10. Transit – land use connection
11. Improve marketing and customer information
12. Transportation demand management programs

Currently, final revisions to the Technical Memorandums are being made to reflect the comments received. The final plan is expected in October and will include an implementation action plan and a summary of the Technical Memorandums.

Further information on the Kane County 2040 Transit Plan is available at:

<http://www.co.kane.il.us/dot/planning/2040TransitPlan.aspx>

## List Attachments:

Detailed information available from / at: Steve Coffinbargar, Chief of Planning & Programming, (630) 406-7170

Staff Comments / Recommendations: For information only.



## AGENDA ITEM EXECUTIVE SUMMARY

Agenda Item #6C

Date: September 27, 2010

Item: *Resolution: Endorsing the Illinois 47 Corridor Planning Study and Supporting Future Efforts for Highway Improvements Thereto*

Presenter / Sponsor: Tom Rickert

Assigned Committee: Transportation

Budgeted:  Yes  No  N/A

If not budgeted, explain funding source: N/A

Appropriation: N/A

### Summary:

IL 47 Corridor Planning Study: The purpose of the Illinois 47 Corridor Planning Study is to provide municipalities and other government agencies with an understanding of the planning challenges associated with growth and to recommend strategies or tools that can be used to address these challenges. This study was a joint effort between Kane County, McHenry County, and the City of Woodstock funded through IDOT's Illinois Tomorrow Corridor Grant Program. The goal of this study is to encourage a healthy population and economy through the promotion of sustainable land use, complete streets that improve safety, and development that adheres to the ten smart growth principles from Kane County's 2030 Land Resource Management Plan. The study explores the relationship between economic development, land use planning, and transportation planning and encouraging coordinated municipal, county, regional and state decision-making. Coordinated land use and transportation planning can alleviate many of the growth problems that these municipalities will face. The following issues associated with growth are discussed:

- Economic Development
- Land Use
- Regional Land Use Influences
- Transportation
- Active Living

At the end of each section, planning challenges associated with growth impacts are presented, along with recommended tools for the municipalities to use to address the impacts of growth and improve the quality of life for residents within the IL 47 corridor. A copy of the attached Final Report will be distributed in the near future to the participating municipalities, Regional Transit Authority, CMAP, Metra, Pace, Illinois Tollway and the Illinois Department of Transportation.

McHenry County recently approved a resolution endorsing the Final Illinois 47 Corridor Planning Study.

The Final Report and further information on the Kane County 2040 Transit Plan is available at:

[www.co.kane.il.us/dot/planning.aspx](http://www.co.kane.il.us/dot/planning.aspx)

List Attachments: Resolution

Detailed information available from / at: Steve Coffinbargar, Chief of Planning & Programming, (630) 406-7170

Staff Comments / Recommendations: Staff recommends approval.

STATE OF ILLINOIS

COUNTY OF KANE

RESOLUTION NO. 10-

**ENDORING THE ILLINOIS 47 CORRIDOR PLANNING STUDY AND  
SUPPORTING FUTURE EFFORTS FOR HIGHWAY IMPROVEMENTS THERETO**

WHEREAS, the Illinois State Route 47 (hereinafter "Illinois 47") Corridor Planning Study from the Kane and Kendall County border north to the Illinois/Wisconsin border (hereinafter "the Study"), was funded by an Illinois Tomorrow Grant and local funding provided by Kane County, McHenry County, and the City of Woodstock; and

WHEREAS, the Study was undertaken due to the importance of the Illinois 47 highway corridor as a strategic regional arterial, part of the national highway system, a major commuter and truck route; and

WHEREAS, the Study supports needed improvements to mitigate existing or future congestion, and is consistent with past and on-going projects supported by the Kane County Board including the Illinois 47/Interstate 90 and the Illinois 47/Interstate 88 Interchange Improvements, the Anderson Road Overpass, and the widening of Illinois 47 to a four lane cross section along various roadway segments; and

WHEREAS, the Study includes a comprehensive list of planning tools tailored for municipal and county planning procedures to best preserve and encourage desirable land uses and development along the Illinois 47 corridor; and

WHEREAS, the Study recognizes the need for local, state, and federal agencies to coordinate decision-making, and encourages a healthy population and economy through the promotion of sustainable land use, complete streets that improve safety, and the "10 Smart Growth Principles"; and

WHEREAS, the Study encourages economic development and growth that will strengthen existing and future growth nodes, promote walking and public transit, protect natural areas, and promote "place making" in the Illinois 47 Corridor.

NOW THEREFORE BE IT RESOLVED, that the Kane County Board endorses the Study and supports future efforts to coordinate development activities and highway improvements to Illinois 47; and

BE IT FURTHER RESOLVED, that the County Clerk is hereby directed to transmit a certified copy of this resolution to the Kane County Board Chairman, the McHenry County Board, the Presidents of the Villages of Huntley, Hampshire, Gilberts, Pingree Grove, Burlington, Campton Hills, Lily Lake, Elburn, Sugar Grove, and Montgomery, the Mayors of the Cities of Elgin and Woodstock, the McHenry County and Kane County Directors of Transportation/County Engineers, and the Illinois Department of Transportation.

Passed by the Kane County Board on October 12, 2010.

\_\_\_\_\_  
John A. Cunningham  
Clerk, County Board  
Kane County, Illinois

\_\_\_\_\_  
Karen McConnaughay  
Chairman, County Board  
Kane County, Illinois

Vote:  
Yes \_\_\_\_\_  
No \_\_\_\_\_  
Voice \_\_\_\_\_  
Abstentions \_\_\_\_\_

10IL47ENDRSNG.4HF



# AGENDA ITEM EXECUTIVE SUMMARY

Agenda Item #6D

Date: September 27, 2010

Item: *Resolution: Approving a Road Improvement Impact Fee Credit Agreement Between the County of Kane and Wal-Mart for Randall Road at Bowes Road*

Presenter / Sponsor: Tom Rickert

Assigned Committee: Transportation

Budgeted:  Yes  No  N/A

If not budgeted, explain funding source: N/A

Appropriation: N/A

## Summary:

Wal-Mart (Developer) and the County have negotiated in good faith concerning right-of-way, access and proposed roadway improvements at the southwest corner of Randall Road and Bowes Road. As previously discussed with the Committee, a majority of the improvements are directly related to access. However, a part of the proposed improvements are eligible system improvements. As such, the Developer is requesting improvement credits and reimbursement of fees for the eligible system improvements to Randall Road as agreed to in the proposed Credit Agreement.

The Developer will be improving Randall Road to a six lane cross-section from approximately 1,000 feet north of Bowes Road through their Randall Road access approximately a third of a mile south of Bowes and then tapering back to the four lane cross-section. Total cost for the access improvements to Bowes Road and Randall Road is anticipated to be approximately \$11 Million of which \$894,866.26 is related to the additional thru lanes on Randall Road and eligible for credits.

In exchange for the System Improvements, the County will execute an impact fee credit agreement in a total amount not to exceed \$894,866.26 of which all or a portion thereof will be reimbursed to the Developer as impact fees are collected from development activities within the proposed subdivision.

Wal-Mart and the County acknowledge that depending upon the nature of the development in the proposed subdivision, the total amount of all impact fees collected therefor will likely be less than the value of the Contribution, (\$894,429.00). In such event the County shall have no obligation to pay any difference between the total amount of impact fees collected for the entire subdivision and the value of the Contribution (\$894,429.00) to Wal-Mart.

List Attachments: Resolution, IF Credit Agreement

Detailed information available from / at: Steve Coffinbargar, Chief of Planning & Programming, (630) 406-7170

Staff Comments / Recommendations: Staff recommends approval.

STATE OF ILLINOIS

COUNTY OF KANE

RESOLUTION NO. 10-

**APPROVING A ROAD IMPROVEMENT IMPACT FEE CREDIT AGREEMENT  
BETWEEN THE COUNTY OF KANE AND WAL-MART  
FOR RANDALL ROAD AT BOWES ROAD**

WHEREAS, Wal-Mart Stores Inc. (hereinafter "Wal-Mart"), with offices at 2001 S.E. 10<sup>th</sup> Street, Bentonville, Arkansas 72716, owns or otherwise controls certain real estate located in the southwest quadrant of the intersection of Kane County Highway No. 34 (also known as Randall Road) and Kane County Highway No. 17 (also known as Bowes Road) and is developing said real estate within the corporate limits of the City of Elgin with a retail development (hereinafter the "Development"); and

WHEREAS, the County of Kane (hereinafter the "County") has exclusive jurisdiction of Randall Road and Bowes Road; and

WHEREAS, the Wal-Mart has agreed to participate in the improvement of Randall Road and Bowes Road to address the Development's access and direct impacts on the County's highway system, the cost of which improvement to Randall Road is estimated to be over Seven Million Dollars (\$7,000,000.00) of which the County and Wal-Mart agree that the Development is eligible for impact fee credits estimated to be Eight Hundred Ninety Four Thousand Four Hundred Twenty Nine Dollars (\$894,429.00); and

WHEREAS, the Wal-Mart and the County desire to enter into an Impact Fee Credit Agreement in accordance with the County's Road Improvement Impact Fee Ordinance; and

WHEREAS, the Development has previously paid One Hundred Fifty One Thousand Five and 09/100 Dollars (\$151,005.09) in impact fees and has requested reimbursement of said fees in conjunction with the Impact Fee Credit Agreement; and

WHEREAS, Section Twelve of the Kane County Road Improvement Impact Fee Ordinance requires the County Board to review and ratify Impact Fee Credit Agreements for impact fee credits in excess of \$100,000 and if approved thereby to direct the County Engineer to execute said approved Impact Fee Credit Agreement on behalf of the County; and

WHEREAS, said improvements to Randall Road and Bowes Road are deemed by the County to be of immediate benefit to the residents of Kane County in that the improvements shall facilitate the efficient movement of traffic and shall provide for the safety of the motoring public.

NOW, THEREFORE, BE IT RESOLVED by the Kane County Board that the County Engineer is hereby directed to execute an Impact Fee Credit Agreement (a copy of which is on file with the County Clerk's Office) for said Development on behalf of the County of Kane with Wal-Mart Stores Inc for the improvement to Randall Road and Bowes Road as described in said Agreement granting impact fee credits to Wal-Mart Stores Inc. for eligible improvements in an amount not to exceed Eight Hundred Ninety Four Thousand Four Hundred Twenty Nine Dollars (\$894,429.00).

BE IT FURTHER RESOLVED by the Kane County Board that the County of Kane appropriate from the Impact Fee Fund No. 552, Line Item No. 73000 (Construction - Roads) the sum of Eight Hundred Ninety Four Thousand Four Hundred Twenty Nine Dollars (\$894,429.00) for payment of the impact fee reimbursement to Wal-Mart Stores Inc., said amount representing the impact fee credits due Wal-Mart Stores Inc. pursuant to the Impact Fee Credit Agreement. Said payments to Wal-Mart shall only be reimbursed upon the County's receipt of impact fee(s) from the Development and shall not exceed the impact fee credit balance due Wal-Mart.

Line item	Line Item Description	Was personnel/item/service approved in original budget or a subsequent budget revision?	Are funds <u>currently</u> available for this personnel/item/service in the specified line item?	If funds are not currently available in the specified line item, where are the funds available?
552.520.552.73000	Construction - Roads	No	Yes	

Passed by the Kane County Board on October 12, 2010.

---

John A. Cunningham  
 Clerk, County Board  
 Kane County, Illinois

---

Karen McConnaughay  
 Chairman, County Board  
 Kane County, Illinois

Vote:  
 Yes \_\_\_\_\_  
 No \_\_\_\_\_  
 Voice \_\_\_\_\_  
 Abstentions \_\_\_\_\_

10RNDIMPCRAGRWALMART.4LH

## **Impact Fee Improvement Credit Agreement**

**TI-2008-0440**

This AGREEMENT is entered into this 12<sup>th</sup> day of October 2010, by and between the County of Kane, a body corporate and politic of the State of Illinois (hereinafter the “County”, and Wal-Mart Stores, Inc. a Delaware corporation authorized to do business in the State of Illinois (hereinafter “Wal-Mart”). Wal-Mart and the County are hereinafter collectively referred to as the “Parties”.

WHEREAS, Wal-Mart and/or its related entities are the owners of an approximately 73.25 acre parcel of real estate located at the southwest quadrant of the intersection of Kane County Highway Nos. 34 and 17 (Randall Road and Bowes Road) in Elgin, Illinois which real estate is legally described on Exhibit “A” which exhibit is attached hereto and made a part hereof (the “Property”); and

WHEREAS, Wal-Mart received plat approval for the Property from the City of Elgin, Illinois on or about December 5, 2007. A copy of the approved plat is attached hereto as Exhibit “B”, which plat is hereinafter referred to as the “WM/SC Subdivision”; and

WHEREAS, the WM/SC Subdivision plat will be amended to reflect minor changes as approved by the City of Elgin in an amended plan, a copy of which amended plan is attached as Exhibit “C” and made a part of this Agreement; and

WHEREAS, as indicated by the revised plan (Exhibit “C”), there are ten proposed lots in the WM/SC Subdivision upon which Wal-Mart intends to initiate “new development” (hereinafter referred to as “Development”) as defined in the Kane County Road Improvement Impact Fee Ordinance, effective April 1, 2004 and updated June 12, 2007, (hereinafter the “Ordinance”) for a proposed Wal-Mart and Sam’s Club with the remaining lots in all likelihood to be developed by others at later dates; and

WHEREAS, as part of the Development, it is necessary for Wal-Mart to construct various highway improvements as generally depicted in Exhibit “D” which is attached hereto and incorporated herein by reference and estimated to cost approximately \$11 million dollars to address the Development’s access and direct impacts on the County’s highway system; and

WHEREAS, a portion of the highway improvements to be completed by Wal-Mart include the construction of additional through traffic lanes on Randall Road and a portion of the traffic signal upgrades at the Randall and Bowes Road intersection, both of which are part of the Comprehensive Road Improvement Plan (CRIP) as set forth in the Ordinance; and

WHEREAS, the County Engineer has determined that those highway improvements which are a part of the CRIP, are “System Improvements” as defined in the Ordinance; and

WHEREAS, Wal-Mart desires to contribute said System Improvements to the County (hereinafter the “Contribution”); and

WHEREAS, Wal-Mart has requested that the County grant to it “improvement credits” as defined in the Ordinance for the Contribution of the System Improvements to be applied against the impact fees due and owing or to be due and owing for the entire WM/SC Subdivision; and

WHEREAS, Wal-Mart has previously paid to the County of Kane \$151,005.09 for an impact fee assessed against Lot 6 (proposed Wal-Mart Store building) of the WM/SC Subdivision; and

WHEREAS, Section Twelve of the Ordinance authorizes the Transportation Committee of the Kane County Board (the County Board for credits in excess of \$100,000) to approve Improvement Credit Agreements on behalf of the County; and

WHEREAS, the Kane County Engineer has determined the value of the Contribution; and

WHEREAS, Wal-Mart and the County desire to enter into this Impact Fee Improvement Credit Agreement to define the rights and obligations of the Parties pursuant to the Ordinance relative to any impact fee credit granted by the County for the WM/SC Subdivision.

It is therefore agreed by and between the Parties:

1. The forgoing preambles are hereby incorporated in and made a part of this Agreement. All terms used but not defined in this Agreement shall have the respective meanings attributed to them in the Ordinance.
2. The proposed highway improvements to Randall and Bowes Roads and the cost estimate therefor, which includes the System Improvements, is generally displayed in Exhibit “D”. The Parties acknowledge that the cost of the System Improvements is estimated based on the attached engineer’s estimate which was reviewed by Kane County and approved by the Kane County Engineer.
3. The description of the System Improvements as defined in the Ordinance is set forth in Exhibit “E”, which is attached hereto and incorporated herein by reference.
4. Wal-Mart shall complete the proposed highway improvements (including the Contribution) free and clear of all liens and encumbrances and to the satisfaction of the Kane County Engineer in accordance with Kane County ordinances, rules and regulations.
5. Upon completion of the proposed highway improvements (including the Contribution), the County of Kane shall accept in writing said Contribution in accordance with Kane County ordinances, rules and regulations. The County’s acceptance shall not be unreasonably withheld or delayed.
6. Upon acceptance by the County of the highway improvements (including the Contribution), the County shall grant credit against future Kane County Road Improvement Impact Fees assessed against the WM/SC Subdivision described in Exhibit “E” in accordance with the Ordinance.

7. The Kane County Engineer has determined that the value of the Wal-Mart Contribution to be \$894,429.00 which amount is agreed to and acknowledged by Wal-Mart. The County agrees to reimburse to Wal-Mart any impact fees collected for any Development in the WM/SC Subdivision in a total amount up to but not to exceed \$894,429.00.
8. The Parties acknowledge and agree that Wal-Mart has already paid \$151,005.09 to the County as an impact fee for the Development of Lot 6 (proposed Wal-Mart Store) of the WM/SC Subdivision. Said \$151,005.09 shall be reimbursed by the County to Wal-Mart within forty five (45) days of acceptance of the completed improvements and said amount shall be deducted from the \$894,429.00 credit to be reimbursed to Wal-Mart by the County; leaving a reimbursable credit balance of \$743,423.91.
9. The Parties acknowledge and agree that as Development occurs in the WM/SC Subdivision, the County shall assess and collect, pursuant to the Ordinance, any and all impact fees due and owing for any said Development in the WM/SC Subdivision. The extent of the County's obligation to collect any impact fee(s) hereunder shall be in the sole discretion of the County. Any impact fees received from Development in the WM/SC Subdivision shall be reimbursed to Wal-Mart (or, at Wal-Mart's sole written election, impact fees to be assessed against Wal-Mart or any of its related entities may be deducted from the remaining credit balance without actual payment of the impact fees to the County) in a total amount up to but not to exceed the remaining credit balance due Wal-Mart. For example, if and when Development occurs on a lot (or any lots or subdivisions thereof) of the WM/SC Subdivision, the County shall assess the impact fee otherwise due and owing the County pursuant to the Ordinance for said lot(s). Only after receiving the impact fee(s) for said lot (or lots or subdivisions thereof), the County shall reimburse to Wal-Mart said impact fees received for said lots up to the not to exceed amount of any impact fee credit balance due Wal-Mart for the WM/SC Subdivision. The Kane County Division of Transportation shall maintain an accounting of credits granted to Wal-Mart and applied against Wal-Mart's Road Improvement Impact Fee assessments and reimbursements pursuant to the Ordinance under this Agreement, and shall make said accounting available to Wal-Mart upon request. The Parties acknowledge and agree that in the event a duly assessed impact fee is not paid to the County for any Development in the WM/SC Subdivision, said amount shall not be reimbursed to Wal-Mart unless and until the impact fee is paid to the County. The Parties further acknowledge and agree that depending upon the nature of the development in the WM/SC Subdivision, the total amount of all impact fees collected therefor may be less than the value of the Contribution, (\$894,429.00). In such event the County shall have no obligation to pay any difference between the total amount of impact fees collected for the entire WM/SC Subdivision and the value of the Contribution (\$894,429.00) to Wal-Mart.
10. Notwithstanding anything herein to the contrary, any reimbursement due Wal-Mart from the County hereunder shall be withheld by the County until the highway improvements (including the Contribution) are completed by Wal-Mart and accepted by the County.
11. Road Improvement Impact Fee Credits granted under this Agreement to the Developer and not otherwise used by said Developer shall expire ten years from the date of this Agreement. In the event that any lot in the WM/SC Subdivision is re-subdivided and/or

another land use other than as proposed in the WM/SC Subdivision's approved amended plan (Exhibit "C") is developed, a re-assessment of the impact fee for said structure(s) shall be reviewed and the property owner of record shall be responsible for satisfying the County's requirements relative to the payment of any road impact fees prior to the issuance of a building permit by the municipality.

12. This Agreement does not effect, change or otherwise modify any other permit regulations or right of way donation requirements of the Kane County Division of Transportation.
13. This Agreement shall inure to the benefit of, and be binding upon, the Parties hereto and their respective successors and assigns.
14. This Agreement shall be governed by, and construed in accordance with, the laws of the State of Illinois, without regard to the conflicts of laws provisions of Illinois law.
15. In the event that any term or provision of this Agreement is held to be unenforceable by a court of competent jurisdiction, the remainder shall continue in full force and effect, to the extent that the remainder can be given effect without the unenforceable provision.
16. The County hereby represents and warrants that the County has undertaken all steps and procedures required by the Enabling Statute to enter into this Agreement, including the due and proper adoption of an ordinance or resolution specifically authorizing the County to enter into this Agreement. The County has followed, and will continue to follow, all necessary procedures and will take all such further action as may be necessary under the Enabling Statute to fulfill its obligations under this Agreement.
17. Wal-Mart represents and warrants that Wal-Mart has full power and authority to enter into this Agreement, and that the person executing this Agreement on behalf of Wal-Mart has been duly authorized to do so.
18. This Agreement is and shall be deemed and construed to be the joint and collective work product of the County and Wal-Mart and, as such, this Agreement shall not be construed against any party, as the otherwise purported drafter of same, by any court of competent jurisdiction in order to resolve any inconsistency, ambiguity, vagueness or conflict in the terms or provisions, if any, contained herein.
19. This Agreement is not intended and shall not be construed as to create a partnership, employment, joint venture or agency relationship between the Parties hereto.
20. This Agreement embodies the whole understanding between Wal-Mart and the County. There are no other promises, terms, conditions or obligations other than those contained herein. This Agreement supersedes all previous communications, representations, and agreements, either verbal or written, between the Parties.
21. Venue for any litigation arising hereunder shall be in the Sixteenth Judicial Circuit Court, Kane County, Illinois.

The total Impact Fee Improvement Credit authorized and approved by the County to Wal-Mart pursuant to the terms of this Agreement shall not exceed the amount of \$894,429.00.

IN WITNESS WHEREOF, the undersigned Applicant and the County of Kane, have caused this Agreement to be duly executed.

KANE COUNTY:

The County of KANE, a body politic  
of the State of Illinois

By: \_\_\_\_\_  
Carl R. Schoedel, PE  
County Engineer

APPLICANT:

Wal-Mart Stores, Inc., a  
Delaware corporation

By: \_\_\_\_\_  
Its: \_\_\_\_\_

Wal-Mart Mailing Address:

Attn: Regional Counsel, Real Estate, Illinois  
Wal-Mart Stores Inc.  
2001 S.E. 10<sup>th</sup> Street  
Bentonville, Arkansas 72716

**LEGAL DESCRIPTION - TOTAL SITE**

That part of the Southwest Quarter of Section 28, Township 41 North, Range 8 East, of the Third Principal Meridian, Kane County, Illinois, described as follows:

Commencing at the Northwest Corner of the Southwest Quarter of Section 28; thence South 01 degree 04 minutes 22 seconds East on the West Line of said Southwest Quarter, a distance of 22.91 feet to the southern line of County Highway 17 (Bowes Road) and the Point of Beginning; thence North 88 degrees 49 minutes 04 seconds East, along said southern line of County Highway 17, a distance of 1225.04 feet to the western line of County Highway 34 (Randall Road); thence South 0 degrees 55 minutes 34 seconds East along said western line of County Highway 34, a distance of 2608.12 feet to the South Line of the Southwest Quarter of said Section 28; thence South 88 degrees 28 minutes 48 seconds West on the South Line of the Southwest Quarter of said Section 28, a distance of 1218.39 feet to the West Line of the Southwest Quarter of said Section 28; thence North 01 degree 04 minutes 22 seconds West on the West Line of the Southwest Quarter of said Section 28, a distance of 2615.28 feet to the Point of Beginning

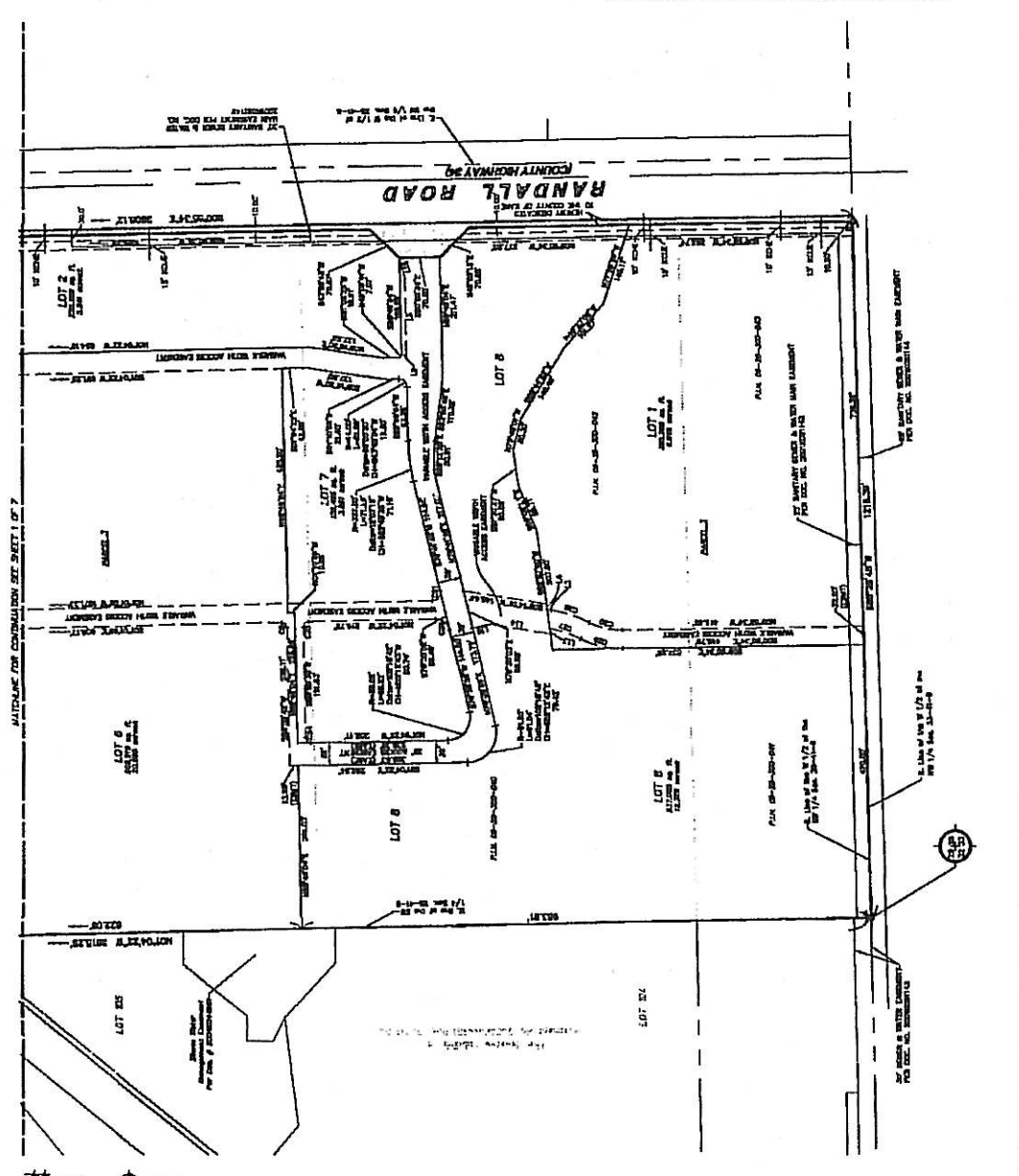
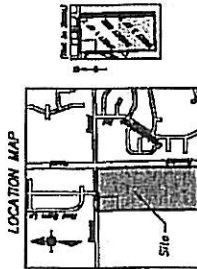
**EXHIBIT "A"**



# ELGIN WAL-MART/SAM'S CLUB SUBDIVISION

BEING A SUBDIVISION OF  
PART OF THE SOUTHWEST QUARTER OF SECTION 2B,  
41 NORTH, RANGE 8, EAST OF THE THIRD PRINCIPAL MERIDIAN,  
KANE COUNTY, ILLINOIS

- LEGEND**
- Existing Right of Way/Lot Line
  - Boundary of Right of Way
  - Utility Line
  - Proposed Lot Line
  - Proposed Easement Line
  - Proposed Access Easement Line
  - Proposed Driveway/Access Easement
  - Area to be Dedicated
  - Building Setback Line
  - San Concrete Monument
  - Kane County Platting Easement
- NOTES**
- R.S.L.
  - O.S.
  - ACB



**LOT AREA TABLE**

LOT	AREA (SQ. FT.)	ACRES
LOT 1	2,541	0.073
LOT 2	2,541	0.073
LOT 3	2,541	0.073
LOT 4	2,541	0.073
LOT 5	2,541	0.073
LOT 6	2,541	0.073
LOT 7	2,541	0.073
LOT 8	2,541	0.073
TOTAL	20,328	0.588

**ACCESS EASEMENT PROVISIONS**  
AN ACCESS EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO THE OWNERS OF THE ADJACENT LOTS AND THEIR SUCCESSORS.

**NOTICE**  
NOTE: SHALL BE NO DIRECT VEHICULAR ACCESS TO RANDALL ROAD FROM LOTS 1, 2, 3, 4 AND 8. ACCESS SHALL BE BY A DRIVEWAY FROM LOT 1 TO RANDALL ROAD. ACCESS FROM LOTS 2, 3 AND 4 SHALL BE BY A DRIVEWAY FROM LOT 1 TO RANDALL ROAD. ACCESS FROM LOT 8 SHALL BE BY A DRIVEWAY FROM LOT 1 TO RANDALL ROAD. ALL ACCESS SHALL BE BY DRIVEWAYS FROM LOT 1 TO RANDALL ROAD. ACCESS SHALL BE RESTRICTED TO THE DRIVEWAY FROM LOT 1 TO RANDALL ROAD. ACCESS SHALL BE RESTRICTED TO THE DRIVEWAY FROM LOT 1 TO RANDALL ROAD. ACCESS SHALL BE RESTRICTED TO THE DRIVEWAY FROM LOT 1 TO RANDALL ROAD. ACCESS SHALL BE RESTRICTED TO THE DRIVEWAY FROM LOT 1 TO RANDALL ROAD.

**OWNER/DEVELOPER**  
Sen's Best Dishes Baking Shop, Inc. (as to Parcel 1)  
2001 E. 11th Street  
Bartlesville, OK 74718

**OWNER'S AGENT**  
Sen's Best Dishes Baking Shop, Inc. (as to Parcel 2)  
2001 E. 11th Street  
Bartlesville, OK 74718

**OWNER'S AGENT**  
Sen's Best Dishes Baking Shop, Inc. (as to Parcel 3)  
2001 E. 11th Street  
Bartlesville, OK 74718

**3 WORKING DAYS BEFORE YOU DOING CALL JULIE**  
1-800-852-0123

THE LOCATION OF LOT 1 IS THE SUPERVISOR'S OFFICE. THE LOCATION OF LOT 2 IS THE SUPERVISOR'S OFFICE. THE LOCATION OF LOT 3 IS THE SUPERVISOR'S OFFICE. THE LOCATION OF LOT 4 IS THE SUPERVISOR'S OFFICE. THE LOCATION OF LOT 5 IS THE SUPERVISOR'S OFFICE. THE LOCATION OF LOT 6 IS THE SUPERVISOR'S OFFICE. THE LOCATION OF LOT 7 IS THE SUPERVISOR'S OFFICE. THE LOCATION OF LOT 8 IS THE SUPERVISOR'S OFFICE.

**NOTICE**  
THE LOCATION OF LOT 1 IS THE SUPERVISOR'S OFFICE. THE LOCATION OF LOT 2 IS THE SUPERVISOR'S OFFICE. THE LOCATION OF LOT 3 IS THE SUPERVISOR'S OFFICE. THE LOCATION OF LOT 4 IS THE SUPERVISOR'S OFFICE. THE LOCATION OF LOT 5 IS THE SUPERVISOR'S OFFICE. THE LOCATION OF LOT 6 IS THE SUPERVISOR'S OFFICE. THE LOCATION OF LOT 7 IS THE SUPERVISOR'S OFFICE. THE LOCATION OF LOT 8 IS THE SUPERVISOR'S OFFICE.

ATWELL-HICKS L.L.C.  
1240 East Ditch Road  
Naperville, Illinois 60563  
TEL: (630) 577-0800  
FAX: (630) 577-0800  
DESIGN PERMITS LICENSE # 194-000022

**ATWELL-HICKS L.L.C.**  
1240 East Ditch Road  
Naperville, Illinois 60563  
TEL: (630) 577-0800  
FAX: (630) 577-0800  
DESIGN PERMITS LICENSE # 194-000022

**WAL-MART STORES, INC.**  
ELGIN WAL-MART/SAM'S CLUB  
PLAYAT & SUBDIVISION  
BOWES ROAD & RANDALL ROAD  
SHEET 2 OF 7

**DATE** 07/29/20

**SEE SHEET 1 FOR ADDITIONAL INFORMATION**

**SHEET 2 OF 7**

**ATWELL-HICKS L.L.C.**  
1240 East Ditch Road  
Naperville, Illinois 60563  
TEL: (630) 577-0800  
FAX: (630) 577-0800  
DESIGN PERMITS LICENSE # 194-000022

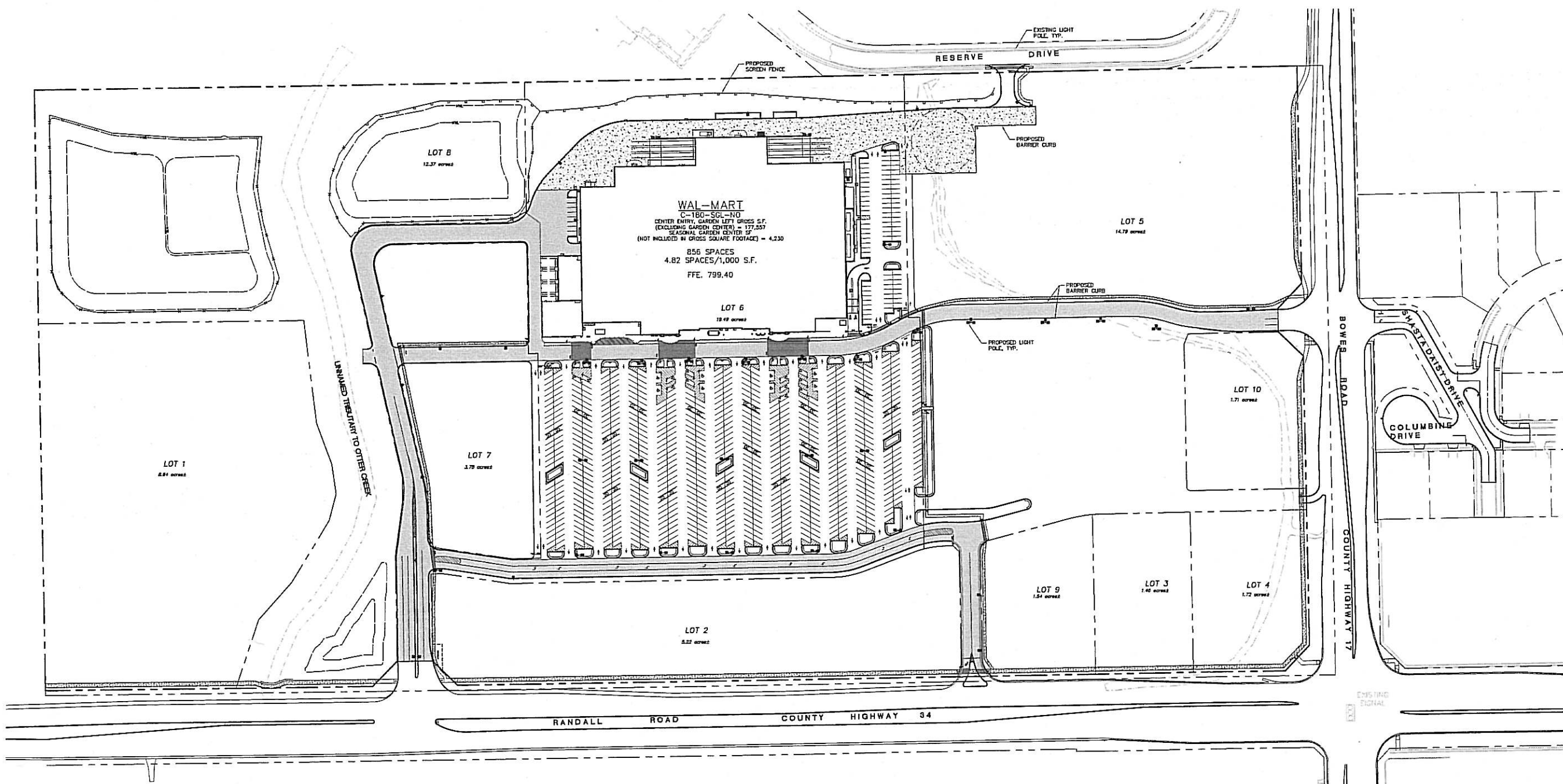
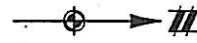












WAL-MART  
 C-180-SGL-NO  
 CENTER ENTRY, GARDEN LEFT CROSS ST.  
 (EXCLUDING GARDEN CENTER) = 177,537  
 SEASONAL GARDEN CENTER ST  
 (NOT INCLUDED IN GROSS SQUARE FOOTAGE) = 4,330  
 856 SPACES  
 4.82 SPACES/1,000 S.F.  
 FFE: 799.40

**LEGEND**

	PROP. TRAFFIC SIGNAL
	EXIST. TRAFFIC SIGNAL
	PROP. LIGHT POLE
	EXIST. LIGHT POLE
	CART CORRALS
	EXIST. CURB AND GUTTER
	PROP. CURB AND GUTTER
	EDGE OF WETLAND
	FARMED WETLAND
	EXIST. FENCE
	PROP. 6' FENCE
	PROP. WOODEN SCREEN FENCE
	PROP. RAMP
	SEE DETAIL SHEET
	PROP. HEAVY DUTY ASPHALT PAVING
	PROP. HEAVY DUTY CONCRETE
	SEE DETAIL SHEET

**WAL-MART PARKING DATA**

WAL-MART	177,537 S.F.
STANDARD SPACES	866
+ACCESSIBLE SPACES	22
-CART CORRALS	32
TOTAL PARKING SPACES	856
PARKING RATIO	4.82

**811 Know what's below. Call before you dig.**

THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE MANNER AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PREPARE ANY AND ALL UNDERGROUND UTILITIES.

**NOTICE:**  
 CONSTRUCTION SITE SAFETY IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR. NEITHER THE OWNER NOR THE ENGINEER SHALL BE EXPECTED TO ASSUME ANY RESPONSIBILITY FOR SAFETY OF THE WORK, OF PERSONS ENGAGED IN THE WORK, OR OF ANY NEARBY STRUCTURES, OR OF ANY OTHER PERSONS.

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 Telecommunications  
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 Infrastructure & Transportation  
 Industrial & Retail Trade  
 Water & Natural Resources

**ATWELL**  
 863.930.0000 | www.atwell.com  
 OFFICES IN NORTH AMERICA AND ASIA  
 1315 EAST OGLE ROAD, SUITE 100  
 DEERFIELD, ILL. 60015

SECTION 28  
 TOWN 41 NORTH, RANGE 8 EAST  
 ELGIN TOWNSHIP  
 KANE COUNTY, ILLINOIS

CLIENT  
 WALMART STORES, INC.  
 ELGIN, IL WALMART (#1814-03)

PHASED LAYOUT PLAN  
 FOR WALMART

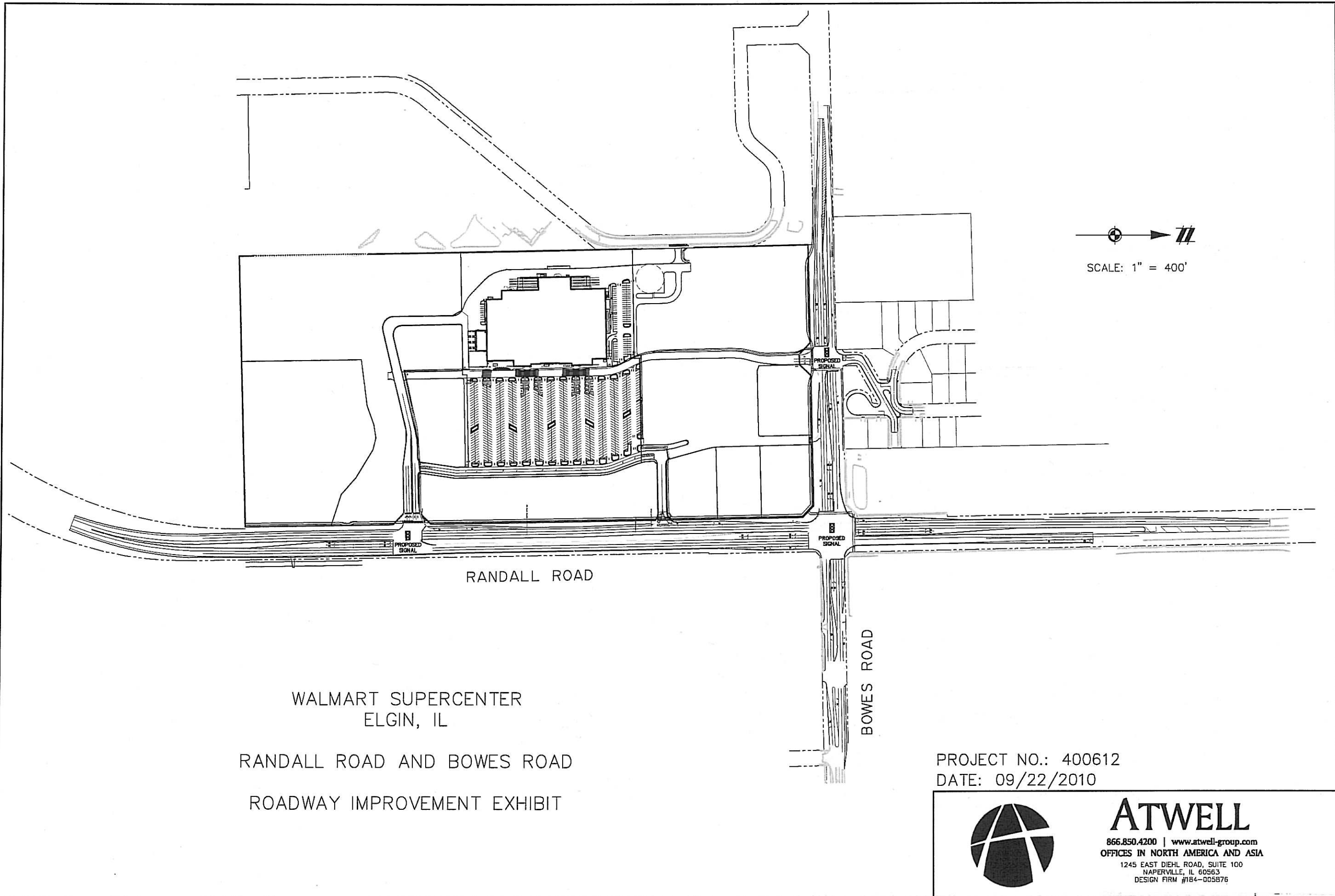
DATE  
 04-22-2010

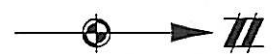
REVISIONS

**ATWELL**

SCALE 0 40 80  
 1" = 80 FEET  
 DR. REF. OR. TYP.  
 P.M. T. PASCONE  
 BOOK  
 CAD FILE: 400612EXH03  
 JOB: 400612  
 FILE CODE:  
 SHEET NO. EX-03

**EXHIBIT "C"**



  
 SCALE: 1" = 400'

RANDALL ROAD

BOWES ROAD

WALMART SUPERCENTER  
 ELGIN, IL  
 RANDALL ROAD AND BOWES ROAD  
 ROADWAY IMPROVEMENT EXHIBIT

PROJECT NO.: 400612  
 DATE: 09/22/2010



**ATWELL**  
 866.850.4200 | [www.atwell-group.com](http://www.atwell-group.com)  
 OFFICES IN NORTH AMERICA AND ASIA  
 1245 EAST DIEHL ROAD, SUITE 100  
 NAPERVILLE, IL 60563  
 DESIGN FIRM #184-005876

EXHIBIT "D"

# EXHIBIT "E"

## PRELIMINARY OPINION OF PROBABLE CONSTRUCTION COST FOR RANDALL ROAD SYSTEM IMPROVEMENTS - NORTH AND SOUTH BOUND LANE IMPROVEMENTS (TWO ADDITIONAL THRU LANES)

Quantities below are estimated considering only the two additional through lanes for Randall Road. All other Randall Road improvements are Developer costs associated with access and intersection capacity needs resulting from the WM/SC Subdivision development.

ITEM	DESCRIPTION	UNIT	Approx. QUANTITY	Estimated UNIT PRICES	Estimated TOTAL COST
1	Subbase Granular Material, 6"	SY	11513	\$6.00	\$69,078.00
2	Base Course, 12"	SY	11513	\$42.00	\$483,546.00
3	2.5" Binder Course	TN	1655	\$67.00	\$110,885.00
4	2" Surface Course	TN	1324	\$70.00	\$92,680.00
5	Geofoam 2/9 = 22% of \$273,816	LS	22%	\$273,816.00	\$60,240.00
6	Traffic Signal Cost Est. (addt. thru lane related)	LS			\$78,000.00
				<b>TOTAL COST</b>	<b>\$894,429.00</b>



# AGENDA ITEM EXECUTIVE SUMMARY

Agenda Item #6E

Date: September 27, 2010

Item: 2040 Conceptual Land Use Strategy Update

Presenter / Sponsor: Tom Rickert

Assigned Committee: Transportation

Budgeted:  Yes  No  N/A

*If not budgeted, explain funding source:* N/A

Appropriation: N/A

## Summary:

Mark VanKerkoff, Director of Development and Community Services, will present the 2040 Conceptual Land Use Strategy that will feed into the 2040 Land Resource Management Plan.

The 2020 Conceptual Land Use Strategy was adopted by the Kane County Board on February 8, 1994. The 2020 Conceptual Land Use Strategy presented a clear and concise vision for the future and served as the foundation for the unanimous adoption by the County Board of the 2020 Land Resource Management Plan on June 11, 1996, and the 2030 Land Resource Management Plan on October 12, 2004.

The 2030 Plan has proven to be an effective statement of public policy on issues relating to community development, water resource management, open space protection and land use planning which has enabled the County to pursue an implementation program with the municipalities in order to wisely manage our common land and water resources.

The Regional Planning Commission has initiated a review of the 2030 Conceptual Land Use Strategy and the 2030 Plan as a prerequisite to expanding the Kane County planning horizon to 2040 and has recommended the attached report to the County Board which includes a 2040 Conceptual Land Use Strategy Map and 12 Recommendations for the preparation of a 2040 Land Resource Management Plan.

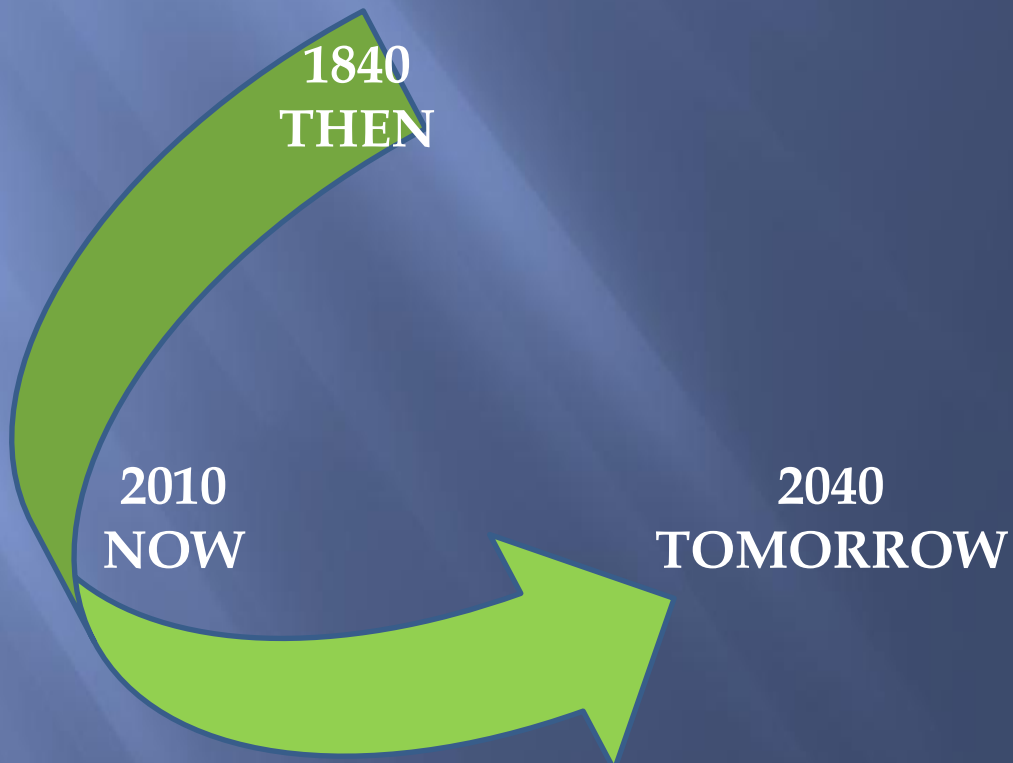
List Attachments: 2040 Conceptual Land Use Strategy

Detailed information available from / at: Mark VanKerkoff, Director of Development and Community Services, (630) 232-3451

Staff Comments / Recommendations: For information only.

# 2040 CONCEPTUAL LAND USE STRATEGY

200 Years of  
Settlement, Development, Preservation, and Planning  
for a  
*Safe, Healthy and Livable Kane County*



A Report from the Regional Planning Commission  
to the Kane County Board  
August 4, 2010

**CONFIRMING THE VALIDITY AND SOUNDNESS OF  
THE 2040 CONCEPTUAL LAND USE STRATEGY  
FOR KANE COUNTY, ILLINOIS**

**Approved by the Regional Planning Commission**

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**August 4, 2010**

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## PREFACE

This report “Confirming the Validity and Soundness of the Conceptual Land Use Strategy for Kane County” was prepared by the staff of the County Development and Community Services Department for review and approval by the Regional Planning Commission. The responsibilities of the Commission, contained in the adopted *2030 Land Resource Management Plan*<sup>1</sup>, are:

1. To cooperate in the preparation of a Comprehensive County Plan and make recommendations to the County Board with respect to the plan.
2. To cooperate in the preparation of plans for specific improvements in accordance with the official plan and make recommendations to the County Board with respect to the improvements.
3. To give aid to the municipal and county officials charged with the direction of projects for improvements embraced within the Comprehensive Plan, to further the development of these projects and generally to promote the realization of the Comprehensive Plan.
4. To report to the County Board on the status of the Comprehensive Plan and on the effectiveness of county ordinances and regulations as they relate to the Comprehensive Plan.
5. To transmit to the County Board reports on the important problems, conditions, and proposals pertinent to the future development of the county.

This report addresses the responsibilities assigned to the Commission by the Kane County Board. It is based on a sound foundation established by a fifty year tradition of comprehensive county planning and the *2020 and 2030 Land Resource Management Plans* adopted under the authority of the Local Land Resource Management Planning Act, Chapter 50, ILCS 805. The Act encourages counties “to protect the land, air, water, natural resources and environment of the State and to encourage the use of each resource in a manner which is socially and economically desirable through the adoption of joint or compatible Local Land Resource Management Plans.”<sup>2</sup>

Submittal of this report by the Planning Commission to the Kane County Board is intended to serve as the “road map” and “kick-off” to the planning process for preparation of the proposed 2040 Land Resource Management Plan. The Commission is proud of its previous role in preparing and recommending both the 2020 and 2030 Plans to the County Board and now accepts the challenge and responsibility of expanding the county planning horizon another decade and completing the 2040 Plan.

## SECTION I

### STRATEGY BACKGROUND

In January of 1994, the Kane County Regional Planning Commission recommended to the Development Committee of the County Board a Conceptual Land Use Strategy to provide a foundation and a sense of policy direction for the 2020 planning process. That Conceptual Land Use Strategy identified three distinct land use areas: the Urban Corridor Area, the Critical Growth Area, and the Agricultural / Village Area. On January 18, 1994, the Regional Planning Commission presented its recommended Conceptual Land Use Strategy to the County Development Committee. In addition to the Strategy, the Commission recommended a land resource planning framework that emphasized a need for open space protection, water resource management, balanced community development, coordination of transportation improvements with land use management, protection of agriculture, and a cooperative planning process with the municipalities.

The Development Committee reviewed the Land Use Strategy and the planning program framework and unanimously adopted a motion to forward a resolution adopting the Land Use Strategy to the County Board for its deliberation and action. On February 8<sup>th</sup>, 1994, the County Board adopted Ordinance #94-29, "Adopting A Conceptual Land Use Strategy For Kane County." The Ordinance included a directive that the Regional Planning Commission proceed with the completion of the draft *2020 Kane County Land Use Plan* and preparation of a process for public review of the draft plan.

Based on that County Board support and directive, the Kane County Regional Planning Commission proceeded with completion of the draft *2020 Land Resource Management Plan* and a public review process focusing on eight Planning Partnership Areas. The final draft of the *2020 Land Resource Management Plan* was subsequently adopted unanimously by the Kane County Board on June 11, 1996.

Similarly, the Regional Planning Commission initiated a review of the 2020 Plan in 2002 with the intent of recommending a new, updated 2030 Plan to the County Board. The Commission's recommendations were in the form of a report, "Affirmation of the Conceptual Land Use Strategy" submitted to the County Board in February of 2003.

In that report the Commission affirmed the conceptual strategy of the 2020 Plan as fundamentally sound and made 10 recommendations to the County Board concerning the 2030 planning process. The recommendations included the use of three themes to be used in preparing the text of the *2030 Land Resource Management Plan*.

- **Renaissance** emphasized the importance of the historic urban area and the opportunities for redevelopment, infill, adaptive reuse, Fox River improvements, new job creation and revitalized neighborhoods.
- **Refinement** was the theme applied to the critical growth area and indicated the need to re-evaluate the perimeters of the area, how it related to the urban area to the east and the agricultural area to the west, the types and intensities of developments that should be encouraged and fine-tuning the growth management efforts of the County and municipalities.
- **Recommitment** was applied to the rural agricultural western portion of the county. The theme reflected the desire and dedication to aggressively pursue farmland preservation.

Additional recommendations addressed:

- aggressive open space protection and water resource management
- adding open space as the armature of the 2030 land use map
- introducing the goal of 50% of the land area of Kane County in open space and farmland by 2030
- taking the lead in assessing groundwater resources and a sustainable water supply
- recognizing the importance of the land use and transportation relationship by merging the land use and transportation planning processes and plans
- introducing the 10 Smart Growth Principles
- emphasizing cooperation and adoption of land use agreements between the County and municipalities

The report concluded with a request for approval by the County Board of the proposed 2030 Conceptual Land Use Strategy Maps and other Commission report recommendations as a matter of policy direction in the preparation, review and adoption of the 2030 Plan.

Since adoption in 2004, the 2030 Plan has proven to be an effective statement of public policy on issues relating to community development, water resource management, open space protection and land use decisions. It has been well received by the citizens of Kane County, has had strong County Board support, has been used extensively by the Planning Commission to articulate the need for cooperative planning initiatives and has been recognized at regional, state, and national levels as an effective county planning document addressing sensible, managed growth. The accomplishments and effectiveness of the 2030 Land Resource Management Plan are to a great extent attributable to the “Conceptual Land Use Strategy and Map” and the simple, clear, concise way it has communicated the vision, goals, and public policies of the adopted 2030 Plan. Moving ahead with preparation of the 2040 Plan requires Commission review of the current “Conceptual Land Use Strategy and Map” and recommending to the Kane County Board the revisions and updates for 2040 contained in Section III, Strategy Recommendations, of this report.

## SECTION II

### STRATEGY REVIEW

The Regional Planning Commission has completed its review of the “Conceptual Land Use Strategy and Map” contained in the 2030 Perspective Chapter (pp. 21-31) of the adopted *2030 Land Resource Management Plan*. This review process was initiated in November, 2008, which also marked the 50<sup>th</sup> anniversary of the Kane County Regional Planning Commission being created by the County Board.<sup>3</sup> The Commission’s review is also responsive to the commitment made in the 2030 Plan that it be “reviewed every five years, with citizen input, in light of changing demographics, changes in local, state or federal policies, major infrastructure improvements, public policy decisions and economic and employment activities”.<sup>4</sup> Our review and this report represent the first major steps in preparing and recommending a 2040 Land Resource Management Plan to the County Board for its review and adoption.

Two major factors in the Planning Commission review and update of the “Conceptual Land Use Strategy and Map” are the Census Bureau’s 2010 estimates of population, households and employment and the Chicago Metropolitan Agency for Planning (CMAP) 2040 Projections of population, households, and employment.

	<u>Kane County</u>			
	<u>2010</u>	<u>2040</u>	<u>Change/Growth</u>	
<u>Population</u>	532,852	802,231	269,379	51%
<u>Households</u>	179,702	274,085	94,383	53%
<u>Employment</u>	224,546	368,494	143,947	64%

Source: Chicago Metropolitan Agency for Planning, 2010.

The challenge to the Commission was how best to plan, encourage and facilitate and design more compact, mixed use development for a 2040 Kane County with about 270,000 more population, approximately 95,000 additional households and an estimated 145,000 more jobs spread across 30 municipalities and the large unincorporated area. The multiple benefits of the more compact, mixed-use development that the Commission recommends for the next three decades in Kane County include:<sup>5</sup>

- Reduction in traffic congestion and harmful carbon emissions
- Preservation of open space and farmland
- Better use of existing and planned infrastructure
- More effective use of public investments and services including transit
- Integration of pedestrian and bicycle access to new development
- Increase in property tax revenues
- Healthier people, healthier living, healthier communities

Other review factors included municipal annexations and approved development plans, major open space acquisitions, new municipal incorporations, i.e., Villages of Campton Hills, Big Rock, and Kaneville, updates and revisions to municipal plans, the Route 47 Corridor Study, the Randall Road BRT Study, the Making Kane County Fit For Kids project, and the current recession, housing foreclosures, record unemployment, the collapse of the housing boom and other changes and trends.

The three strategy areas of the 2030 Plan are the Urban Corridor, the Critical Growth Area, and the Agricultural / Rural Village Area and the themes assigned are Renaissance, Refinement and Recommitment, respectively. The Commission formed three sub-committees to work with the staff and review the three conceptual areas and themes.

Traveling the Urban Corridor Area clearly reveals that there continues to be a “renaissance”, a revival of the communities and neighborhoods along the Fox River. Festivals, public art, beautification, redevelopment, revitalization, farmers markets, place making, new public buildings, private preservation activities, the list goes on and on, are all indicative of what can be termed sustainable urbanism.

Also within this urban area is an opportunity to link land use and transportation opportunities with the Randall Road Bus Rapid Transit (BRT) Project funded by the U.S. Department of Energy. The BRT Project has the potential to provide new economic development and job creation in the Randall Road corridor and housing opportunities for the next three decades. Accordingly, the Commission recommends for the 2040 Conceptual Strategy a revision that refers to the eastern urban portion of Kane County as the **Sustainable Urban Area** and within that area identifies the **Randall Road BRT Corridor**. (See Strategy Map)

The Critical Growth Area in 2010 continues to be where Kane County “faces the greatest challenges to sensible, managed growth”.<sup>6</sup> The Commission believes this is where Kane County still has a great opportunity to implement Smart Growth Principles and incorporate Priority Places into community development decisions.

Since the 2004 adoption of the 2030 Plan, some municipalities have approved developments that are consistent with the County Plan. For example, the Village of Gilberts implemented the Gallagin-Tyrrell by-pass, provided new mixed use and a variety of residential densities, improved walkability to the Village center, and added to the open space network. Elburn approved plans for the Metra Station and a concept plan that creates transit-oriented development opportunities and expands the greenway system. Sugar Grove also has approved some developments that compliment the goal of creating safe, healthy, and livable communities.

However the Critical Growth Area has also experienced what can be described as “business as usual sprawl”. Many of these single use, low density, residential developments have financially failed, experienced high foreclosures rates, and do not reflect the Priority Place goals of a mix of uses, compact design, place making, pedestrian, bicycle and other transportation alternatives and providing links to the countywide greenway system.

The Critical Growth Area has also witnessed the incorporation of the new Village of Campton Hills, the westward expansion of the City of Elgin’s boundaries, the growth of Pingree Grove, and other municipal annexations. In response to some of this municipal growth Kane County initiated the Illinois 47 Corridor Planning Study (May, 2010) and the Commission recommends that the **Route 47 Corridor** be indicated on the Strategy Map.

As the Planning Commission proceeds with preparation of the 2040 Plan, we intend to re-examine the Priority Places description and locations and refine the geographic area, the land

use diversity and the mix of development activities in what we continue to recommend be named the **Critical Growth Area**.

The Commission's 2003 strategy report to the County Board stated "no theme is more appropriate for the Agricultural / Rural Area than recommitment. As our population grows we need to re-double our efforts to prevent premature conversion of farmland to other uses and recommit to preserving agricultural areas and open space".<sup>7</sup> The Commission believes that statement is even more true in 2010 and needs to be reapplied to the 2040 Conceptual Land Use Strategy.

The Commission finds that the theme of recommitment is more valid then ever but recommends that for 2040 the western area of the county be named the **Agricultural/Food, Farm, and Small Town Area**. The proposed title reflects the emergence of locally grown foods as a desirable goal, the changing nature of farming and farmland preservation, and the fact that Kaneville, Campton Hills, and Big Rock have incorporated as a municipalities and other Villages have grown and adopted plans that emphasize the preservation of their small town character.

The Commission also commends the County Board for its commitment and support to the Farmland Preservation Program and the adoption of the Protected Agriculture – Limited Development amendment to the 2030 Plan as recommended by the Commission. This new land use category is the first of its kind in Illinois and represents the commitment of the County to community supported farming, organics and specialty crops, especially with the national movement toward locally grown foods.

Additionally, the Commission thanks the County Board for supporting the May 8, 2009, full-day seminar entitled "Smart Growth is Healthy Living" that, for the first time, brought together more than 200 municipal and county planning, transportation and economic development staff and policy makers with community health advocates from the Fit For Kids coalitions. The seminar introduction by Planning Commission Chair, Glen Morgenroth, and the keynote provided by Dr. Richard Jackson focused on bringing the planning and health communities together to focus on changing the built environment to support healthy eating and active living. The next in the "Smart Growth is Healthy Living" seminar series can provide Kane County with another opportunity to engage land use/transportation policy makers and health care advocates from across Kane County.

Since then the Planning Commission has further studied opportunities to more fully integrate planning for sustainable and accessible local farms and foods and public health with more conventional transportation and resource management planning. We anticipate recommending to the County Board a 2040 Plan that will likely be the first in Illinois to mold the three disciplines, transportation, health and land use planning, into a single master plan that builds on the "Smart Growth is Healthy Living" seminar series and the over-arching theme: Healthy Kids, Healthy Living, Healthy Communities.

## SECTION III

### STRATEGY RECOMMENDATIONS

The Illinois State Statutes empower county boards to establish regional planning commissions to "...have a plan made for the general purpose of guiding and accomplishing a coordinated, adjusted and harmonious development of said region..."<sup>8</sup>

In accordance with this and other statutes and the responsibilities assigned by the Kane County Board, and the commitment to review and revise the 2030 Plan every five years, the Kane County Regional Planning Commission for the past 18 months has been reviewing and analyzing the 2030 Plan and discussing updates for the 2040 Plan. An important element of this effort was the review of the 2030 Conceptual Land Use Strategy in light of land use changes, revised municipal plans, FPA and municipal boundary expansions, intergovernmental agreements, new population projections, the 2010 Census, the current recession, housing foreclosures, record unemployment, the collapse of the housing boom and other changes and trends.

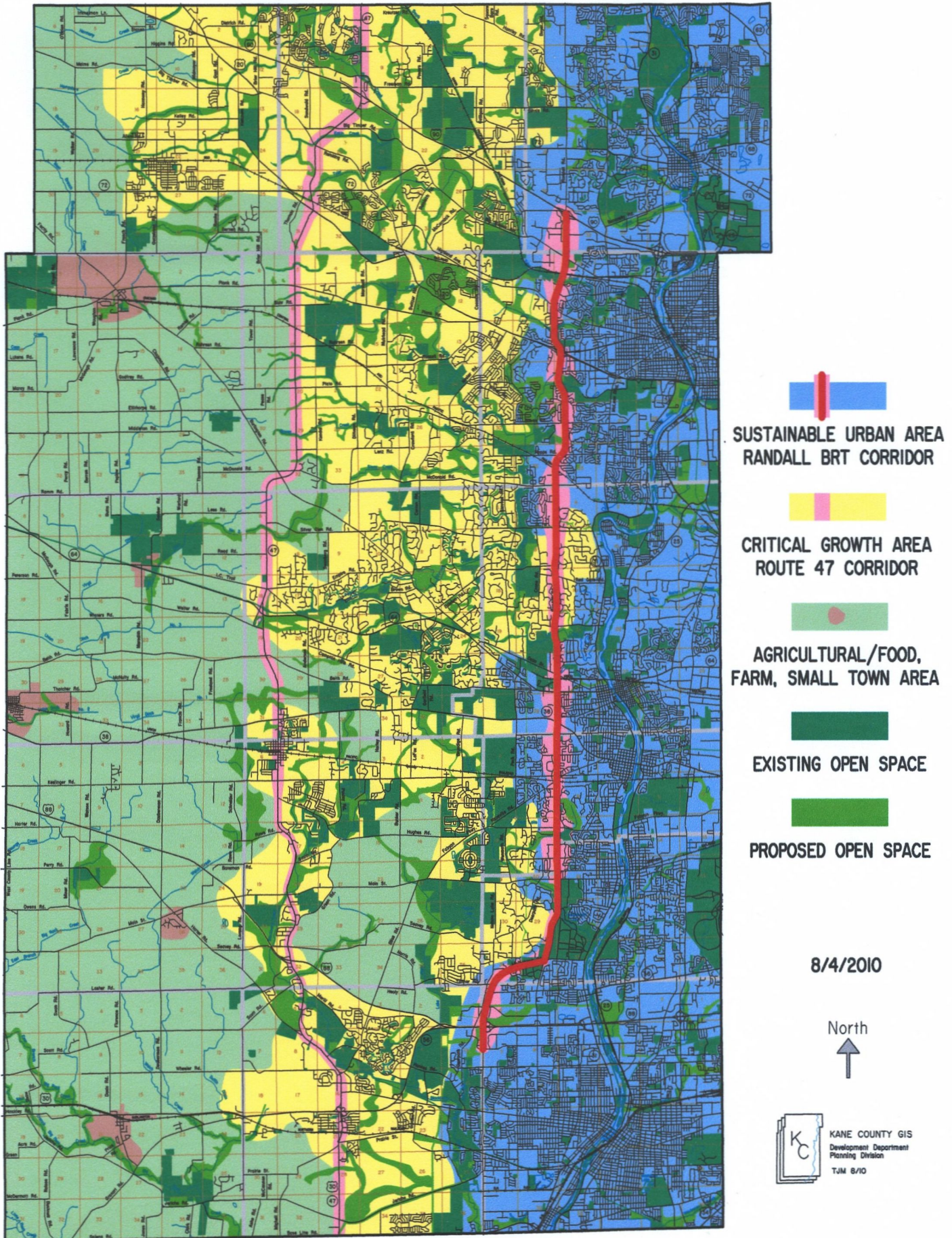
This review, research and analysis has led to the following recommendations for a 2040 Conceptual Land Use Strategy and the preparation of a 2040 Land Resource Management Plan.

1. For the purpose of county comprehensive planning, the conceptual strategy is again affirmed as fundamentally sound and has been validated by both the events of the past five years and the trends for the next three decades. Countywide the RPC has witnessed and identified land use decisions, implementation activities, public policies and citizen support that confirm the validity and establish the soundness of the conceptual strategy. In the 2030 Plan, the three distinct land use strategy areas were: the Urban Corridor Area, the Critical Growth Area, and the Agriculture / Rural Area. For the 2040 Plan the Commission recommends these be revised and identified as: the **Sustainable Urban Area**, the **Critical Growth Area**, and the **Agriculture/Food, Farm and Small Town Area**. These areas are indicated on the proposed 2040 Conceptual Land Use Strategy Map (Map #1).
2. In the 2030 Plan each of the three distinct land use strategy areas was assigned a specific theme: Renaissance, Refinement, and Recommitment. "Renaissance" emphasized the importance of the historic urban corridor and the opportunities for redevelopment, infill, adaptive reuse, Fox River improvements, new job creation and revitalized neighborhoods. "Refinement" indicated the need to re-evaluate the perimeters of the central area of rapid growth, how it relates to the urbanism to the east and the farmland to the west, the types and intensities of developments that should be encouraged, and fine-tuning the growth management efforts of the county and the municipalities. "Recommitment" reflected a desire, a dedication to aggressively pursue farmland preservation and protection through land use planning and zoning initiatives, the Kane County Farmland Preservation Program, the Illinois Farmland Preservation Act, and policy decisions regarding public infrastructure investments. While these three themes were appropriate and are still applicable to the conceptual strategy areas, it is recommended for the 2040 Plan that there be a single, over-arching theme:

#### ■ **Healthy People, Healthy Living, Healthy Communities**

Figure 1

# 2040 CONCEPTUAL LAND USE STRATEGY MAP



3. This new over-arching theme for preparing the 2040 Plan is based on Kane's Healthy Kids, Healthy Communities project --- Making Kane County Fit For Kids. This project is county wide in scope while having a particular focus on three targeted community areas where the county has partnered with local community coalitions made up of local government and community-based organizations. These community areas are: the city of Aurora, the City of Elgin and the Tri-Cities and the smaller villages to the west. Taken together these three community areas account for more than 70% of our total population, more than 85% of Kane's children, and greater than 95% of the county's Latino and African American residents.<sup>9</sup>

The Fit for Kids Project was launched April 7<sup>th</sup>, 2008 with a Leadership Summit convened by the Kane County Board Chairman and attended by more than 100 executive leaders from Kane County municipalities, school districts, park districts, businesses, the faith community, health and social service agencies, as well as local and state elected officials. The Leadership Summit provided participants with an in-depth briefing on the childhood obesity epidemic and called for a sustained, county-wide mobilization (emphasis added) through implementation of four strategic action principles that go to the heart of the systems, policies, environmental and land use changes needed to reverse the epidemic.

### **Making Kane County Fit for Kids Strategic Action Principles<sup>10</sup>**

1. Develop land use, planning and other public policies that foster and support physical activity for all our communities;
2. Assure that fresh fruits and vegetables are affordable and accessible to all families in our communities;
3. Support a culture of wellness and health promotion in our workplaces, schools, homes, communities and other institutions;
4. Provide parents and children with reliable, up-to-date information in multiple settings regarding healthy physical activity and eating habits.

The Health Kids, Healthy Communities – Making Kane County Fit for Kids project and the Strategic Action Principles need to be fundamental building blocks for the 2040 Plan. Additionally, the 2040 Plan needs to include recommendations that integrate land use, transportation, community design and economic development planning with public health planning to increase active transportation and other physical activities which can help prevent childhood obesity, as well as many chronic diseases such as heart disease and high blood pressure.

4. A foundation of the 2030 conceptual strategy map was open space protection and water resource management, especially along the Fox River and Kane County's major developing watersheds: Kishwaukee River (Eakin and Hampshire Creeks) Tyler, Ferson / Otter, Mill, Blackberry and Big Rock Creeks. Map # 2 included in this report indicates the 1840 landscape of Kane County including the timbered areas, the marshes and swamps (wetlands), the undisturbed prairies, the early tilled areas and settlements, and the fledgling trail and road network. Map # 3 superimposes the 1840 Landscape over the 2010 present day open space, road network and developed areas and adds emphasis to

why open space protection, greenway implementation and water resource management should continue to serve as three primary, basic goals in the development of the land use, transportation, municipal development and public facility elements of the 2040 Plan. Also, it is why the updated and expanded open space armature continues to be highlighted on the Conceptual Land Use Strategy Map and will be further revised and detailed on the 2040 Land Use Map to reflect acquisitions by the Forest Preserve District, park districts and others; expanded municipal land use and open space plans; private and institutional open space changes; and green infrastructure implementation associated with past and planned development activities.

5. The 2030 Plan stated “90% or more of the projected population growth for Kane County will occur as the result of municipal decisions and that as the municipalities make these decisions there are three challenges that must be addressed”.<sup>11</sup>



Future water supply challenge: How will we provide an additional 50 to 60 million gallons per day of sustainable water supply for an additional 300,000 people in the most efficient and environmentally responsible manner?



Traffic congestion challenge: How will we reduce traffic congestion, provide transportation options and improve air quality?



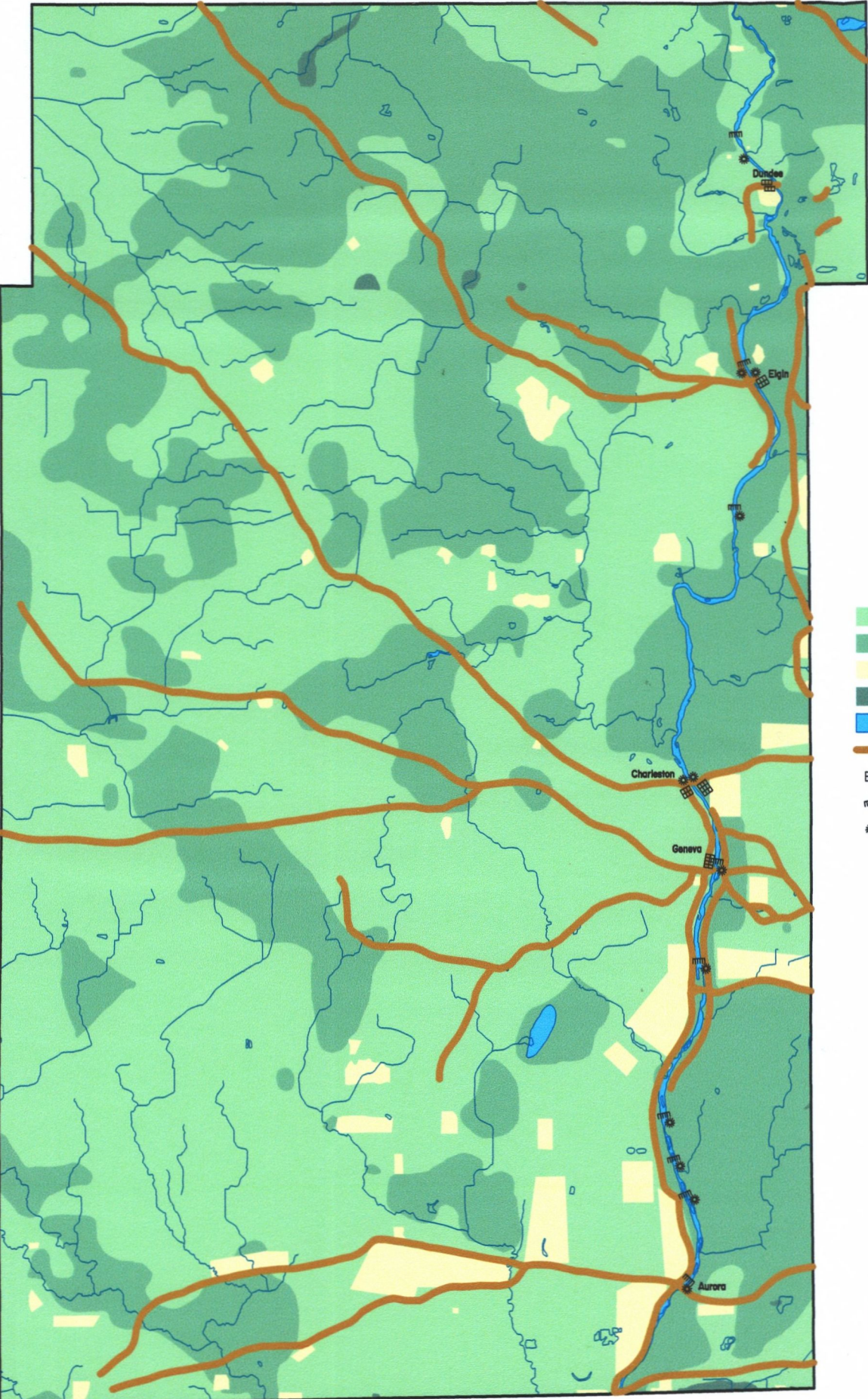
Diverse, affordable housing challenge: with more people coming into Kane County and dramatic changes in age, household make up, race and lifestyle trends, what actions must be taken to meet future housing needs?

The drought of 2007 reinforced the water supply challenge and resulted in an unparalleled effort by the state, region, county and municipalities to address long term water supply planning (See Recommendation #8). In spite of this progress the Commission recommends that water supply continue to be one of the three challenges in the 2040 Plan.

The traffic congestion challenge has been met with mixed results. For example, more and more municipal plans support walkability, bike trails, connectivity, and commuter rail service extensions. On the other hand, vehicle miles traveled (VMTs) have not been reduced, mixed use, high quality pedestrian environments are all too often not encouraged or approved, and congestion on the county highway system is increasing. It is recommended that the traffic congestion challenge be retained in the 2040 Plan as more specifically described in Recommendation #9 of this report.

Housing is more of a challenge than ever. Homes for a changing Kane County, affordable housing for working families, the mismatch between the planned supply of housing and expected demand are serious issues for the next three decades. The housing objectives and policies of the 2030 Plan have been validated and need to be emphasized, expanded and reinforced as a major challenge and opportunity in the 2040 Plan.

Figure 2  
**1840 LANDSCAPE**



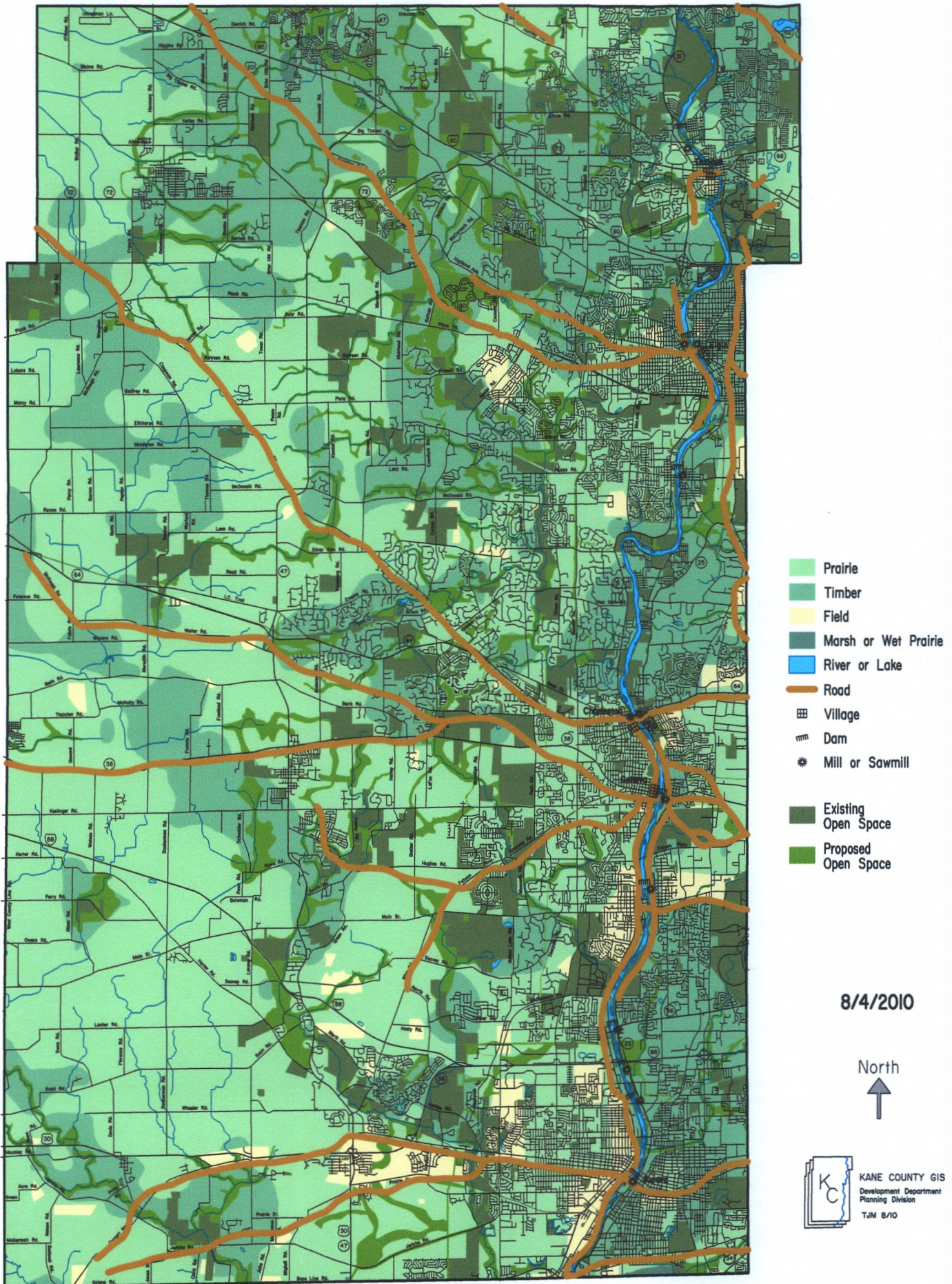
- Prairie
- Timber
- Field
- Marsh or Wet Prairie
- River or Lake
- Road
- Village
- Dam
- Mill or Sawmill

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Figure 3

# 2010 OPEN SPACE/1840 LANDSCAPE



6. The RPC's 4<sup>th</sup> 2030 Plan recommendation stated that Kane County "should encourage balanced, municipal development patterns that are concentrated within or adjacent to existing municipalities in the urban corridor, carefully designed, mixed use development respectful of water resource management and open space goals in the critical growth area; or planned expansions of the rural villages which minimize disruption of agricultural uses and farmland loss".<sup>12</sup>

In 2010 we find that almost without exception the urban municipalities along the Fox River have adopted plans and approved developments which implemented the 2030 Plan and helped to achieve many shared goals. In the Critical Growth Area the commission has identified mixed results. While some approved developments are carefully designed with mixed uses and attention to open space preservation and water resource management, all too many municipal plans and approved subdivisions reflect a "business as usual" attitude of sprawling, single family, unconnected, poorly designed developments that are not very walkable, sustainable or preserve adequate open space. Many of these approved and improved developments are all or partially vacant and may remain vacant and need to be re-thought and re-planned for the future. This situation is even more true with some municipalities in the agricultural and rural areas of the county. The rush by some municipalities to convert cornfields to rooftops during the last 7 years and the consequences of this type of development needs to be more directly addressed by the county, the municipalities, and our citizens in the update for the 2040 Plan.

7. A 2030 recommendation of the Planning Commission was that in designated areas "agriculture must continue to be a desired and preferred land use. Premature conversion of farmland to other uses should be discouraged."<sup>13</sup> As we proceed with the 2040 Plan there is no reason to back away from the general goal that by 2040 at least 50% of the land in Kane County should still be in farmland and open space uses. The agricultural objectives of the 2030 Plan, the strong support by the county of protective land strategies that discourage premature conversion of farmland, the economic importance of farming, and the policies that protect the best farmland and encourage new investment in agribusinesses need to be expanded and reinforced in the 2040 Plan. "Discover the Bounty of Kane!", the Kane County Farm Bureau program promoting locally grown, Kane County quality produce, from apples to zucchini, is just the beginning of a new era of providing in locally grown, healthy food products from the farm and community gardens to the table.
8. The 6<sup>th</sup> recommendation from the RPC to the County Board for the 2030 report addressed the increased demand for water of a growing county population and that water withdrawals from the aquifers not exceed sustainable rates. Since then Kane County has proudly been one of the leaders in the regional and statewide effort to assess our water resources, determine sustainable withdrawal rates from the Fox River and the deep and shallow aquifers, and plan for drought in the future. The 2040 Plan should continue to build on this effort by reflecting the contents of the Kane County Water Supply Report (2009), supporting the efforts of CMAP and the Northeast Illinois Region Water Supply Planning Group, implementing the recommendations of the *Northeastern Illinois Regional Water Supply / Demand Plan* (2010), and supporting water resource-driven land use decisions.
9. The relationship between land use and transportation planning was of fundamental importance to the 2030 Conceptual Land Use Strategy and is of greater importance as we proceed with the 2040 Plan. The *2030 Land Resource Management Plan* and the

*2030 Transportation Plan* were adopted by the County Board as a package and represent the first time in Illinois where a county concurrently prepared and adopted land use and transportation plans. The relationship between land use and transportation in the 2040 Plan represents an opportunity to expand transit systems, improve walkability, reduce vehicle miles traveled, focus on maintaining and improving the highway system and improve energy efficiency and conservation.

The 2040 Plan should also incorporate and develop the transportation studies for the Randall Road Bus Rapid Transit (BRT) Project funded by the U.S. Department of Energy and the Illinois 47 Corridor Planning effort funded by IDOT's Illinois Tomorrow Corridor Grant Program. The Commission recommends that the BRT and Illinois 47 Corridors be added to the Conceptual Strategy Map and be a major component of the 2040 Planning Process, especially with the municipalities within these emerging transportation corridors of the future.

10. The preparation of both the 2020 and 2030 Plans was based on the 10 Smart Growth Principles.<sup>14</sup>

1. Mix land uses
2. Take advantage of compact building design
3. Create a range of housing opportunities and choices
4. Create walkable neighborhoods
5. Foster distinctive, attractive communities with a strong sense of place
6. Preserve open space, farmland, natural beauty and critical environmental areas
7. Strengthen and direct development towards existing communities
8. Provide a variety of transportation choices
9. Make development decisions predictable, fair and cost effective
10. Encourage community and stakeholder collaboration in development decisions

These continue to be valid for the 2040 Plan and should be reinforced with the Livability Principles recommended by the Partnership for Sustainable Communities, a unique consortium formed by the U.S. Department of Housing and Urban Development (HUD), the U.S. Department of Transportation (DOT), and the Environmental Protection Agency (EPA). These three agencies have pledged to ensure that housing and transportation goals are met while simultaneously protecting the environment, promoting equitable development, and helping to address the challenges of climate change.

The Livability Principles<sup>15</sup> are:

- Provide more transportation choices
- Promote equitable affordable housing
- Enhance economic competitiveness
- Support existing communities
- Coordinate and leverage federal policies and investments
- Value communities and neighborhoods

The above recommendations regarding Smart Growth and Livability Principles have been linked to the creation of healthy communities. The overarching theme of **Healthy People, Healthy Living, Healthy Communities** is integral to the 2040 Plan. By implementing the following key planning objectives promoted by the Centers for Disease Control for Healthy Community Design<sup>16</sup>, the county can help reduce the risk of obesity, heart disease, and hypertension:

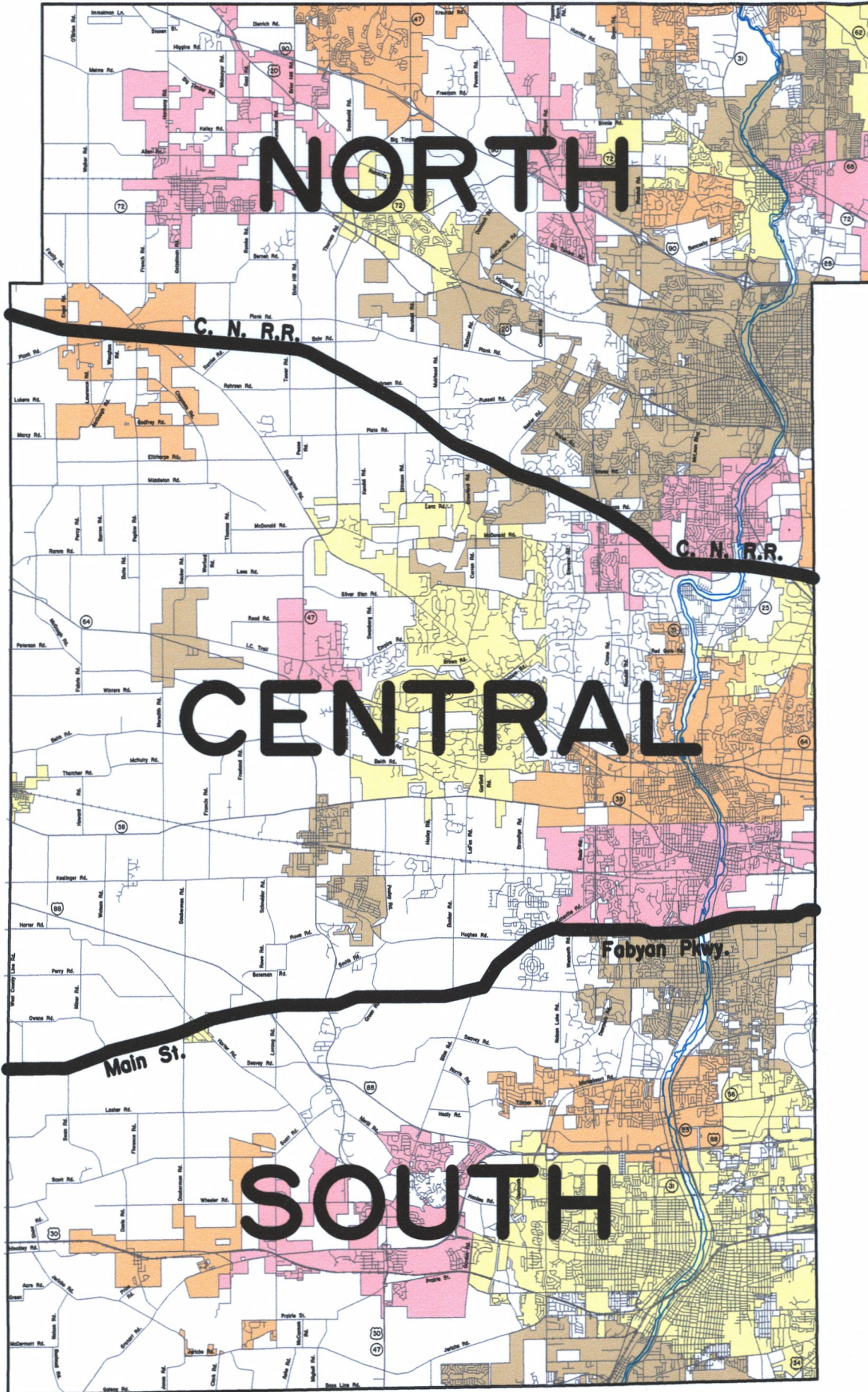
- Integrating physical activities into residents' daily lives by developing communities that promote walking to and from places of education, recreation, shopping, work and worship
- Encouraging the building of communities with residences and businesses located closer together to shorten vehicle trips and encourage the use of other modes of transportation, such as biking and public transit, when walking may not be an effective option
- Creating streets and public areas that are interconnected and that provide an appealing, safe and comfortable environment for walking and biking
- Providing transit services that are within walking distance of homes, businesses and other facilities

11. In 1994 the 2020 Plan introduced and recommended eight Partnership Planning Areas (PPA's) and in 2003 the 2030 Plan recommended utilizing the eight PPA's to "facilitate cooperation and adoption of land use agreements between the county and municipalities and the cities and villages".<sup>17</sup> Since then more municipalities have been created, municipal boundaries have been greatly expanded and the County Highway Impact Fee Ordinance has been amended and now relies on three instead of eight areas. Additionally, electronic communication and more elaborate geographic information and mapping systems have evolved. Accordingly, the Plan Commission recommends that for the 2040 Plan the three section of Kane County, north, central and southern, shown on Map #4, be used for plan coordination and public participation purposes.

12. The Kane County Regional Planning Commission first recommended a Conceptual Strategy Plan to the County Board in February 1993. That recommendation led to the completion and adoption in 1994 by the County Board of the *2020 Land Resource Management Plan*. In 2003, based on the highly regarded and successful 2020 Plan, the Planning Commission affirmed the Conceptual Strategy Plan and made 10 additional recommendations to the County Board regarding the completion and adoption in 2004 of the *2030 Land Resource Management Plan: Planning for Safe, Healthy and Livable Communities*. In turn, the 2030 Plan and a more than fifty year tradition of planning and resource protection in Kane County have led to this report from the Regional Planning Commission to the Kane County Board. We hereby validate the previous plans and their recommendations and we endorse the 2040 Conceptual Strategy as a means to ensure that Kane County's quality of life will be sustained and that there will be a proper balance between natural resource protection and healthy communities and economic development as we progress further into the 21<sup>st</sup> Century. Further, the Commission requests the County Board approve by resolution the "2040 Conceptual Land Use Strategy Map" and this report as a matter of policy direction in the preparation, review and adoption of the 2040 "Plan" which we recommend be titled, Then (1840), Now (2010), and Tomorrow (2040): 200 Years of Settlement, Development, Preservation and Planning for a Safe, Healthy and Livable Kane County, Illinois.

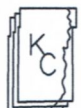
Figure 4

# PLANNING PARTICIPATION AREAS



8/4/2010

North



KANE COUNTY GIS  
Development Department  
Planning Division  
TJM 8/10

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11. Kane County. (2004). *2030 Land Resource Management Plan*. See page 25.
12. Kane County (2003) Conceptual Land Use Strategy Report. See page 5.
13. Kane County (2003) Conceptual Land Use Strategy Report. See page 5.
14. Smart Growth Network (2002). *Getting to Smart Growth, 100 Policies for Implementation*. See <http://www.smartgrowth.org>.
15. HUD-DOT-EPA Interagency Partnership for Sustainable Communities (2010). See <http://www.epa.gov/smartgrowth/partnership/>.
16. Center for Disease Control. National Center for Environmental Health. (2009). *Healthy Community Design: LEED-ND and Healthy Neighborhoods, An Expert Panel Review*. See <http://www.cdc.gov/healthyplaces/>.
17. Kane County. (2003). Conceptual Land Use Strategy Report. See page 8.



# AGENDA ITEM EXECUTIVE SUMMARY

Agenda Item #7A

Date: September 27, 2010

Item: *Resolution: Approving a GIS Professional Services Contract with GIS Solutions, Inc.*

Presenter / Sponsor: Tom Rickert

Assigned Committee: Transportation

Budgeted:  Yes  No  N/A

*If not budgeted, explain funding source: N/A*

Appropriation: \$47,970.00

## Summary:

The Department has followed the adopted Consultant Selection Process to select a vendor for 2010 / 2011 GIS Services. Eight (8) vendors' submitted letters of interest and 3 vendors were selected for the interview process. The vendor with the highest score was GIS Solutions Inc.

Staff is recommending GIS Solutions Inc. be awarded the 2010 / 2011 GIS Professional Services Contract in the amount of \$47,970.00. This is the first GIS Professional Services contract that has been required since 2006. KDOT staff has been able to support the current GIS Systems including software hardware and applications on its own since that time. During the time period substantial changes have been occurred in the GIS Software that requires the use of outside consultants for assistance.

The scope of work is broken into 3 elements as follows:

- I. Modify / Consolidation of existing tools and applications
  - a. Modification of applications and tools to support ArcGIS Version 10.0
  - b. Database development
  - c. Integration of datasets from Permitting, Sign Management and Traffic alerts
- II. GIS Support Services
  - a. Upgrade and compatibility testing of all software to ESRI version 10.0
  - b. On call as needed – used as third tier support for troubleshooting issues
- III. Map Viewer Development
  - a. The current map viewer will be updated to use current ESRI GIS Server Technology with an Adobe Flash interface

Low level tasks will be performed by KDOT staff with an effort to utilize the consultant for high level work. Implementation of the products will be controlled by KDOT staff and implemented with full knowledge transfer of all code and products.

All technologies implemented on the scope are standards adopted by the Kane County GIS Department.

Staff requests approval of the GIS Professional Services Contract with GIS Solutions Inc. in the amount of \$47,970.00.

List Attachments: GISProfessioanalServices2010\_2011.PDF

Detailed information available from / at: Kurt Lebo, IT / GIS Chief (630) 208-3137

Staff Comments / Recommendations: For information only.

STATE OF ILLINOIS

COUNTY OF KANE

RESOLUTION NO. 10 - \_\_\_\_\_

**APPROVING A GIS PROFESSIONAL SERVICES CONTRACT  
WITH GIS SOLUTIONS, INC.**

WHEREAS, the County of Kane desires to undertake a project for technical support of its Geographic Information Systems (GIS) including software, hardware and applications therefor (hereinafter the "Project"); and

WHEREAS, in order to accomplish the Project, it is necessary to retain the services of a professional engineering firm to perform the necessary technical support; and

WHEREAS, GIS Solutions, Inc., 2612 Farragut Drive, Springfield, IL 62704 has experience and professional expertise in GIS technical support and is willing to perform the required services for an amount not to exceed Forty Eight Thousand Dollars (\$48,000.00).

NOW, THEREFORE, BE IT RESOLVED by the Kane County Board that the Chairman thereof is hereby authorized to execute an engineering services contract with GIS Solutions, Inc. (a copy of which is on file with the County Clerk's Office).

BE IT FURTHER RESOLVED that the Kane County Board appropriate the sum of Forty Eight Thousand Dollars (\$48,000.00) from County Highway Fund #300, Line Item #50150 (Contracts and Consulting) to pay for said GIS technical support services.

Line item	Line Item Description	Was personnel/item/service approved in original budget or a subsequent budget revision?	Are funds <u>currently</u> available for this personnel/item/service in the specified line item?	If funds are not currently available in the specified line item, where are the funds available?
300.520.520.50150	Contracts and Consulting	Yes	Yes	

Passed by the Kane County Board on October 12, 2010.

\_\_\_\_\_  
John A. Cunningham  
Clerk, County Board  
Kane County, Illinois

\_\_\_\_\_  
Karen McConnaughay  
Chairman, County Board  
Kane County, Illinois

Vote:  
Yes \_\_\_\_\_  
No \_\_\_\_\_  
Vote \_\_\_\_\_  
Abstentions \_\_\_\_\_

10GISSOLUTIONS.4LH

**AN AGREEMENT BETWEEN THE COUNTY OF KANE AND  
GIS SOLUTIONS INC. FOR GEOGRAPHIC INFORMATION SYSTEMS SUPPORT**

**PURCHASE ORDER # \_\_\_\_\_**

This AGREEMENT, made this \_\_\_\_ day of October 2010 between COUNTY OF KANE, a body corporate and politic of the State of Illinois (hereinafter referred to as the "COUNTY"), of 719 South Batavia Avenue, Geneva, Illinois 60134 and GIS SOLUTIONS INC., an Illinois corporation and geographic information systems company with offices at 2612 Farragut Drive Springfield IL Illinois 62704 (hereinafter referred to as the "CONSULTANT"). The COUNTY and the CONSULTANT are sometimes hereinafter collectively referred to as the "PARTIES" and individually as a "PARTY".

**WITNESSETH**

WHEREAS, it is deemed to be in the best interest of the COUNTY and the motoring public to improve and maintain the various highways throughout Kane County utilizing up to date computerized information technologies; and,

WHEREAS, The COUNTY's Geographic Information System (GIS) requires the enhancement of existing GIS applications and maintenance of existing application software (herein after referred to as the "PROJECT"); and

WHEREAS, in order to accomplish the PROJECT it is necessary to retain the services of a professional engineering firm to perform GIS professional services for the PROJECT; and,

WHEREAS, the CONSULTANT has experience and professional expertise in GIS services and is willing to perform said services for the PROJECT for an amount not to exceed Forty Seven Thousand Nine Hundred and Seventy Dollars (\$47,970.00),

WHEREAS, the COUNTY has determined that it is in the COUNTY'S best interest to enter into this AGREEMENT with the CONSULTANT.

NOW, THEREFORE, in consideration of the above stated preambles, the mutual covenants and agreements herein set forth, the PARTIES do hereby mutually covenant, promise, agree and bind themselves as follows:

**1.0 INCORPORATION**

1.1 All of the preambles set forth hereinabove are incorporated into and made part of this AGREEMENT.

**2.0 SCOPE OF SERVICES**

2.1 Services for the PROJECT are to be provided by the CONSULTANT according to the specifications set forth in Exhibit "A" which is attached hereto and incorporated herein. The services are sometimes hereinafter also referred to as the "work".

### 3.0 NOTICE TO PROCEED

3.1 Authorization to proceed with the work described and as otherwise set forth in Exhibit "A" shall be given on behalf of the COUNTY by the Kane County Engineer, in the form of a written notice to proceed (hereinafter "Notice to Proceed"), following execution of this Agreement by the County Board Chairman of the COUNTY.

### 4.0 TECHNICAL SUB-CONSULTANTS

4.1 The prior written approval of the Kane County Engineer shall be required before any sub-consultants are hired by the CONSULTANT to perform any of the work.

4.2 Any such sub-consultants shall be hired and supervised by the CONSULTANT and the CONSULTANT shall be solely responsible for any and all work performed by said sub-consultants in the same manner and with the same liability as if performed by the CONSULTANT.

### 5.0 TIME FOR PERFORMANCE

5.1 The CONSULTANT shall commence work on the PROJECT as directed in the Notice to Proceed. The COUNTY is not liable and will not pay the CONSULTANT for any work performed prior to the date of the Notice to Proceed or after termination of this AGREEMENT.

5.2 Within ten (10) days after the Notice to Proceed is mailed or otherwise transmitted to the CONSULTANT, the CONSULTANT shall submit a schedule for completion of the PROJECT. The schedule is subject to approval by the Kane County Engineer.

### 6.0 COMPENSATION

6.1 The COUNTY shall only pay the CONSULTANT for work performed and shall pay only in accordance with the provisions of this AGREEMENT.

6.2 For work performed, the COUNTY shall pay the CONSULTANT based upon the hourly rates set forth in Exhibit "B", which is attached hereto and incorporated herein and which rates includes overhead and profit.

6.3 For direct expenses, the COUNTY shall pay the CONSULTANT for supplies and materials required for the completion of all work defined in the Exhibit "A" which is attached hereto.

6.4 For direct expenses, the CONSULTANT shall include copies of receipts from suppliers for expendable materials with its invoice to the COUNTY. Computer charges will not be allowed as direct expenses.

- 6.5 Within 45 days of receipt, review and approval of properly documented invoices, the COUNTY shall pay or cause to be paid to the CONSULTANT partial payments of the compensation specified in this AGREEMENT. Payment will be made in the amount of sums earned less previous partial payments. However, the COUNTY reserves the right to hold back a sum equal to five percent (5%) of the total Agreement sum to ensure performance satisfactory to the Kane County Engineer.
- 6.6 Total payments to the CONSULTANT under the terms of this AGREEMENT shall not exceed Forty Seven Thousand Nine Hundred and Seventy Dollars (\$47,970.00).

#### 7.0 DELIVERABLES.

- 7.1 The CONSULTANT shall provide the COUNTY, prior to the termination of this AGREEMENT, or at such time as the Kane County Engineer directs, any required deliverables related to work performed under this AGREEMENT.
- 7.2 Upon receipt, review and acceptance of all deliverables by the COUNTY (if required), final payment will be made to the CONSULTANT by the COUNTY.

#### 8.0 CONSULTANT'S INSURANCE

- 8.1 The CONSULTANT shall, during the term of this AGREEMENT and as may be required thereafter, maintain, at its sole expense, insurance coverage including:
- A. Worker's Compensation Insurance in the statutory amounts.
  - B. Employer's Liability Insurance in an amount not less than Five Hundred Thousand Dollars (\$500,000) each accident/injury and Five Hundred Thousand Dollars (\$500,000) each employee/disease.
  - C. Commercial General Liability Insurance, (including contractual liability) with limits of not less than One Million Dollars (\$1,000,000) per occurrence bodily injury/property damage combined single limit; Two Million Dollars (\$2,000,000) excess liability coverage in the aggregate for injury/property damage combined single limit and Two Million Dollars (\$2,000,000) in the aggregate for products-completed operations.
  - D. Commercial Automobile Liability Insurance with minimum limits of at least One Million Dollars (\$1,000,000) for any one person and One Million Dollars (\$1,000,000) for any one occurrence of bodily injury or property damage.

8.2 It shall be the duty of the CONSULTANT to provide to the COUNTY copies of the CONSULTANT'S certificates of insurance before issuance of the Notice to Proceed. The CONSULTANT shall provide the COUNTY and maintain a certificate of insurance for its General Liability Policy which certificate shall include the COUNTY as additional named insured. The additional named insured endorsement included on the CONSULTANT'S Commercial General Liability policy shall provide the following:

- A. That the coverage afforded the additional named insured will be primary insurance for the additional named insured with respect to claims arising out of operations performed by or on behalf of the CONSULTANT;
- B. That if the additional named insured has other insurance which is applicable to the loss, such other insurance will be only on an excess or contingent basis;
- C. That the amount of the CONSULTANT'S liability under the insurance policy will not be reduced by the existence of such other insurance; and,
- D. That the certificate of insurance shall contain a provision or endorsement that the coverage afforded will not expire, be canceled, materially changed, nor renewal refused until at least thirty (30) days prior written notice has been given to COUNTY.

8.3 The insurance required to be purchased and maintained by CONSULTANT shall be provided by an insurance company acceptable to the County with an AM Best rating of A- or better, and licensed to do business in the State of Illinois; and shall include at least the specified coverage and be written for not less than the limits of the liability specified herein or required by law or regulation whichever is greater. In no event shall any failure of the COUNTY to receive policies or certificates of insurance or to demand receipt of the same be construed as a waiver of the CONSULTANT'S obligation to obtain and keep in force the required insurance.

## 9.0 INDEMNIFICATION.

9.1 To the fullest extent permitted by law, the CONSULTANT shall indemnify and hold harmless the COUNTY, and its officials, directors, officers, agents, and employees from and against any and all claims, damages, losses, and expenses, including but not limited to court costs and attorney's fees, arising out of or resulting from performance of the work, provided that such claim, loss or expense is attributable to bodily injury, sickness, disease or death, or to injury to or destruction of property, including loss of use resulting therefrom, but only to the extent caused in whole or in part by negligent acts or omissions of the CONSULTANT, a sub-consultant, anyone directly or indirectly employed by them or anyone for whose acts they may be liable, excluding any proportionate amount of any claim, damage, loss or expense which is caused by the negligence of the COUNTY. Such obligation shall not be construed to negate, abridge or reduce other rights or obligations of indemnity, which would otherwise exist as to a PARTY or person described in this paragraph. In claims against the COUNTY

and its officials, directors, officers, agents, and employees by an employee of the CONSULTANT, a sub-consultant, anyone directly or indirectly employed by them or anyone for whose acts they may be liable, the indemnification obligation under this paragraph shall not be limited by a limitation on the amount or type of damages, compensation or benefits payable by or for the CONSULTANT or a sub-consultant under workmen's compensation acts, disability benefit acts or other employee benefit acts.

- 9.2 Nothing contained herein shall be construed as prohibiting the COUNTY, its officials, directors, officers, agents, and employees, from defending through the selection and use of their own agents, attorneys and experts, to defend any claims, actions or suits brought against them.
- 9.3 If any errors, omissions, intentional or negligent acts are made by the CONSULTANT or sub-consultant in any phase of the work, the correction of which requires additional field or office work, the CONSULTANT shall be required to perform such additional work as may be necessary to remedy same without undue delay and without charge to the COUNTY.
- 9.4 Acceptance of the work by the COUNTY will not relieve the CONSULTANT of the responsibility for the quality of the work, nor of the CONSULTANT'S liability for loss or damage to property or persons resulting therefrom.

#### 10.0 SATISFACTORY PERFORMANCE.

- 10.1 The CONSULTANT'S and sub-consultant's standard of performance under the terms of this AGREEMENT shall be that which is to the satisfaction of the COUNTY and meets or exceeds the quality and standards commonly accepted in the industry in the Chicago metropolitan area.

#### 11.0 CONFLICT OF INTEREST.

- 11.1 The CONSULTANT covenants that it has no conflicting public or private interest and shall not acquire directly or indirectly any such interest which would conflict in any manner with the performance of CONSULTANT'S services under this AGREEMENT.
- 11.2 The CONSULTANT, by its signature on this AGREEMENT, certifies that it has not been barred from being awarded a contract or subcontract under the Illinois Purchasing Act; and further certifies that it has not been barred from contracting with a unit of State or Local government as a result of a violation of Section 33E-3 or 33E-4 of the Illinois Criminal Code (Illinois Compiled Statutes, 1992, Chapter 720, paragraph 5/33E-3).

12.0 OWNERSHIP OF DOCUMENTS.

12.1 The CONSULTANT agrees that all survey data, reports, drafting, studies, specifications, estimates, maps, documents and computations prepared by the CONSULTANT under the terms of this AGREEMENT shall be properly arranged, indexed and delivered to the COUNTY within ninety (90) days of written request therefor. The CONSULTANT's obligation hereunder shall survive the termination of this AGREEMENT.

12.2 The documents and materials made or maintained under this AGREEMENT shall be and will remain the property of the COUNTY which shall have the right to use same without restriction or limitation and without compensation to the CONSULTANT other than as provided in this AGREEMENT.

13.0 COMPLIANCE WITH STATE AND OTHER LAWS – PREVAILING WAGE ACT.

13.1 The CONSULTANT and any sub-consultants will comply with all State, Federal and Local statutes, ordinances and regulations; and will obtain all permits as are applicable.

13.2 The CONSULTANT and any sub-consultants shall not discriminate against any worker, job applicant, employee or any member of the public, because of race, creed, color, sex, age, handicap, or national origin, or otherwise commit an unfair employment practice.

13.3 The CONSULTANT and any sub-consultant(s) shall comply with all applicable State and Federal Prevailing Rate of Wage Laws, and shall take all steps necessary to remain in compliance therewith. (See Exhibit "C")

14.0 MODIFICATION OR AMENDMENT.

14.1 The terms of this AGREEMENT may only be modified or amended by a written document duly executed by both PARTIES.

15.0 TERM OF THIS AGREEMENT.

15.1 The term of this AGREEMENT shall begin on the date this AGREEMENT is fully executed and shall continue in full force and effect until the earlier of the following occurs:

A. The PARTY'S termination of this AGREEMENT in accordance with the terms of Section 16.0; or,

B. Upon the 730 days after receipt by the CONSULTANT of the Notice to Proceed from the Kane County Engineer on behalf of the COUNTY. (The fee payable to the CONSULTANT for services rendered shall be for 335

calendar days during the periods from July 2010 to June 2012 as set forth on Exhibit A attached hereto).

- 15.2 In the event the required calendar days as stated in Section 15.1 B above are exceeded and/or anticipated personnel requirements are not adequate and remaining funds are not sufficient to complete the PROJECT, adjustments in total compensation to the CONSULTANT may, at the sole option of the COUNTY be determined through negotiation between the COUNTY and the CONSULTANT. The COUNTY shall however, have no obligation to agree to any adjustment in total compensation or in the term of this Agreement.
- 15.3 The date of the first calendar day for this AGREEMENT shall be the date of receipt of the Notice to Proceed by the CONSULTANT from the COUNTY. In the event the PROJECT work is suspended by the COUNTY as recorded on the "Report of Starting and Completion Date," the calendar days for this AGREEMENT will also be suspended for a like amount of time.
- 15.4 Notwithstanding anything in Section 15.0 to the contrary, the Kane County Engineer may at his sole option, upon the request of the CONSULTANT, extend the term of this Agreement for a period of time up to but not exceeding one year.

#### 16.0 TERMINATION ON WRITTEN NOTICE.

- 16.1 Except as otherwise set forth in this AGREEMENT, the CONSULTANT shall have the right to terminate this AGREEMENT for cause upon serving sixty (60) days written notice upon the COUNTY.
- 16.2 The COUNTY may terminate this AGREEMENT at any time for any reason upon written notice to the CONSULTANT.
- 16.3 Upon termination of this AGREEMENT, the obligations of the PARTIES to this AGREEMENT shall cease, but they shall not be relieved of the duty to perform their obligations up to the date of termination. Notwithstanding anything in this AGREEMENT to the contrary however, the obligations of the CONSULTANT to indemnify and hold harmless the COUNTY as provided for in Section 9.0 of the AGREEMENT shall survive the termination of this AGREEMENT.
- 16.4 Upon termination of this AGREEMENT, all data, work products, reports and documents produced, as a result of this AGREEMENT remain and shall become the property of the COUNTY.

#### 17.0 ENTIRE AGREEMENT.

- 17.1 This AGREEMENT contains the entire agreement and understandings between the PARTIES.
- 17.2 There are no other covenants, promises, conditions or understandings, either oral or written, other than those contained herein.

18.0 NON-ASSIGNMENT.

18.1 This AGREEMENT shall not be assigned by a PARTY without prior written approval of the other PARTY.

19.0 SEVERABILITY.

19.1 In the event any provision of this AGREEMENT is held to be unenforceable for any reason, the enforceability thereof shall not affect the remainder of the AGREEMENT, which will remain in full force and effect and enforceability in accordance with its terms.

20.0 GOVERNING LAW.

20.1 This AGREEMENT shall be governed by the laws of the State of Illinois both as to interpretation and performance.

20.2 Venue for any dispute arising hereunder shall be in the Circuit Court of the Sixteenth Judicial Circuit, Kane County, Illinois.

21.0 NOTICE.

Any required notice shall be sent to the following addresses and party:

KANE COUNTY DIVISION OF TRANSPORTATION  
41W011 Burlington Road  
Saint Charles, IL 60175  
Attn.: Carl Schoedel, P.E., Kane County Engineer

GIS Solutions Inc. 2612 Farragut Drive

Springfield IL Illinois

Attn.: Tim Johnson

IN WITNESS WHEREOF, the parties set their hands and seals as of the date first written above.

COUNTY OF KANE

GIS SOLUTIONS INC.

\_\_\_\_\_  
KAREN McCONNAUGHAY  
CHAIRMAN, KANE COUNTY BOARD

\_\_\_\_\_  
By: TIM JOHNSON  
PRESIDENT

ATTEST:

ATTEST:

\_\_\_\_\_  
JOHN A. CUNNINGHAM  
KANE COUNTY CLERK

\_\_\_\_\_  
By:  
SECRETARY

(Seal)

Exhibit “A



Exhibit “B”

<b>Task</b>	<b>Description</b>	<b>Project Manager</b>	<b>Senior GIS Developer</b>	<b>GIS Developer</b>	<b>Hours</b>	<b>Cost</b>
1	Modify/Consolidate Existing Application and Tools	8	40	160	208	\$23,600
2	General Technical Support		42	42	84	\$9,870
3	Map Viewer Development	4	24	100	128	\$14,500
	<b>Total Hours</b>	12	106	302	420	
	<b>Total Cost</b>					\$47,970

EXHIBIT "C"

**PREVAILING WAGE RATES**

It is the policy of the State of Illinois as declared in the Illinois Prevailing Wage Act (820 ILCS 130/1 *et seq.*) "that a wage of no less than the general prevailing hourly rate as paid for work of a similar character in the locality in which the work is performed, shall be paid to all laborers, workers and mechanics employed by or on behalf of any and all public bodies engaged in public works".

The CONSULTANT agrees to pay, when applicable, the current Illinois Department of Labor Prevailing Wage Rates for all County of Kane projects. Current prevailing wage rates are available from the Illinois Department of Labor at their website: <http://www.state.il.us/agency/idol/rates/rates.HTM>.

Prevailing wage rates are subject to revision monthly. The CONSULTANT acknowledges its responsibility, for payment of any applicable future adjustment thereof.

The CONSULTANT further acknowledges its responsibility to notify any sub-consultant of the applicability of the Prevailing Wage Act.

When applicable, the CONSULTANT agrees to provide the Kane County Division of Transportation "certified payrolls" as required by the Prevailing Wage Act

\_\_\_\_\_  
Company Name

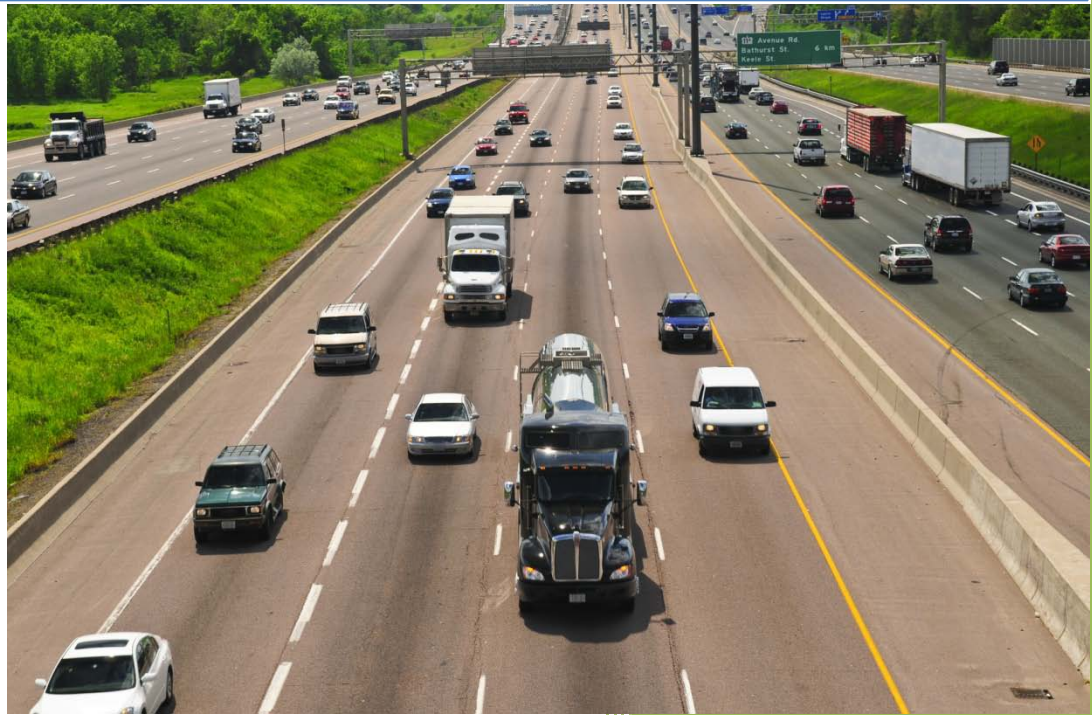
\_\_\_\_\_  
Signature of Officer of Company

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

2010

# Kane County Division of Transportation – GIS Professional Services



Submitted by:

GIS Solutions Inc.  
2612 Farragut Drive  
Springfield, IL 62704  
217-546-3635  
[www.gis-solutions.com](http://www.gis-solutions.com)

August 3, 2010

Kurt D. Lebo, GISP  
Kane County Division Transportation  
41W011 Burlington Road  
St. Charles, IL 60175

RE: GIS Professional Services/Support

Dear Mr. Lebo:

GIS Solutions Inc. is pleased to provide the following Project Scope for GIS professional services and support. GIS Solutions will provide a professional team with the experience and knowledge to deliver the Kane County Division of Transportation with the best value in completing the outlined tasks.

Please contact me at 217-836-5749 or [jconlon@gis-solutions.com](mailto:jconlon@gis-solutions.com) regarding all matters related to this project.

We look forward to working with you and your staff.

Sincerely,

A handwritten signature in black ink, appearing to read "Jim Conlon". The signature is fluid and cursive, with the first name "Jim" being more prominent than the last name "Conlon".

Jim Conlon  
Senior Consultant, GIS Solutions, Inc.

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## Project Scope

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### Task I – Modify / Consolidate existing applications & tools

#### **Phase I – Project Initiation/Planning**

##### Activity I - Project Kick Off Meeting

An initial Project Kick-Off Meeting to review project objectives, outline an overall project plan, outline project scope, and initiate communication between all involved parties.

##### Activity II – Scope Document

Finalize project scope based on information provided below and future correspondence.

*Scheduled dates:* TBD

*Level of Effort:* Medium

*Assigned Resources:* Kane County key personnel, GIS Solutions staff

*Dependencies:* Key personnel scheduling

*Deliverables:* Approved Scope.

*Assumptions:* Much of scope will be based on information outlined below. The mapping component of the application will be based on GSI's Adobe Flex template.

*Remarks:* N/A

#### **Phase II – Project Design**

##### **Application Interface and Functionality**

KDOT has developed an in house tools used to identify geospatial data based on measures along any County Route. The data to support the tool was developed in house to support a current effort to develop countywide pavement ratings. The objective of this task is to enhance the existing tool and combine functionality of several other applications. The end -product will be an application that allows the end users to query and find activities along a designated County route such as Average Daily Traffic, Accidents, Construction activities, permitting activities, capital improvement projects and future projects. The application will allow querying of the data via conventional tabular methods and mapping interface. Dynamic charting and reporting will also be developed. Finally Database enhancements and integration will allow end users to enter data in a single relational database rather than local PC's.

##### Activity I – Database

Develop a relational database / geodatabase that will allow the user to search by County Road name or County Route. KDOT currently has a Linear Referencing System. The desire is to adjust the data structure as needed/recommended to provide a schema for the future. KDOT staff will do any data transformation required. GSI has access to sample data.

Activity II – Functionality consolidation

Using the existing “KDOT LRM” tool as a functionality template, GSI will enhance the capability to include the following functionality.

**Kane County Data LRM Tool Specification Version 1.1****Search Functionality:**

1. Name Search - Modify the interface to allow searches by County name and or County Route. Users will select a name from a drop-down list of available county roads.
2. Map-based Search – Build map-based search functionality. Allow users to initiate and conduct a search that is map driven. Users will select search type: text or map to find a Route or Road. If the user enables a map search, they will be allowed to navigate the map and make a Route or Road selection on the map. After the route has been selected, it will be highlighted on the map. The user will then go to the next step of selecting begin and end intersections to define a specific segment of the route. The route and the user selected intersections will be highlighted on the map.

**Search Results:** Design and formatting of the results will be an iterative process. With several data elements, map images, document links and map links; the team needs to work towards a user friendly interface.

1. An overview map of the selected route from selected begin intersection to selected end intersection will be displayed in the results tab.
2. A separate map image zoomed to both the selected begin and end intersection will be displayed in the results tab.
3. Data in the results tab
  - Township(s) intersected by defined route segment; include Township Name(s) and total count.
  - Bridge(s) intersected by defined route segment; include Bridge Name(s) and total count. A viewable map image zoomed to each intersected bridge will be available for display in the results tab.
  - Average Daily Traffic along the defined route segment; include a list of counts with year and value. The user should be able to click a link on a specific count and invoke a map and a pdf document with detailed information regarding the count. The returned counts will be sorted and grouped by year then milepost. The source ADT data contains date, count, and pdf name.
  - County Board District(s) intersected by defined route segment; include County Board Districts Name(s) and total count.
  - Capital improvement project(s) intersected by defined route segment; include Capital improvement project Name(s), Section Number, and total count. Provide the user the ability to zoom to a selected project limits on the map.

- Intersection(s) along the defined route segment; include Intersection Name(s) and total count. Provide the user the ability to zoom to a selected intersection on the map.
- Intergovernmental Agreement(s) along the defined route segment; include Intergovernmental Agreement Name(s) and total count. Provide the user the ability to link to the appropriate pdf document with detailed information regarding the agreement.
- Permits(s) intersected by defined route segment; include Permits(s) Description, Status Description, and total count. Provide the user the ability to zoom to a selected permit on the map.
- Traffic Alert(s) intersected by defined route segment; include Traffic Alert(s) Description, Status Description, and total count. Provide the user the ability to zoom to a selected alert on the map and link to a pdf document with alert details.
- Sign(s) from Cartograph intersected by defined route segment; include Sign Description and total count. Provide the user the ability to zoom to a selected sign on the map.

### **Phase III – Project Build and Testing**

#### Activity I – Develop the enhanced KDOT LRM Tool.

The redesigned tool will be based on decisions made in the design phase and user feedback throughout the build process. The updated application will be based on the ESRI Adobe Flex API with integration of ArcGIS Server maps services and other defined data elements. GSI's goal is to build a prototype application for KDOT staff to begin working with quickly in order to gain user feedback.

*Scheduled dates:* TBD

*Level of Effort:* Medium

*Assigned Resources:* GIS Solutions Team

*Dependencies:* Completion of Phase II

*Deliverables:* Revised KDOT LRM Tool

*Assumptions:* Test environment is available and accessible to testers. The mapping component of the application will be based on GSI's Adobe Flex template.

*Remarks:* New or additional functionality determined to fall outside originally agreed upon scope will be discussed at status meetings. The entire project team will make decisions on how to implement requested changes and the impact on project timelines.

### **Phase IV – Project Close-out**

#### Activity I – Deploy Enhanced / consolidated KDOT KRM Tool

Deploy the Enhanced KDOT LRM Tool as a production ready application, focusing on user interaction of desired road segments and the corresponding results tab.

*Scheduled dates:* TBD

*Level of Effort:* Medium

*Assigned Resources:* GIS Solutions Team

*Dependencies:* Completion of Phase III

*Deliverables:* Revised Data Viewer application

*Assumptions:* N/A

*Remarks:* N/A

**Overall Assumptions:**

- KDOT staff will manage data processing and data access.
- KDOT staff will build and deploy needed map services.
- KDOT staff will provide example copies of all data elements, including PDFs.
- KDOT has all needed based data for the results tab.
- All development will be completed in Adobe Flex 4 builder or Flash builder 4.
- All development will be completed using ESRI ArcGIS 10.0 and the latest service pack at time of notice to proceed.
- Map Viewer development will be based on GSI's Adobe Flex template.

**Estimated Cost: \$23,600**

**Task II – General Technical Support**

Activity I – GIS Support Services

Provide KDOT staff with general GIS Support Services for one-year. Support activities could be in the areas of ArcObjects, Adobe Flex Builder, Action Script Support, data and database recommendations, and application enhancements.

Activity II – Upgrade to ArcGIS 10.0

Provide KDOT staff assistance in upgrading the GIS infrastructure to ESRI ArcGIS 10.0 service pack 1.

**Estimated Cost (not to exceed): \$9,870 (65-80) hours depending of level of resource needed).**

**Task III – Map Viewer Development**

**Phase I – Project Initiation/Planning**

Activity I - Project Kick Off Meeting

An initial Project Kick-Off Meeting to review project objectives, outline an overall project plan, outline project scope, and initiate communication between all involved parties.

Activity II – Scope Document

The initial project kick-off meeting will define and introduce key personnel from both Kane County and the GIS Solutions Team. One of the deliverables from this meeting will be a project scope outline. This second meeting will focus on completing a more detailed project scope and will involve all project stakeholders. Need for this meeting will be determined after Activity I above.

#### Activity III – Review of Existing Data Viewer Beta application

GIS Solutions will work with key Kane County personnel to document the existing application and desired functionality.

#### Activity IV – Data Integration Review

GIS Solutions staff will work with the Kane County staff to review each of the data elements listed below to document the required inputs for each of them.

*Scheduled dates:* TBD

*Level of Effort:* Medium

*Assigned Resources:* Kane County key personnel, GIS Solutions staff

*Dependencies:* Key personnel scheduling

*Deliverables:* Documentation of the current processes and application. This will identify the data sources, inputs, and outputs. Additionally the significant actors using the application will be identified so that these personnel can be consulted to make sure that all their needs are going to be met.

*Assumptions:* Coordination with stakeholders will be handled by Kane County staff.

*Remarks:* The data sources reviewed during this task will be:

- Permitting
- Cartegraph – Access database
- Utility Location Reporting
- KDOT Traffic Alerts – RSS Feed

## **Phase II – Project Design**

### **Application Interface and Functionality**

#### Activity I – Define layout and general interface of the application.

This redesign will take in to account the desire to implement the solution based on GSI's existing ESRI Adobe Flex template.

### **Kane County Flex Map Viewer Template Specification Version 1.1**

#### **Background**

Kane County Division of Transportation (KDOT) and GIS Solutions (GSI) participated in a conference call on July 26, 2010 to review the initial software specifications provided by KDOT as part of the KDOT GIS

Professional Services contract. During that call, GSI demonstrated a basic map viewer template, which is based on the ESRI Flex API Version 2.0. KDOT agreed that this viewer would satisfy the functional requirements of the standalone Flex map viewer to be developed under this project, with some minor modifications.

KDOT and GIS Solutions also agreed that a simplified version of this map viewer could be used as the map viewer for the enhanced KDOT LRM Tool.

### **Flex Map Viewer Summary**

The KDOT Flex Map Viewer will be a web-based application and will be built using the ESRI Flex API. It will have the following basic characteristics:

- Developed using the Adobe’s Flash Builder 4 IDE
- ESRI Flex API Version 3.0
- ArcGIS Server versions 9.3.1 and 10.0 and possible 10.1
- Map Viewer will be configured using a single XML configuration file
- Ability to deploy multiple instances of the map viewer , each with its own configuration file
- Only one configuration file per instance of the map viewer
- Compatible with FireFox 3.x and Internet Explorer 8.x web browsers
- The current version of the map viewer code uses a small Java component (Servlet) to manage the map viewer configuration files and to store user preferences (e.g. bookmarks). GSI assumes that this component will remain written in Java for the first version of the KDOT Map Viewer.

### **Map Viewer Functionality**

The KDOT Map Viewer will include the following basic functionality:

- Ability to configure multiple map services
- Pan
- Zoom in / Zoom out
  - Standard ESRI Flex API navigation tools
  - Click-drag rectangle
- Identify
  - Point
  - Drag Rectangle
- Measure
  - Circle
  - Line
- Map Tips
  - Configurable for multiple map layers

- Find
  - By Address
  - By attribute for multiple map layers and string fields
- Table of Contents / Legend (for primary map service only, not background services)
- Bookmarks (per user)

Activity II – Refine reporting capabilities design.

This design will take in to account the desire to report division activities based on user defined jurisdiction; and document user inquiry methods, reporting parameters, and data presentation widgets.

Activity III – Develop a data integration plan

GIS Solutions will develop a data integration plan to incorporate existing datasets to the data viewer application. This plan will include a strategy for all of the datasets listed below.

*Scheduled dates:* TBD

*Level of Effort:* Medium

*Assigned Resources:* GIS Solutions Team, Kane County key personnel

*Dependencies:* Completion of Phase I

*Deliverables:* Application interface design

*Assumptions:* Work for integration / enhancement of the “KDOT KRM Tool”

*Remarks:* GIS Solutions will leverage the existing work and past experience implementing these types of applications to deliver an approach that will meet the needs of the division. Datasets included in the migration plan will be:

- Permitting
- Cartegraph – Access database
- Utility Location Reporting
- KDOT Traffic Alerts – RSS Feed

**Phase III – Project Build and Testing**

Activity I – Develop Data Viewer Application.

The redesigned application will be based on decisions made in the design phase and user feedback throughout the build process. The updated application will be based on the GSI’s Adobe Flex API with integration of ArcGIS Server maps services and other defined data elements. GSI’s goal is to build a prototype application for KDOT staff to begin working with quickly that has a set of core functionality.

Activity II – Develop Data Integration Points.

This activity will implement integration of identified datasets in the data viewer application.

*Scheduled dates:* TBD

*Level of Effort:* Medium

*Assigned Resources:* GIS Solutions Team

*Dependencies:* Completion of Phase II

*Deliverables:* Revised Data Viewer application

*Assumptions:* Test environment is available and accessible to testers

*Remarks:* New or additional functionality determined to fall outside originally agreed upon scope will be discussed at status meetings. The entire project team will make decisions on how to implement requested changes and the impact on project timelines.

## **Phase IV – Project Close-out**

### Activity I – Deploy Data Viewer Application.

Deploy the Kane County data viewer as a production ready application, focusing on data integration of other business systems including permits, roadway signage, utility location reporting, and traffic alert RSS feeds.

*Scheduled dates:* TBD

*Level of Effort:* Medium

*Assigned Resources:* GIS Solutions Team

*Dependencies:* Completion of Phase III

*Deliverables:* Revised Data Viewer application

*Assumptions:* GSI will provide all client and server source code to KDOT, so that KDOT can maintain and extend the application internally.

*Remarks:* GSI will provide all client and server source code to KDOT, so that KDOT can maintain and extend the application internally

### **Overall Assumptions:**

- KDOT staff will manage data processing and data access.
- KDOT staff will build and deploy needed map services.
- KDOT staff will provide example copies of all data elements, including PDFs.
- KDOT has all needed based data for the results tab.
- All development will be completed in Adobe Flex 4 builder or Flash builder 4.
- All development will be completed using ESRI ArcGIS 10.0 and the latest service pack at time of notice to proceed.
- Map Viewer development will be based on GSI's Adobe Flex template.

**Estimated Cost: \$14,500**

## Cost Summary

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<b>Task</b>	<b>Cost</b>
Task I – Modify / Consolidate existing Applications and Tools	\$23,600
Task II – GIS Support Services (65-80 hours depending of level of resource needed)	\$9,870
Task III – Map Viewer Development	\$14,500
<b>Total:</b>	<b>\$47,970</b>



# AGENDA ITEM EXECUTIVE SUMMARY

Agenda Item #8A

Date: September 27, 2010  
Item: Traffic & Permitting Report  
Presenter / Sponsor: Tom Rickert

Assigned Committee: Transportation

Budgeted:  Yes  No  N/A

If not budgeted, explain funding source: N/A

Appropriation: N/A

## Summary:

### Traffic

The following noteworthy activities are provided for Committee's information.

1. New 35 mph School Entrance Speed limits for Keslinger and Meredith Roads (passed by the County Board early last month) - Posting of necessary signs was completed.
2. IL64 & Burlington Road Interconnect/Arterial Operations Center (AOC) – Phase II Engineering underway with CMAQ and EECBG funding. Includes a fiber optic line (interconnect) with the County's existing Advanced Traffic Management System and KDOT. Also, included is an operations center (AOC), which will provide a much improved ability to manage traffic on the County Highway system. Phase II engineering began for the fiber optic interconnect as well as preliminary engineering (location/functionality study) for the AOC last month. Construction is planned for 2011 (interconnect) and 2012 (AOC).
3. Annual Traffic Signal LED Maintenance – Replacement of existing LED modules at approximately Twenty-Five (25) county maintained traffic signal locations of which Nine (9) locations will also be upgraded with count-down displays for existing pedestrian signals. Preparation of PS&E is underway and is approximately 90% complete.
4. Vehicle Detection System Maintenance – Replacement of the existing video detection system at Four (4) signal locations. This work is necessary to replace aging traffic signal components. Preparation of PS&E is underway and is approximately 90% complete.

### Permitting

Attached are spreadsheets showing issued permits for this year and open projects (listed by road name) currently in the review or construction stage. Also attached are the comparison graphs for access, utility and moving permits showing the number of permits issued in fiscal year 2010 (Dec '09 – Nov '10) versus fiscal year 2009 (Dec '08 – Nov '09).

*Major Improvements:* Prior to road/lane closures or detours, notifications are distributed to appropriate newspapers, County Board members, and agencies.

1. Fabyan Parkway at Branson Drive (Dreyer Medical Clinic) – Right turn lane installation for proposed right-in/right-out access to Fabyan Parkway. Construction underway.
2. Randall Road @ Bowes Road (Wal-Mart) -- Intersection improvements, constructing three (3) through lanes in each direction and dual lefts on Randall Road. Permanent signals and channelization for the proposed new intersections to Randall Road and to Bowes Road. Construction should begin in September 2010.
3. Kirk Road & Fabyan Parkway (City of Geneva Red Light Running) -- Traffic signal modifications for photo enforcement of red light running violations. Construction schedule uncertain.
4. Randall Road & IL Route 38 (City of St. Charles Red Light Running) – Traffic signal modifications for photo enforcement of red light running violations. Construction schedule uncertain.
5. Kirk Road & IL Route 64 (City of St. Charles Red Light Running) -- Traffic signal modifications for photo enforcement of red light running violations. Construction schedule uncertain.

List Attachments: Issued and open permitting spreadsheets and charts

Detailed information available from / at: Kurt Nika, Chief of Traffic & Permitting, (630) 406-7372; Thomas Szabo, Traffic Manager, (630) 208-3139

Staff Comments / Recommendations: For information only.

## Current Issued Permits Comparison

Fiscal Year <b>FY 2010</b>				FY 2009			
Months	Access	Utility	Moving	Months	Access	Utility	Moving
December	1	15	70	December	1	4	177
January	5	6	71	January	1	6	142
February	0	8	73	<i>February</i>	1	0	110
March	4	6	105	<i>March</i>	0	1	71
April	8	11	133	<i>April</i>	2	2	146
May	5	8	85	<i>May</i>	1	1	148
June	3	16	179	<i>June</i>	0	1	151
July	4	16	113	<i>July</i>	5	0	228
<b>August</b>	<b>6</b>	<b>15</b>	<b>184</b>	<i>August</i>	2	9	228
September				<i>September</i>			
October				<i>October</i>			
November				<i>November</i>			
<b>YTD Total</b>	<b>36</b>	<b>101</b>	<b>1013</b>	YTD Total	13	24	1401

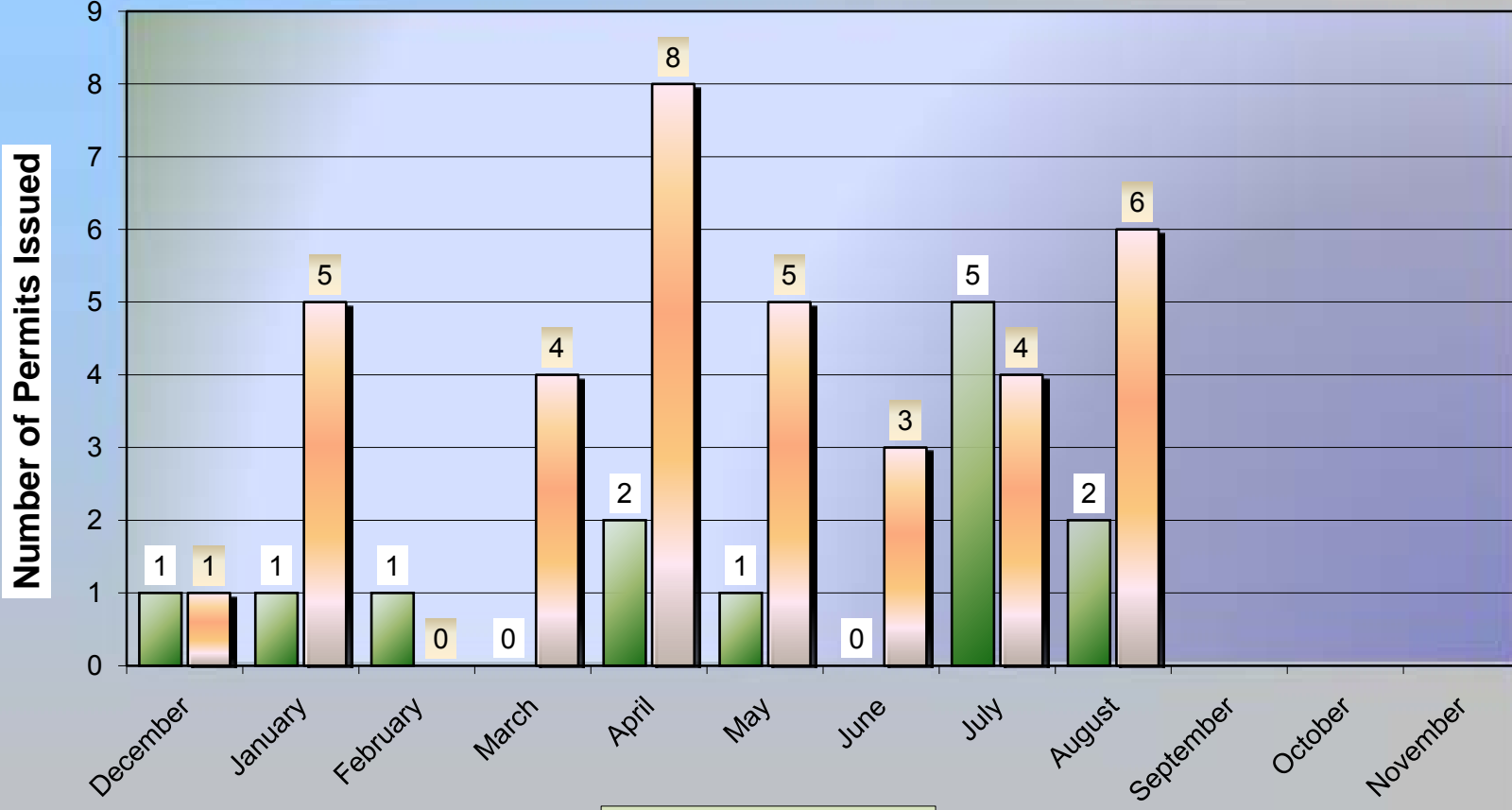
FY Change %

<b>+ 177 %</b>	<b>+ 321 %</b>	<b>--28 %</b>
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## Issued Permits

DECEMBER 2008 THRU NOVEMBER 2009 Fiscal Year													
Fiscal Year 2009	PERMITS ISSUED									MOVING PERMITS ISSUED	REVENUE COLLECTED		
Month	Utility	Temp	Major	Minimum	Detour	Events	Ag	R.O.W.	Subdivison	Water Draw	Moving	Other	
Dec-08	4	0	0	0	0	0	0	1	0	0	177	\$19,730.00	\$17,650.00
Jan-09	6	1	0	0	0	0	0	0	0	0	142	\$16,660.00	\$3,700.00
Feb	0	0	0	0	0	0	0	1	0	0	110	\$7,660.00	\$11,450.00
Mar	1	0	0	0	0	0	0	0	0	0	71	\$11,355.00	\$700.00
Apr	2	1	0	1	0	0	0	0	0	0	146	\$5,205.00	\$13,150.00
May	1	0	0	0	0	0	0	0	0	1	148	\$3,125.00	\$5,200.00
June	1	0	0	0	0	0	0	0	0	0	151	\$16,420.00	\$12,000.00
July	0	2	0	2	0	0	0	0	0	2	228	\$16,680.00	\$3,700.00
<b>Aug</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>228</b>	<b>\$16,660.00</b>	<b>\$1,350.00</b>
Sept													
Oct													
Nov													
<b>Totals thru August</b>	<b>24</b>	<b>5</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>1401</b>	<b>\$113,495.00</b>	<b>\$68,900.00</b>
DECEMBER 2009 THRU NOVEMBER 2010- Fiscal Year													
Fiscal Year 2010	PERMITS ISSUED									MOVING PERMITS ISSUED	REVENUE COLLECTED		
Month	Utility	Temp	Major	Minimum	Detour	Events	Ag	R.O.W.	Subdivison	Water Draw	Moving	Other	
Dec-09	15	0	0	0	0	0	0	1	0	0	70	\$11,015.00	\$150.00
Jan-10	6	1	0	0	0	0	1	3	0	0	71	\$7,560.00	\$11,200.00
Feb	8	0	0	0	0	0	0	0	0	0	73	\$6,830.00	\$150.00
Mar	6	0	0	0	0	2	0	2	0	0	105	\$3,765.00	\$4,700.00
Apr	11	3	0	2	1	0	0	2	0	0	133	\$12,345.00	\$7,650.00
May	8	0	0	0	1	3	0	1	0	0	85	\$9,555.00	\$6,050.00
June	16	0	0	0	0	1	0	1	0	1	179	\$7,905.00	\$9,750.00
July	16	0	1	0	1	0	0	0	0	1	113	\$9,480.00	\$3,650.00
<b>Aug</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>184</b>	<b>\$17,660.00</b>	<b>\$11,750.00</b>
Sept													
Oct													
Nov													
<b>Totals thru August</b>	<b>101</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>8</b>	<b>2</b>	<b>11</b>	<b>0</b>	<b>2</b>	<b>1013</b>	<b>\$86,115.00</b>	<b>\$55,050.00</b>

**Access Permit Comparison Chart**

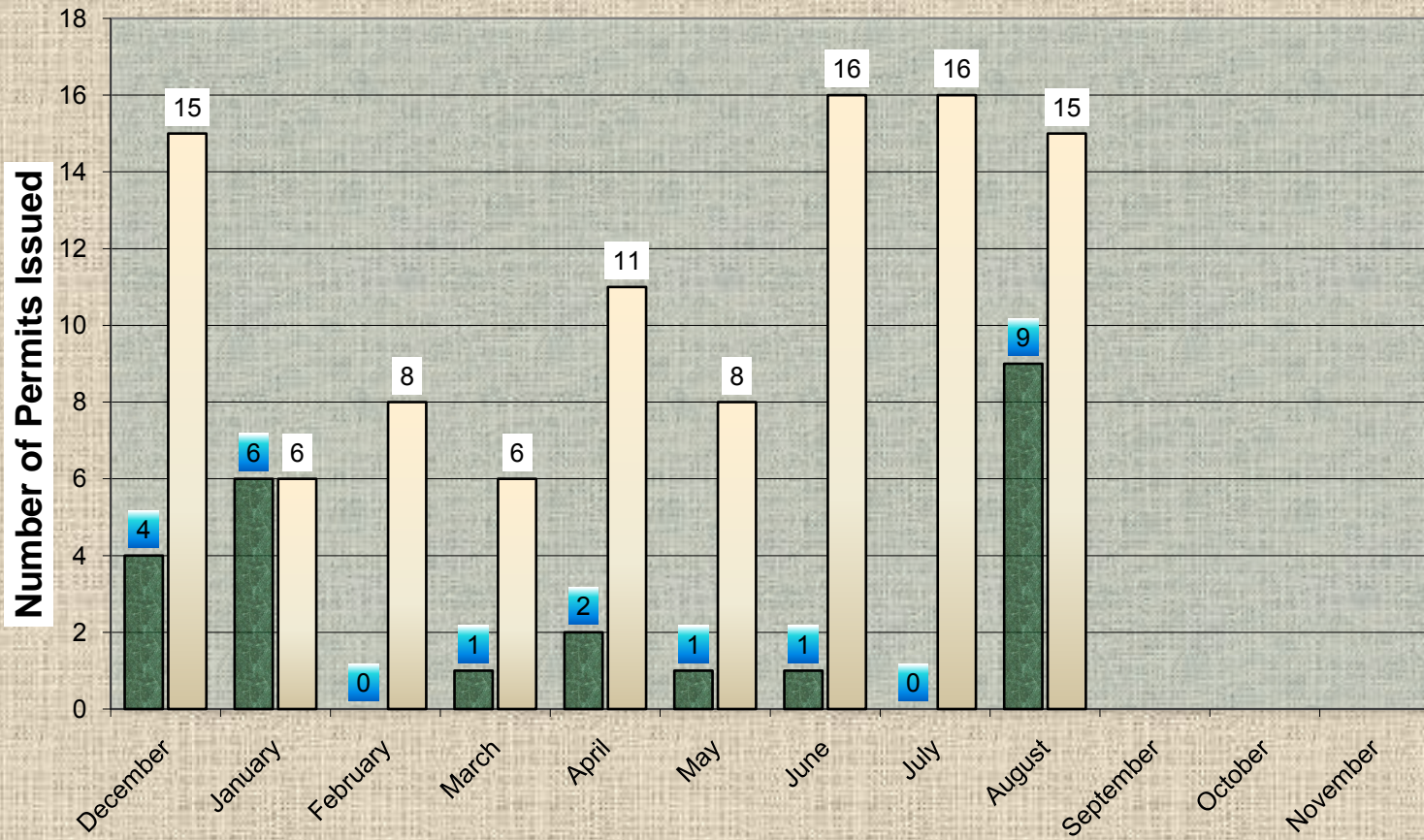


**August 2009 Total = 2 Issued**

■ FY 2009 ■ FY 2010

**August 2010 Total = 6 Issued**

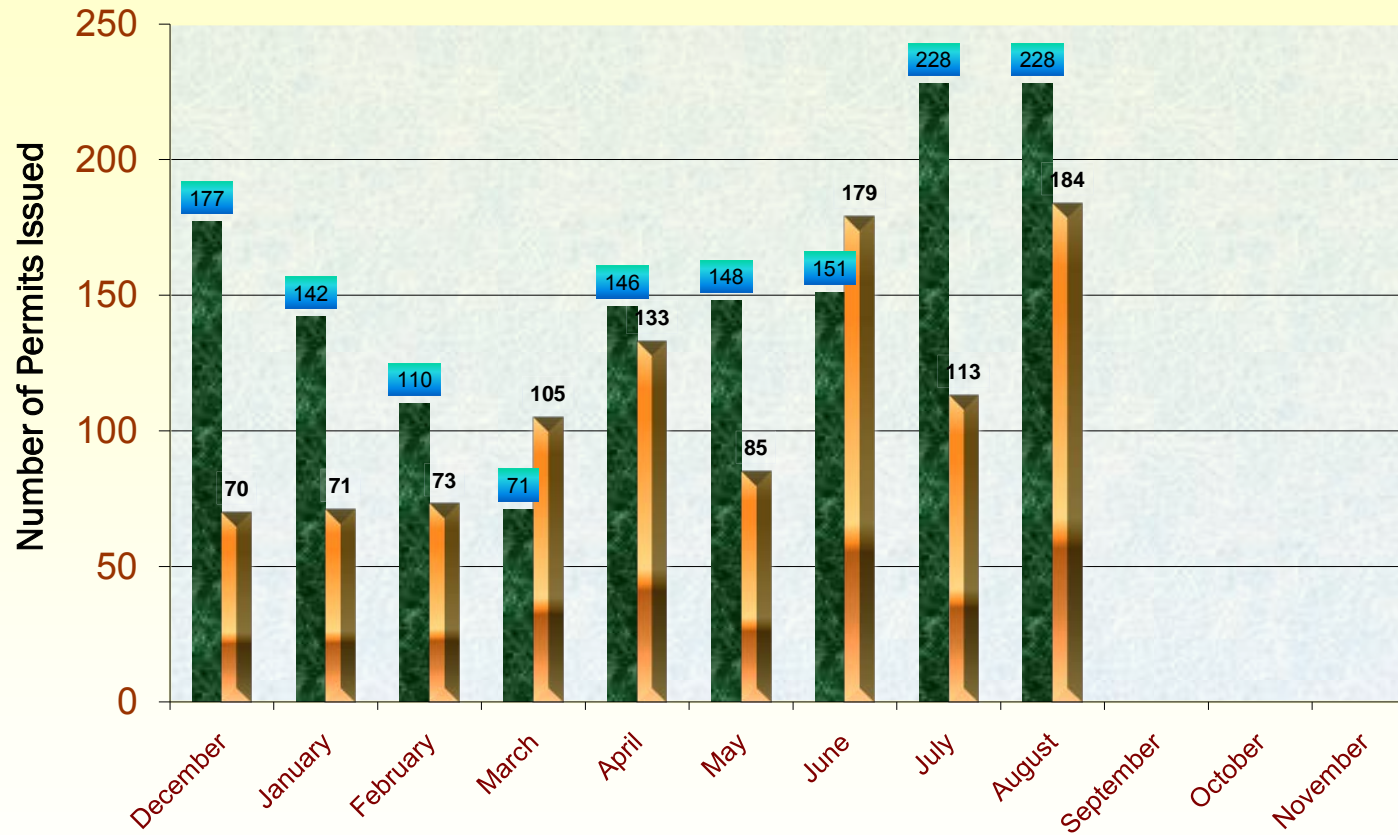
### Utility Permit Comparison Chart



August 2009 Total = 9 Issued \*\*\*\* August 2010 Total = 15 Issued

■ FY 2009      □ FY 2010

### Moving Permit Comparison Chart



August 2009 Total = 228 Issued

August 2010 Total = 184 Issued

■ FY 2009  
■ FY 2010



# Status Log - Internal

County of Kane

Issued Projects from 08/01/2009 to 08/31/2010

41W011 Burlington Road, Saint Charles, Illinois 60175  
Phone (630) 584-1171 Fax (630) 584-5239

Permit #	Highway Name Development Name	Received	Permit Types	Expiration	LOC Expires	Reviewer	Review Date	Issued	Status
TA-2010-0120	Thatcher Rd 65 Miles for Jerry Ride	08/20/2010	Special Use Highway Event				08/27/2010	08/27/2010	Issued
TA-2010-0099	Allen Rd-Hamshire Twp Keyes Avenue Reconstruction	07/16/2010	Detour	12/15/2010		DOTACK	07/30/2010	07/28/2010	Issued
TA-2010-0122	Bowes Road Wal Mart & Sam's Club-Elgin	08/25/2010	Temp Const Access			DOTACK	08/30/2010	08/30/2010	Issued
TA-2010-0039	Bowes Road Wal Mart Site Development	03/30/2010	Temp Const Access	10/06/2010		DOTACK	04/05/2010	04/06/2010	Issued
TA-2010-0031	Dauberman Rd-Big Rk Twp Geo Services Soil Borings	03/18/2010	Right-of-Way Alteration	07/07/2010		DOTACK	04/08/2010	04/08/2010	Issued
TA-2010-0054	Main St Main Street Soil Boring	04/29/2010	Right-of-Way Alteration	09/26/2010		DOTACK	05/25/2010	05/26/2010	Issued
TA-2010-0077	McLean Blvd McDonald's Restaurant-South Elgin	06/03/2010	Right-of-Way Alteration			DOTACK	06/11/2010	06/16/2010	Issued
TA-2010-0004	Plank Rd Serosun Farms Soil Boring	01/19/2010	Right-of-Way Alteration			DOTACK	01/27/2010	01/27/2010	Issued
TA-2010-0052	Randall Rd Mercedes Benz Auto Dealership	04/28/2010	Drainage Easement Alteratio	05/21/2011	05/11/2011	DOTACK	05/19/2010	05/20/2010	Issued
TA-2010-0021	Tyrrell Rd Riemer Centre Drain Tile Installation	02/19/2010	Right-of-Way Alteration	03/11/2011		DOTACK	02/23/2010	03/11/2010	Issued
TA-2010-0114	Allen Rd-Hampshire Twp Nicor Gas	08/05/2010	Utility Modif or New Const	11/17/2010		DOTJES	08/05/2010	08/19/2010	Issued
TA-2010-0036	Big Timber Rd AT&T	03/23/2010	Utility Modif or New Const	07/12/2010		DOTJES	04/13/2010	04/13/2010	Issued
TA-2010-0015	Big Timber Rd AT&T	02/11/2010	Utility Modif or New Const	06/16/2010		DOTJES	02/11/2010	02/16/2010	Issued
TA-2010-0027	Bliss Rd AT & T	03/08/2010	Utility Modif or New Const	07/10/2010		DOTJES	03/12/2010	03/12/2010	Issued
TA-2010-0006	Bliss Rd Nicor Gas	01/20/2010	Utility Modif Pub Impr	10/06/2010		DOTJES	04/07/2010	04/07/2010	Issued



# Status Log - Internal

County of Kane

Issued Projects from 08/01/2009 to 08/31/2010

41W011 Burlington Road, Saint Charles, Illinois 60175

Phone (630) 584-1171 Fax (630) 584-5239

Permit #	Highway Name Development Name	Received	Permit Types	Expiration	LOC Expires	Reviewer	Review Date	Issued	Status
TA-2010-0107	Bowes Road ComEd	07/23/2010	Utility Modif or New Const	11/09/2010		DOTJES	07/29/2010	08/11/2010	Issued
TA-2010-0103	Bowes Road ComEd-Wright Tree Services	07/21/2010	Utility Major Maintenance	10/24/2010		DOTJES		07/26/2010	Issued
TA-2010-0094	Burlington Rd at & t	06/30/2010	Utility Modif or New Const	10/05/2010		DOTJES	06/30/2010	07/07/2010	Issued
TA-2010-0091	Burlington Rd Comcast Cable	06/30/2010	Utility New Const Non-Francl	10/06/2010		DOTJES	06/30/2010	07/08/2010	Issued
TA-2010-0105	Burlington Rd Comcast-ANM Services, Inc.	07/22/2010	Utility New Const Non-Francl	10/25/2010		DOTJES	07/22/2010	07/27/2010	Issued
TA-2009-0195/	Burlington Rd Nicor Gas	06/10/2010	Utility Modif or New Const			DOTJES	06/10/2010	06/24/2010	Issued
TA-2009-0130	Burlington Rd Nicor Gas	08/10/2009	Utility Modif Pub Impr	12/16/2010		DOTJES	08/10/2009	06/18/2010	Issued
TA-2009-0195	Burlington Rd Nicor Gas	12/28/2009	Utility Modif or New Const Utility Modif or New Const	08/01/2010 12/22/2010		DOTJES	12/28/2009	05/03/2010	Issued
TA-2010-0092	Corron Rd Comcast Cable	06/30/2010	Utility Modif or New Const	10/05/2010		DOTJES	06/30/2010	07/07/2010	Issued
TA-2010-0084	Dauberman Rd Kaneland CUSD 302 - Fiber Cable	06/21/2010	Utility Modif or New Const			DOTJES	06/21/2010	07/22/2010	Issued
TA-2010-0096	Dunham Rd at & t	07/07/2010	Utility Major Maintenance	10/12/2010		DOTJES	07/07/2010	07/14/2010	Issued
TA-2010-0075	Empire Rd Comcast-Universal Cable Construction	06/02/2010	Utility New Const Non-Francl	09/13/2010		DOTJES	06/02/2010	06/15/2010	Issued
TA-2010-0072	Fabvan Parkwav at & t	06/01/2010	Utility Modif or New Const			DOTJES	06/01/2010	06/02/2010	Issued
TA-2010-0074	Fabvan Parkwav at & t	06/01/2010	Utility Modif Pub Impr	12/07/2010		DOTJES	06/01/2010	06/09/2010	Issued



# Status Log - Internal

County of Kane

Issued Projects from 08/01/2009 to 08/31/2010

41W011 Burlington Road, Saint Charles, Illinois 60175

Phone (630) 584-1171 Fax (630) 584-5239

Permit #	Highway Name Development Name	Received	Permit Types	Expiration	LOC Expires	Reviewer	Review Date	Issued	Status
TA-2010-0083	Fabvan Parkwav at & t	06/21/2010	Utility Modif Pub Impr	12/20/2010		DOTJES	06/21/2010	06/22/2010	Issued
TA-2009-0193	Fabvan Parkwav AT & T	12/17/2009	Utility Modif or New Const	06/18/2010		DOTJES	12/17/2009	12/18/2009	Issued
TA-2010-0033	Fabvan Parkwav AT & T-Dreyer Medical	03/22/2010	Utility Modif or New Const	07/29/2010		DOTJES	03/22/2010	04/30/2010	Issued
TA-2010-0042	Huntlev Rd AT & T	04/06/2010	Utility Major Maintenance	07/14/2010		DOTJES	04/15/2010	04/15/2010	Issued
TA-2010-0102	Huntlev Rd ComEd-Wright Tree Services	07/21/2010	Utility Major Maintenance	10/24/2010		DOTJES	07/21/2010	07/26/2010	Issued
TA-2010-0062	Jericho Rd ComEd	05/18/2010	Utility Minor Maintenance	09/06/2010		DOTJES	05/19/2010	06/08/2010	Issued
TA-2010-0051	Keslinda Rd AT & T	04/26/2010	Utility Modif or New Const	07/29/2010		DOTJES	04/26/2010	04/30/2010	Issued
TA-2010-0049	Keslinda Rd ComEd	04/22/2010	Utility Major Maintenance	10/25/2010		DOTJES	04/26/2010	04/26/2010	Issued
TA-2010-0113	Kirk Rd at& t - Electric Conduit	08/05/2010	Utility Modif or New Const	08/17/2010		DOTJES	08/05/2010	08/17/2010	Issued
TA-2010-0106	Kirk Rd Comcast-Universal Cable Construction	07/22/2010	Utility New Const Non-Franc	10/25/2010		DOTJES	07/22/2010	07/27/2010	Issued
TA-2010-0110	Kirk Rd Comcast-Universal Cable Construction	08/04/2010	Utility New Const Non-Franc	11/10/2010		DOTJES	08/04/2010	08/12/2010	Issued
TA-2010-0089	Lees Rd ComEd	06/28/2010	Utility Maj Mnt Sing Residenc	09/30/2010		DOTJES	06/28/2010	07/02/2010	Issued
TA-2010-0112	Main St ComCast-Universal Cable Construction	08/04/2010	Utility New Const Non-Franc	11/10/2010		DOTJES	08/13/2010	08/12/2010	Issued
TA-2010-0040	McLean Blvd AT & T-County Bike Path	03/30/2010	Utility Modif Pub Impr	06/29/2010		DOTJES	03/30/2010	03/31/2010	Issued
TA-2010-0055	McLean Blvd at&t	04/29/2010	Utility Modif Pub Impr	07/29/2010		DOTJES	04/30/2010	04/30/2010	Issued



# Status Log - Internal

County of Kane

Issued Projects from 08/01/2009 to 08/31/2010

41W011 Burlington Road, Saint Charles, Illinois 60175  
Phone (630) 584-1171 Fax (630) 584-5239

Permit #	Highway Name Development Name	Received	Permit Types	Expiration	LOC Expires	Reviewer	Review Date	Issued	Status
TA-2010-0115	Montaomerv Rd Aurora Twp Comcast-Universal Cable Construction	08/06/2010	Utility New Const Non-Francl	11/10/2010		DOTJES	08/06/2010	08/12/2010	Issued
TA-2010-0079	Montaomerv Rd Aurora Twp ComEd	06/11/2010	Utility Major Maintenance	09/20/2010		DOTJES	06/11/2010	06/22/2010	Issued
TA-2010-0116	Montaomerv Rd Aurora Twp ComEd	08/06/2010	Utility Major Maintenance			DOTJES	08/06/2010	08/24/2010	Issued
TA-2010-0060	Montaomerv Rd Aurora Twp Nicor Gas	05/11/2010	Utility Modif or New Const	09/20/2010		DOTJES	05/11/2010	06/22/2010	Issued
TA-2010-0087	Muirhead Rd Comcast-Universal Cable Construction	06/24/2010	Utility Maj Mnt Sing Residenc	10/04/2010		DOTJES	06/24/2010	07/06/2010	Issued
TA-2010-0041	Orchard Rd Comcast-Universal Cable Construction	03/31/2010	Utility Maj Mnt Sing Residenc	07/13/2010		DOTJES	04/14/2010	04/14/2010	Issued
TA-2010-0068	Plank Rd at & t	05/27/2010	Utility Major Maintenance			DOTJES	05/27/2010	06/16/2010	Issued
TA-2010-0082	Plank Rd at & t	06/21/2010	Utility Major Maintenance	09/20/2010		DOTJES	06/21/2010	06/22/2010	Issued
TA-2010-0013	Plank Rd ComEd-Asplundh Tree Trimming	02/11/2010	Utility Major Maintenance	10/12/2010		DOTJES	02/11/2010	02/11/2010	Issued
TA-2010-0125	Ramm Rd ComEd	08/25/2010	Utility Major Maintenance	11/25/2010		DOTJES	08/25/2010	08/27/2010	Issued
TA-2010-0065	Randall Rd at & t	05/21/2010	Utility Major Maintenance	08/23/2010		DOTJES	05/21/2010	05/25/2010	Issued
TA-2010-0088	Randall Rd at & t	06/28/2010	Utility Major Maintenance			DOTJES	06/28/2010	07/14/2010	Issued
TA-2010-0090	Randall Rd at & t	06/29/2010	Utility Major Maintenance	09/30/2010		DOTJES	06/29/2010	07/02/2010	Issued
TA-2010-0023	Randall Rd at&t	02/24/2010	Utility Modif or New Const	06/30/2010		DOTJES	03/01/2010	03/01/2010	Issued
TA-2010-0047	Randall Rd AT&T	04/21/2010	Utility Major Maintenance	07/21/2010		DOTJES	04/21/2010	04/21/2010	Issued



# Status Log - Internal

County of Kane

Issued Projects from 08/01/2009 to 08/31/2010

41W011 Burlington Road, Saint Charles, Illinois 60175

Phone (630) 584-1171 Fax (630) 584-5239

Permit #	Highway Name Development Name	Received	Permit Types	Expiration	LOC Expires	Reviewer	Review Date	Issued	Status
TA-2010-0128	Randall Rd City of St Charles Electric	08/27/2010	Utility Major Maintenance	11/28/2010		DOTJES	08/27/2010	08/30/2010	Issued
TA-2010-0069	Randall Rd Comcast-Universal Cable Construction	05/27/2010	Utility New Const Non-Franch	09/13/2010		DOTJES	05/27/2010	06/15/2010	Issued
TA-2010-0024	Randall Rd Comcast-Universal Cable Construction	02/25/2010	Utility Modif or New Const	07/03/2010		DOTJES	02/25/2010	03/05/2010	Issued
TA-2009-0062	Randall Rd ComEd	05/01/2009	Utility Permit Extension Utility Modif Pub Impr	12/06/2010 02/26/2010		DOTJES	08/26/2009	08/28/2009	Issued
TA-2010-0123	Randall Rd ComEd	08/25/2010	Utility Modif or New Const	11/24/2010		DOTJES	08/25/2010	08/26/2010	Issued
TA-2010-0044	Randall Rd ComEd-Asplundh Tree	04/15/2010	Utility Major Maintenance	10/15/2010		DOTJES	04/16/2010	04/16/2010	Issued
TA-2010-0037	Randall Rd Nicor Gas	03/23/2010	Utility Modif or New Const	07/23/2010		DOTJES	03/23/2010	03/25/2010	Issued
TA-2010-0038	Randall Rd Randall Properties C-Store-Gas Station	03/24/2010	Utility Modif or New Const	09/14/2010		DOTJES	03/24/2010	06/16/2010	Issued
TA-2009-0153	Randall Rd The Grove at Randall I LLC	09/24/2009	Utility Major Maintenance	07/25/2010		DOTJES	01/25/2010	01/25/2010	Issued
TA-2010-0059	Randall Rd Turnkey Network Solutions-US Signal Co.	05/07/2010	Utility New Const Non-Franch	08/15/2010		DOTJES	05/11/2010	05/17/2010	Issued
TA-2010-0124	Randall Rd Universal Cable Construction	08/25/2010	Utility New Const Non-Franch	11/25/2010		DOTJES	08/25/2010	08/27/2010	Issued
TA-2010-0058	Russell Rd Comcast	05/06/2010	Utility New Const Franch	08/08/2010		DOTJES	05/07/2010	05/10/2010	Issued
TA-2010-0098	Russell Rd ComEd - Asplundh Tree Experts	07/14/2010	Utility Major Maintenance	10/19/2010		DOTJES	07/14/2010	07/21/2010	Issued
TA-2010-0061	Silver Glen Rd Comcast	05/17/2010	Utility New Const Franch	08/16/2010		DOTJES	05/17/2010	05/18/2010	Issued



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County of Kane

Issued Projects from 08/01/2009 to 08/31/2010

41W011 Burlington Road, Saint Charles, Illinois 60175  
Phone (630) 584-1171 Fax (630) 584-5239

Permit #	Highway Name Development Name	Received	Permit Types	Expiration	LOC Expires	Reviewer	Review Date	Issued	Status
TA-2010-0117	Silver Glen Rd Comcast-ANM Services	08/09/2010	Utility New Const Non-Francl	11/10/2010		DOTJES	08/09/2010	08/12/2010	Issued
TA-2010-0111	Silver Glen Rd Comcast-Universal Cable Construction	08/04/2010	Utility New Const Non-Francl	11/09/2010		DOTJES	08/04/2010	08/11/2010	Issued
TA-2010-0053	Silver Glen Rd Nicor Gas	04/29/2010	Utility Maj Mnt Sing Residenc	08/02/2010		DOTJES	04/29/2010	05/04/2010	Issued
TA-2010-0071	Stearns Rd ComEd-Stearn Road Corridor	05/28/2010	Utility Modif or New Const	09/01/2010		DOTJES	05/28/2010	06/03/2010	Issued
TA-2010-0119	Tyrrell Rd at & t	08/17/2010	Utility Modif or New Const	11/17/2010		DOTJES	08/17/2010	08/19/2010	Issued
TA-2010-0050	Tyrrell Rd AT & T	04/26/2010	Utility Modif or New Const	08/02/2010		DOTJES	04/26/2010	05/04/2010	Issued
TA-2010-0045	Allen Rd-Hamshire Two Village of Hampshire - State St Detour	04/15/2010	Detour	07/14/2010		DOTkbm	04/19/2010	04/27/2010	Issued
TA-2009-0175	Jericho Rd Reynolds Ag Access	11/13/2009	Agricultural Temp Const Access	11/13/2010		DOTkbm	11/13/2009	01/07/2010	Issued
TA-2009-0113	Peplow Rd Arland Prestidge	07/21/2009	Minimum Access	09/28/2010		DOTkbm	09/29/2009	09/25/2009	Issued
TA-2010-0095	Burlington Rd Northern Pipeline-Nicor Gas	07/01/2010	Water Draw	12/16/2010		DOTKEN	07/02/2010	07/02/2010	Issued
TA-2010-0070	Burlington Rd Preform Traffic Control Systems	05/28/2010	Water Draw			DOTKEN	05/28/2010	06/03/2010	Issued
TA-2009-0117	Burlington Rd Village Central Park	07/28/2009	Major Access Temp Const Access	08/03/2010		DOTKEN	08/13/2009	08/13/2009	Issued
TA-2009-0157	Dittman Road Al Hintt & Sons Trucking	09/29/2009	Water Draw	09/30/2010		DOTKEN	09/29/2009	09/30/2009	Issued
TA-2010-0101	Dunham Rd John N. Bartley Ag Access	07/19/2010	Agricultural	10/31/2010		DOTKEN	07/29/2010	08/05/2010	Issued



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County of Kane

Issued Projects from 08/01/2009 to 08/31/2010

41W011 Burlington Road, Saint Charles, Illinois 60175  
Phone (630) 584-1171 Fax (630) 584-5239

Permit #	Highway Name Development Name	Received	Permit Types	Expiration	LOC Expires	Reviewer	Review Date	Issued	Status
TA-2009-0147	Ellithorpe Rd Daniel Klug Minimum Access	09/10/2009	Minimum Access Temp Const Access	09/15/2010 09/14/2010		DOTKEN	09/15/2009	09/15/2009	Issued
TA-2009-0027	Fabvan Parkway Dreyer Medical Development	02/20/2009	Major Access		06/16/2010	DOTKEN	07/14/2009	07/29/2010	Issued
TA-2010-0009	Harmonv Rd-Hmbshr Two Sub-5 Century Challenge for Parkinson's	01/28/2010	Special Use Highway Event	09/13/2010		DOTKEN	08/31/2010	08/31/2010	Issued
TA-2008-0189	Kirk Rd Red Light Running Kirk/Fabyan	10/09/2008	Right-of-Way Alteration	12/31/2010		DOTKEN	11/30/2009	11/30/2009	Issued
TA-2008-0066	Kirk Rd Red Light Running Kirk-64	04/14/2008	Right-of-Way Alteration	12/31/2010		DOTKEN	10/28/2009	11/20/2009	Issued
TA-2010-0104	Orchard Rd BNSF Railway Repair Detour	07/21/2010	Detour	09/04/2010		DOTKEN	08/12/2010	08/12/2010	Issued
TA-2008-0188	Randall Rd Red Light Running Randall/Fargo	10/09/2008	Right-of-Way Alteration	12/31/2010		DOTKEN	11/30/2009	11/30/2009	Issued
TA-2008-0187	Randall Rd Red Light Running -Randall/Williamsburg	10/09/2008	Right-of-Way Alteration	12/31/2010		DOTKEN	10/06/2009	11/30/2009	Issued
TA-2008-0100	Randall Rd Red Light Running Randall-38	05/19/2008	Right-of-Way Alteration	12/31/2010		DOTKEN	10/22/2009	11/20/2009	Issued
TA-2010-0030	Russell Rd Falls of Plato Russell Rd Storm Crossing	03/16/2010	Right-of-Way Alteration	06/16/2010		DOTKEN	03/19/2010	03/19/2010	Issued
TA-2010-0126	West County Line Rd Geo Services, Inc.-County Bridge Project	08/25/2010	Right-of-Way Alteration	11/27/2010		DOTKEN	08/25/2010	08/27/2010	Issued
TA-2010-0048	Bliss Rd AT&T	04/22/2010	Utility Modif Pub Impr	11/15/2010		DOTPLH	04/26/2010	05/17/2010	Issued



## AGENDA ITEM EXECUTIVE SUMMARY

Agenda Item #8B

Date: September 27, 2010

Item: Red Light Running Photo Enforcement (RLRPE) Proposed Policy Changes

Presenter / Sponsor: Tom Rickert

Assigned Committee: Transportation

Budgeted:  Yes  No  N/A

If not budgeted, explain funding source: N/A

Appropriation: N/A

### Summary:

As a follow-up to the public hearings held a few months ago and previous Transportation Committee discussions about Red Light Running Photo Enforcement (RLRPE) on County highways, staff has drafted changes to the KDOT RLRPE Policy. The current policy (effective 4-1-08) is attached with suggested changes highlighted.

### Primary Focus of Revisions:

1. Intersection Safety. Kane County policy will be to implement traffic engineering methods and improvements to address the safety problem prior to the consideration of photo enforcement.
2. The policy devotes more time and effort to answering the question: Is there a Red-Light Running Safety Problem? (And if so, what are the root causes?)
3. If the answer is yes, the policy emphasizes identification and implementation of "countermeasures" to improve safety. These can often be simple things like adjusting signal cycles, timing, signage, placement of signal heads, etc., or they can be more complicated/costly things like widening, turn lanes and other geometric improvements.
4. **Try the "Countermeasures" first!** Do not jump directly to RLR photo enforcement as the first solution.
5. The policy is more explicit about the "temporary" nature of any RLRPE installations. These are 1-year permits that are evaluated annually for effectiveness. In addition to the 1-year permits, the policy also establishes a 3-year maximum time limit for RLRPE at any given location. The intent is to focus our efforts on *correcting* a safety issue rather than allowing the local agencies to become complacent with an RLRPE system as a permanent solution.

### Other Revisions

- Incorporates new State Law revisions (more sensitivity to minor violations).
- Requires more data and more detail to justify any RLRPE request. Increased emphasis on crash data as compared to enforcement/violations.
- Evaluates proposed RLRPE for left-turn, through, and right-turn traffic movements separately. (Right-turn RLRPE restricted to a few limited situations.)

List Attachments: Proposed Red Light Running Photo Enforcement Policy (Amended July, 2010)

Detailed information available from / at: Kurt Nika, Chief of Permitting, (630) 406-7372; Thomas Szabo, Traffic Manager (630) 208-3139

Staff Comments / Recommendations: Staff requests Committee approval of the proposed policy changes.

STATE OF ILLINOIS

COUNTY OF KANE

RESOLUTION NO. 10

**AMENDING THE POLICY FOR  
RED LIGHT RUNNING (RLR) CAMERA ENFORCEMENT SYSTEMS**

WHEREAS, the County of Kane is empowered pursuant to the Illinois Compiled Statutes, (605 ILCS 5/5-401 *et seq* and 605 ILCS 5/8-101 *et seq* to regulate County highways and freeways; and

WHEREAS, 625 ILCS 5/11-208.6 *et seq* provides that various units of government may establish an automated traffic law enforcement system that produces a recorded image of a motor vehicle entering an intersection against a red signal indication which image shall be a clear, recorded image of the vehicle and the vehicle’s license plate; and

WHEREAS, the installation and utilization of Red Light Running Camera Systems may be established only in the Illinois counties of Cook, DuPage, Kane, Lake, Madison, McHenry, St. Clair and Will and in municipalities located within those counties; and

WHEREAS, pursuant to Resolution No. 08-88, the County of Kane adopted a Policy for Red Light Running Camera Enforcement Systems effective April 1, 2008; and

WHEREAS, it is deemed to be in the best interests of the citizens of Kane County and the general motoring public that certain revisions be made to the Policy for Red Light Running Camera Enforcement Systems at those intersections or parts thereof under the jurisdiction of the County of Kane.

NOW THEREFORE, BE IT RESOLVED by the Kane County Board that the amendments to the Policy for Red Light Running (RLR) Camera Enforcement Systems (a copy of which is on file with the Kane County Clerk’s Office) are hereby approved and adopted.

Passed by the Kane County Board on October 14, 2010.

\_\_\_\_\_  
John A. Cunningham  
Clerk, County Board  
Kane County, Illinois

\_\_\_\_\_  
Karen McConnaughay  
Chairman, County Board  
Kane County, Illinois

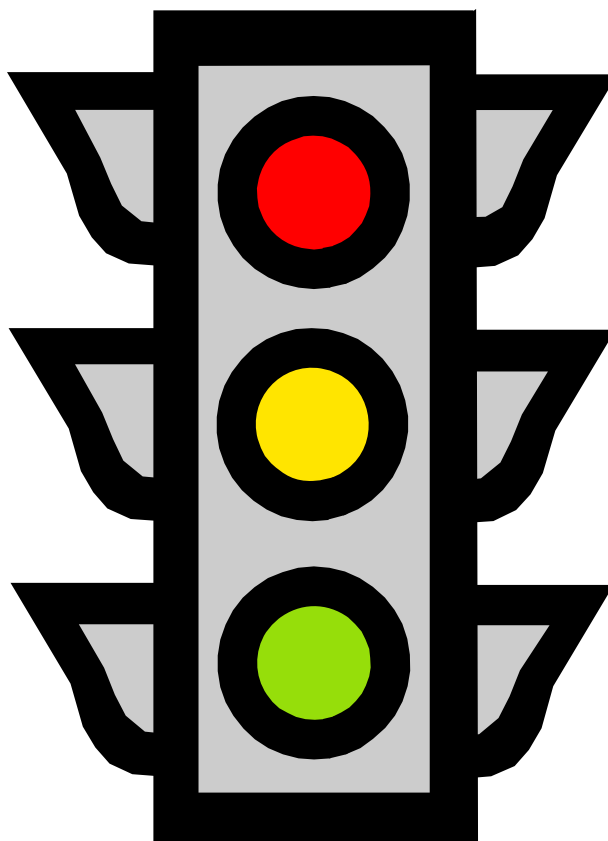
Vote:  
Yes \_\_\_\_\_  
No \_\_\_\_\_  
Voice \_\_\_\_\_  
Abstentions \_\_\_\_\_



**Kane County  
Division of Transportation**

**DRAFT Policy for Red Light Running (RLR)  
Photo Enforcement Systems**

**Effective: APRIL 1, 2008**



**Revised October 12, 2010**

## Executive Summary

Red Light Running (RLR) is one of the major causes of crashes, deaths, and injuries at signalized intersections nationwide. Most recent crash statistics show that nearly 1,000 Americans were killed and 176,000 were injured in 2003 due to red light running related crashes. The monetary impact of crashes to our society is approximately \$14 billion annually.

Public Act 94-0795, which was signed on May 22, 2006, and took effect upon signature of the Governor, provides that a governmental agency in a municipality or county may establish an automated traffic law enforcement system that produces a recorded image of a motor vehicle entering an intersection against a red signal indication and is designed to obtain a clear recorded image of the vehicle and the vehicle's license plate. The installation of Red Light Running Photo Enforcement systems (RLRPE) may be established only in the counties of Cook, DuPage, Kane, Lake, Madison, McHenry, St. Clair, and Will and in municipalities located within those counties. This law was later amended by Public Act 96-1016 (effective January 1, 2011).

This document has been prepared by the Kane County Division of Transportation (KDOT) to establish procedures and policies required for the judicious installation of automated traffic law enforcement systems on County marked and unmarked routes.

While RLRPE may be a potential tool in enhancing safety at specific intersections, Kane County's policy is that RLRPE should not be the first course of action in addressing intersection safety. Kane County policy is to implement traffic engineering methods and improvements prior to the use of photo enforcement. Cameras will only be considered by the County after engineering solutions have been proven ineffective in addressing red-light running crashes. The U.S. Department of Transportation and Federal Highway Administration also recommend this "engineering solutions" first approach.

## Acknowledgements

Kane County would like to thank the Illinois Department of Transportation, Region 1 – Bureau of Traffic and the DuPage County Division of Transportation for their contributions to this document.

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## I. Overview

RLRPE should be installed only where a safety problem with red light running has been thoroughly documented and alternative countermeasures (improvements) have been implemented, constructed and evaluated for an appropriate assessment period. RLRPE can be installed and operated at signalized intersections that include County marked and unmarked routes by either the County in unincorporated areas or the local municipality having law enforcement jurisdiction where the subject intersection is located.

A local municipality requesting to install and operate a RLRPE at signalized intersections that include County marked and unmarked routes shall request authorization by seeking a review and consideration by the County Engineer of the submittal requirements and any other information requested to evaluate red-light running crashes. County Board consideration of the County Engineer's recommendation and approval by resolution will be required prior to permitting the installation of a photo enforcement Camera System by the County Engineer. The issuance of a KDOT permit is for one (1) year and shall be considered a temporary approval, in that the County will annually evaluate the Camera System's effectiveness to address RLR. At no time shall RLRPE operate at any given location for more than three years.

The County and the traffic engineering community recognizes that there are many factors involved with establishing appropriate signal timing (such as the speed limit, road grade, traffic volumes, pavement condition & type, etc.) and that many drivers inadvertently run red lights by misjudging speed, driver reaction times, distance (from the intersection), and other factors as they approach a yellow signal with a duration in accordance with standard traffic engineering practice which recommends a minimum yellow interval of 3 to 6 seconds and which may not necessarily be uniform on any given roadway since factors such as speed limits and other roadway conditions will vary.

Depending on the driver's location to the intersection when the light turns yellow, these factors may create what traffic engineers refer to as a "dilemma zone" where it is difficult for a driver to determine whether to stop or proceed through the intersection. Sometimes the driver may even begin braking only to realize that it is safer to continue and inadvertently runs a red light. To address this, County-maintained signals feature a clearance ("all-red") interval which recognizes that drivers may react differently each time they come upon a yellow signal. Some state RLRPE laws (like Virginia's) have acknowledge this by mandating a 0.5-second grace period after a signal change to red, during which no violations would be cited.

As such, the County believes that RLRPE should not be the first course of action in addressing intersection safety. While RLRPE may be a potential tool in enhancing safety at specific intersections, there are various improvements that should be considered prior to photo enforcement.

## II. RLRPE Description

RLRPE monitor the movement of traffic at designated traffic signal locations and the status (or color) of the traffic signal indication on the approach. Movement detectors, typically video detectors, check for the passage of vehicles into the intersection and if the traffic signal phase condition is red, cameras record pictures of the vehicle position and license plate. RLRPE shall differentiate between vehicles illegally traversing the intersection on a red indication (as defined by 5/1-132 of the Illinois vehicle Code) and vehicles stopping beyond the stop bar. RLRPE shall also not cite a violation for vehicles making legal left or right turns at a red light. All violations should be afforded the same enforcement discretion as if a police officer were present.

## III. RLRPE Location and Justification

### a. RLRPE System Eligible Locations

Signalized intersections that are eligible for RLR cameras systems shall include all the following characteristics:

- Documented three (3) year history of annual crashes attributable to red light violations.
- Documented three (3) year history of red light violations where corrective actions have been implemented and deemed ineffective.
- Traffic signal clearance intervals that exceed minimums set by the *Manual on Uniform Traffic Control Devices (MUTCD)* and in accordance with the *ITE (Institute of Transportation Engineers) formula for change and clearance intervals*.
- Traffic signal heads have twelve (12) inch displays with LED optics.
- Mast arm poles are used to mount signal heads on the far side of each approach leg.
- A minimum of three (3) signal displays exist for through movements and 2 signal displays for left turning movements.
- A minimum of two (2) signal displays mounted on each mast arm.
- Traffic signals heads are clear from all obstructions and visible for the appropriate sight distance and positioned, as specified in Chapter 4D of the latest edition of the *MUTCD*.
- Stop lines are clearly visible and located at the appropriate location as specified in Chapter 3B of the latest edition of the *MUTCD*.
- Traffic signal timing is optimized to current traffic conditions so that good positive traffic progression is maintained.
- Traffic signal is functioning properly and, if actuated, all detectors are working properly so as not to cause additional delay.

### b. RLRPE Restricted Locations

Locations that are restricted from consideration for RLRPE include the following characteristics:

- Signalized intersections where other corrective actions, including engineering countermeasures, which are designed to discourage red light running have not yet been implemented, alternatives reasonably exhausted, and effectiveness evaluated as an initial response to

documented history of crashes and violations. Engineering countermeasures may include but are not limited to the following:

- a. Adjustments to the change (yellow) and clearance (all-red) intervals
  - b. Signal timing optimization to improve traffic progression, including adjustments to signal cycle length and splits (amount of time allocated to green, yellow and red)
  - c. Reduced signal phasing
  - d. Improved pavement marking
  - e. Addition of retro-reflective yellow sheeting on the traffic signal backplates
  - f. Addition of Signal Ahead warning signs
  - g. Addition of flashing yellow warning beacons mounted above Signal Ahead warning signs
  - h. Addition of dilemma zone detection to the existing traffic signal
  - i. Replacement of existing traffic signal incandescent bulbs with LED (Light Emitting Diodes)
  - j. Modernization of existing traffic signal installation to include improved signal head placement (one head per lane/center of lane)
  - k. Geometric improvements to address deficiencies in capacity, sight distance, etc.
  - l. And other countermeasures that increase signal visibility/conspicuity and likelihood of stopping
- Signalized intersections that are programmed to be modified and/or improved within the County's Transportation Improvement Program. The County will continue to consider countermeasures to address safety issues, regardless of the schedule of programmed improvements.
  - Traffic signal is interconnected to railroad crossing controlled devices.
  - Traffic signal is a span wire installation.
  - Where installation of RLR Camera equipment reduces existing sight distance of traffic signal devices, signage, or adversely impacts pedestrian facilities.
  - Where installation of RLR Camera equipment can not meet KDOT roadway set-back minimums, or other KDOT construction requirements.
  - Where installations of RLR would negatively impact intersection operations.
  - Within one mile of an existing operating RLRPE.
  - The County will notify the Permit Applicant of changes that may affect them.

### c. RLRPE Justification

A Justification Report shall be prepared by the municipality for the locations in which the local municipality (Permit Applicant) wishes to establish a RLRPE. A Justification Report shall also be prepared for the locations in which the County wishes to establish a RLRPE. The Justification Report shall include a completed copy of Attachment "A" and all of the following documentation:

- Permit applicant name (Village, City etc.).

- Intersection location(s), including street names and municipality and intersection approaches proposed for RLRPE.
- Brief geometric description of the intersection(s) and land usage including color photographs and aerial or plan view.
- Field survey of RLR violations for a 24-hour period, as defined by Section II above. A video of each violation is also required, along with information regarding the duration of time from when the change to the red signal indication occurs to when the violation is committed.
- Red light running citation data
- Crash data and collision diagrams should be submitted for all types of crashes at the intersection. It is required that the most recent three (3) years of available crash data be used and include the crash type, specifically left turn, angle and rear end crashes. Crashes directly related to RLR are to be individually identified and tabulated.
- Average daily and peak period traffic volumes. The relationship between the frequency of violations, the number of RLR-related crashes, and traffic volumes will be reviewed and considered.
- Approach angles and speed limits.
- Information on existing traffic control devices, including signal head displays, location, phasing, durations of change (yellow) and clearance (all-red) intervals, including color photographs of each approach to the intersection and whether or not the traffic signal is part of a closed loop system or interconnected to adjacent railroad crossing control devices.
- Information concerning bicycle and pedestrian conditions at the intersection.
- A letter of concurrence for the use of RLRPE from a representative of the roadway authority having jurisdiction of the intersecting local roadway.
- A letter from the chief of the local law enforcement agency certifying that the intersections proposed for RLRPE experience red light violations and crashes resulting from such. This letter shall also include a statement of support for the use of automated RLRPE.
- Report including crash rankings of all signalized county intersections within municipality and may include number of angle and turning collisions, intersection Average Daily Traffic (ADT), total number of accidents, total injuries, accident rate and roadway jurisdiction.
- Map of the municipality identifying intersections and priority of installation.

The County will independently evaluate and consider permitting photo enforcement for left turning movements and through movements. Photo enforcement for right turn movements will not be permitted, except where "No Right on Red" signage is demonstrated to be ineffective with documented crash(s) and/or documented crash(s) involving pedestrians and right turning vehicles in high pedestrian areas and all other appropriate remedies have been implemented. The County reserves the authority to reject RLRPE installation for any or all movements.

#### IV. Permit Submittal Requirements for RLRPE Installation(s)

A local municipality desirous of installing and operating a RLR Camera System at signalized intersections that include County marked and unmarked routes (Permit Applicant) shall submit to the County the following items for consideration:

- The Justification Report for the RLRPE installation.
- Detailed construction plans showing all proposed RLRPE and existing traffic signal equipment, as outlined in the County's Traffic Signal Design Guidelines.
- Signing plans.
- Manufacturer literature and wiring diagrams.
- Description of how the RLRPE will be operated and maintained.
- The Permit Applicant shall submit a copy of the ordinance or resolution agreeing to indemnify the County of Kane for any claims which are from or as a result of the RLRPE, its installation, operation, maintenance and removal (See Attachment E).
- A copy of the local ordinance for an automated traffic law enforcement system program.
- Signed KDOT Permit application for Right of Way Alteration
- Permit Fee of \$450 (payable by check only)

The County's maintained traffic signal clearance intervals shall be in accordance with Chapter 4D of the latest edition of the *MUTCD*. The County will verify clearances upon request. **Yellow change and all-red clearance interval timings are determined by the County and subject to change as warranted by the County without notification.**

All other permit requirements shall be in accordance with the latest edition of the *Kane County Division of Transportation Permit Regulations and Access Control Regulations*.

#### V. Signing Requirements

Regulatory "RED LIGHT PHOTO ENFORCED" (R10-I104) signs (See Attachment D) shall be posted in advance of each intersection approach, and within the RLR enforcement intersection, typically on the far side traffic signal pole, indicating the presence of RLRPE at the intersection.

The County shall provide, install, and maintain the signs with an orange or red flag attached to the RLR signs. These flags will remain in place for a period of thirty (30) days after the RLRPE are activated. If the local municipality (Permit Applicant) is desirous of installing and operating a RLR PE at signalized intersections that include County marked and unmarked routes, they shall reimburse the County for the cost to provide and install the signs. The County will maintain such signs for the duration of the permit.

## VI. Operations and Maintenance

### a. Operational Requirements

To minimize the impact on the County highway system, RLRPE shall not affect the operation of any traffic control device. The following items will be required:

- Electrical service for RLRPE equipment shall come from the local electric utility company, not from traffic signal equipment or other County facilities.
- To obtain status of the traffic signals, miniature current transformers may be installed on yellow and red signal circuits. RLRPE circuitry shall not be connected to traffic signal cables by cutting, splicing, sharing terminations or other means. No other RLRPE circuitry will be allowed in traffic signal facilities, including but not limited to the traffic signal cabinet, associated electrical conduit, junction boxes, handholes, mast arm poles or signal posts.
- RLRPE vehicle detection shall utilize non-intrusive technologies (video, radar, microwave detection, etc.) to minimize impact the roadway pavement. Pavement loops or other detection equipment installed in the pavement) may be considered on a location-by-location basis, subject to approval by the County. Consideration will be based on pavement type and condition, existing and preferred traffic signal detection methods and designs, and consideration of potential countermeasures for saw cutting such as milling and resurfacing.
- All work inside the KDOT traffic signal controller cabinet or other KDOT facilities, shall be performed by an electrical contractor who is prequalified by IDOT Region 1 for Traffic Signal construction.
- All RLRPE settings shall be reviewed and approved by the County prior to the scheduled "Turn-On". Post "Turn-On" adjustments may be necessary and shall be monitored and approved by the County prior to implementation. The intent is to ensure that there is no negative impact to the County's traffic signal operations.
- The Permit Applicant shall certify that the system is operating correctly and shall make all adjustments necessary to ensure it operates correctly and does not negatively impact the traffic operations of the intersection.
- The Permit Applicant will be required to adjust equipment to reflect updates in technology. Field changes may be necessary to adapt the approved plans to provide a more modern and/or safer design.

### b. Maintenance Requirements

- All costs for the materials, installation, operation, maintenance, repair, and removal of the RLRPE shall be the responsibility of the Permit Applicant. A Right of Way Alteration fee in accordance with the latest edition of the *Kane County Division of Transportation Permit Regulations and Access Control Regulations* will be required for removal of any RLRPE.
- All RLRPE materials shall be reviewed and approved by the County prior to installation.

- RLRPE equipment installed in or on the County's traffic signal equipment shall be completed in accordance with the appropriate County electrical maintenance policies.
- If the County improves an intersection where a RLRPE is installed, the removal of RLRPE equipment shall be the responsibility of the Permit Applicant and shall be completed in a timely manner. All costs for this work shall be the responsibility of the Permit Applicant.
- The RLRPE shall be inspected and "Turned-On" as detailed in the County's Traffic Signal Specifications.

## VII. Other Administrative Requirements

### a. Public Information Campaign

The Permit Applicant shall hold well-publicized kickoff events, issue periodic press releases and provide local public televised informational programming (where available) about the proposed locations and effectiveness of RLRPE enforcement within their jurisdictions. This campaign should provide information and data that defines the red light running problem, explains why red light running is dangerous, and identifies the actions that are currently being undertaken to reduce the incidence of red light running. For the first week of live RLRPE, the Permit Applicant shall take measures to bring attention to the intersections where the RLR camera systems are in use. For the first thirty (30) days the RLRPE is in operation, an orange or red flag shall be attached to the RLRPE signs. The Permit Applicant shall issue warning citations to violators for an initial period of one month, and publicize the date on which warning citations will be halted and actual enforcement citations will begin.

### b. Annual Follow up Evaluation

Permits issued for RLR Camera Systems shall be required to be re-evaluated for permit renewal annually. An Evaluation Report shall be prepared by the Permit Applicant one year after the installation and shall be prepared every year thereafter. The RLRPE will be in operation for a maximum of three years, at which time the equipment shall be removed from the intersection. The Evaluation Report shall include a completed copy of Attachment "B" and the following:

- Intersection location(s).
- Date of implementation.
- RLRPE manufacturer and contractor name.
- Crash data specific to RLR location(s) for the 3-year period prior to and for the period post RLRPE installation.
- An analysis of the crash data, including a summary of any increase in crash types.
- Signal timing and other settings before and after RLRPE installation.
- Traffic volumes before and after RLRPE installation using available data.
- Recommendations to further reduce red light violations and severe crashes and to improve the operations of the intersection(s).
- Summary of adjudication experience and results.

- The permit may be revoked during this annual review or at any time where the County determines it is in the best interest of the motoring public of Kane County or if the RLRPE is having a detrimental effect on the operations of the existing traffic signal system. All costs associated with the removal shall be the responsibility of the Permit Applicant.
- Permit Renewal Fee of \$100 (payable by check only)

**c. Violation Data**

The Permit Applicant shall require the vender to provide data pertaining to the number of violations and convictions for each camera location to the County on a quarterly basis. Each violation should include data about the timing of the violation in relation to the signal change to red.

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## Attachment A

### Kane County Division of Transportation Red Light Running (RLR) Camera Enforcement System Justification Report Summary Sheet

Date \_\_\_\_\_

Permit Applicant (Village, City, etc.) \_\_\_\_\_

Intersection \_\_\_\_\_

Approaches Proposed for Camera Enforcement (with roadway authority having jurisdiction noted) \_\_\_\_\_

#### Submitted Documentation:

- Crash data and summary – years 20\_\_\_\_, 20\_\_\_\_ and 20\_\_\_\_.
- RLR citation data.
- Collision diagram.
- Average daily and peak period volumes.
- Speed limits.
- Survey violation data and video (with information regarding the duration of time from when the change to the red signal indication occurs to when the violation is committed).
- Summary of violations and possible reasons
- Color pictures of each approach to the intersection showing traffic signal displays and location. Land usage should also be noted in the pictures.
- Information concerning pedestrian and bicycle facilities and usage.
- Letter of concurrence from the local roadway authority having jurisdiction.
- Letter of concurrence from the local Police Chief, certifying violations and crashes are a result of red light running at the specific intersection.
- Report including rankings of all signalized county intersections within municipality. This may include number of angle and turning collisions, intersection ADT, total number of accidents, total injuries, accident rate and roadway jurisdiction.
- Map of the municipality identifying intersections and priority of installation.
- Permit Fee of \$450 (payable by check only)

#### Existing Conditions:

*Any "Yes" answer will prohibit installation of red light running equipment.*

\_\_\_\_\_ Is the traffic signal interconnected to railroad crossing control devices?

\_\_\_\_\_ Is this a span wire type traffic signal installation?

*Any "No" answers will prohibit installation of red light running equipment.*

\_\_\_\_\_ Are submitted crashes attributed to red light running violations?

\_\_\_\_\_ Sight distance meets MUTCD minimums.

Traffic Signal Equipment: \_\_\_\_\_

\_\_\_\_\_ All 12-inch displays?

\_\_\_\_\_ All LED optics?

- \_\_\_\_\_ Are mast arm poles used to mount signal heads on the far side of each proposed enforcement approach leg?
- \_\_\_\_\_ Minimum of 3 signal displays for thru movements and 2 signal displays for turning movements?
- \_\_\_\_\_ Minimum 2 signal displays mounted on mast arm?

This form is submitted by (agency, firm or company) \_\_\_\_\_

By (Name & Phone Number) \_\_\_\_\_

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**Attachment B**

**Kane County Division of Transportation  
Red Light Running (RLR) Camera Enforcement System  
Annual Permit Summary Sheet**

Date \_\_\_\_\_

Permit Applicant (Village, City, etc.) \_\_\_\_\_

Intersection \_\_\_\_\_

Approaches with Cameras  
\_\_\_\_\_

RLR Equipment Make/Model  
\_\_\_\_\_

**Submitted Documentation:**

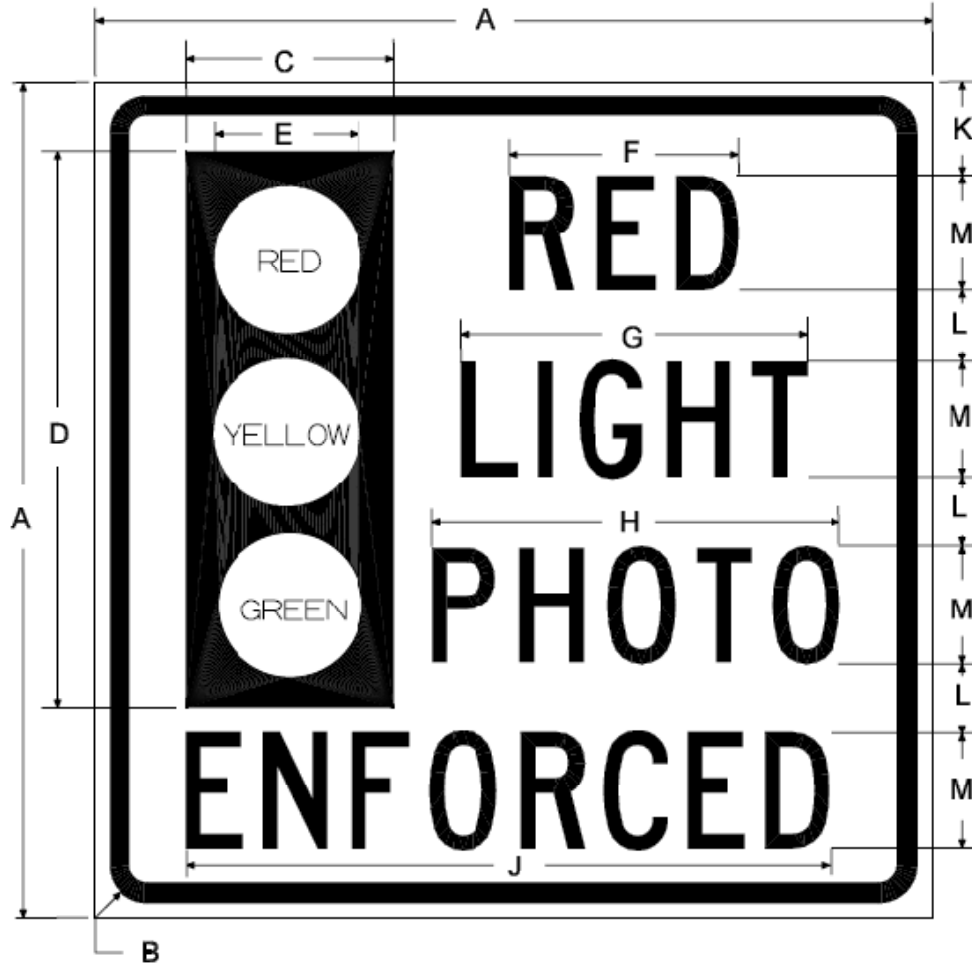
- Summary of accidents for three year period prior to installation.
- Summary of accidents for period after installation.
- Summary of violations prior to installation (from justification report).
- Summary of violations for period after installation.
- Most recent three years of RLR citation data.
- List of days in the last year that equipment failed to operate.
- List of maintenance records and repairs.
- List of reported violations and actual citations.
- List of citations overturned by courts.
- Report identifying reasons for continued operation of equipment.
- Said report will include a signed statement by the local Police Chief concurring with summary.
- Permit Renewal Fee of \$100 (payable by check only)

This form is submitted by (agency, firm or company) \_\_\_\_\_

By (Name & Phone Number) \_\_\_\_\_

**Attachment C**

**Sign Standard R10-I104**



COLOR	LEGEND AND BORDER	BLACK	NON-REFLECTORIZED
	BACKGROUND	WHITE	REFLECTORIZED
	LIGHTS	COLOR	REFLECTORIZED

SIGN SIZE	DIMENSIONS											
	A	B	C	D	E	F	G	H	J	K	L	M
30 X 30	30.00	1.88	7.30	19.60	5.40	7.80	12.00	14.00	22.20	2.80	2.80	4.00
36 X 36	36.00	2.25	8.90	24.00	6.40	9.80	15.00	17.60	27.60	3.50	3.00	5.00

SIGN SIZE	SERIES BY LINE				MARGIN	BORDER
	1	2	3	4		
30 X 30	4C	4C	4C	4C	0.500	0.750
36 X 36	5C	5C	5C	5C	0.625	0.875

All dimensions in inches. Sign not to scale.

## Attachment D

(625 ILCS 5/11-208.6)

Sec. 11-208.6. Automated traffic law enforcement system.

(a) As used in this Section, "automated traffic law enforcement system" means a device with one or more motor vehicle sensors working in conjunction with a red light signal to produce recorded images of motor vehicles entering an intersection against a red signal indication in violation of Section 11-306 of this Code or a similar provision of a local ordinance.

An automated traffic law enforcement system is a system, in a municipality or county operated by a governmental agency, that produces a recorded image of a motor vehicle's violation of a provision of this Code or a local ordinance and is designed to obtain a clear recorded image of the vehicle and the vehicle's license plate. The recorded image must also display the time, date, and location of the violation.

(b) As used in this Section, "recorded images" means images recorded by an automated traffic law enforcement system on:

- (1) 2 or more photographs;
- (2) 2 or more microphotographs;
- (3) 2 or more electronic images; or
- (4) a video recording showing the motor vehicle and, on at least one image or portion of the recording, clearly identifying the registration plate number of the motor vehicle.

(b-5) A municipality or county that produces a recorded image of a motor vehicle's violation of a provision of this Code or a local ordinance must make the recorded images of a violation accessible to the alleged violator by providing the alleged violator with a website address, accessible through the Internet.

(c) A county or municipality, including a home rule county or municipality, may not use an automated traffic law enforcement system to provide recorded images of a motor vehicle for the purpose of recording its speed. The regulation of the use of automated traffic law enforcement systems to record vehicle speeds is an exclusive power and function of the State. This subsection (c) is a denial and limitation of home rule powers and functions under subsection (h) of Section 6 of Article VII of the Illinois Constitution.

(c-5) A county or municipality, including a home rule county or municipality, may not use an automated traffic law enforcement system to issue violations in instances where the motor vehicle comes to a complete stop and does not enter the intersection, as defined by Section 1-132 of this Code, during the cycle of the red signal indication unless one or more pedestrians or bicyclists are present, even if the motor vehicle stops at a point past a stop line or crosswalk where a driver is required to stop, as specified in subsection (c) of Section 11-306 of this Code or a similar provision of a local ordinance.

(d) For each violation of a provision of this Code or a local ordinance recorded by an automatic traffic law enforcement system, the county or municipality having jurisdiction shall issue a written notice of the violation to the registered owner of the vehicle as the alleged violator. The notice shall be delivered to the registered owner of the

vehicle, by mail, within 30 days after the Secretary of State notifies the municipality or county of the identity of the owner of the vehicle, but in no event later than 90 days after the violation.

The notice shall include:

- (1) the name and address of the registered owner of the vehicle;
- (2) the registration number of the motor vehicle involved in the violation;
- (3) the violation charged;
- (4) the location where the violation occurred;
- (5) the date and time of the violation;
- (6) a copy of the recorded images;
- (7) the amount of the civil penalty imposed and the requirements of any traffic education program imposed and the date by which the civil penalty should be paid and the traffic education program should be completed;
- (8) a statement that recorded images are evidence of a violation of a red light signal;
- (9) a warning that failure to pay the civil penalty, to complete a required traffic education program, or to contest liability in a timely manner is an admission of liability and may result in a suspension of the driving privileges of the registered owner of the vehicle;
- (10) a statement that the person may elect to proceed by:
  - (A) paying the fine, completing a required traffic education program, or both; or
  - (B) challenging the charge in court, by mail, or by administrative hearing; and
- (11) a website address, accessible through the Internet, where the person may view the recorded images of the violation.

(e) If a person charged with a traffic violation, as a result of an automated traffic law enforcement system, does not pay the fine or complete a required traffic education program, or both, or successfully contest the civil penalty resulting from that violation, the Secretary of State shall suspend the driving privileges of the registered owner of the vehicle under Section 6-306.5 of this Code for failing to complete a required traffic education program or to pay any fine or penalty due and owing, or both, as a result of 5 violations of the automated traffic law enforcement system.

(f) Based on inspection of recorded images produced by an automated traffic law enforcement system, a notice alleging that the violation occurred shall be evidence of the facts contained in the notice and admissible in any proceeding alleging a violation under this Section.

(g) Recorded images made by an automatic traffic law enforcement system are confidential and shall be made available only to the alleged violator and governmental and law enforcement agencies for purposes of adjudicating a violation of this Section, for statistical purposes, or for other governmental purposes. Any recorded image evidencing a violation of this Section, however, may be admissible in any proceeding resulting from the issuance of the citation.

(h) The court or hearing officer may consider in defense of a violation:

- (1) that the motor vehicle or registration plates of the motor vehicle were stolen before the violation occurred and not under the control of or in the possession

of the owner at the time of the violation;

(2) that the driver of the vehicle passed through the intersection when the light was red either (i) in order to yield the right-of-way to an emergency vehicle or (ii) as part of a funeral procession; and

(3) any other evidence or issues provided by municipal or county ordinance.

(i) To demonstrate that the motor vehicle or the registration plates were stolen before the violation occurred and were not under the control or possession of the owner at the time of the violation, the owner must submit proof that a report concerning the stolen motor vehicle or registration plates was filed with a law enforcement agency in a timely manner.

(j) Unless the driver of the motor vehicle received a Uniform Traffic Citation from a police officer at the time of the violation, the motor vehicle owner is subject to a civil penalty not exceeding \$100 or the completion of a traffic education program, or both, plus an additional penalty of not more than \$100 for failure to pay the original penalty or to complete a required traffic education program, or both, in a timely manner, if the motor vehicle is recorded by an automated traffic law enforcement system. A violation for which a civil penalty is imposed under this Section is not a violation of a traffic regulation governing the movement of vehicles and may not be recorded on the driving record of the owner of the vehicle.

(j-3) A registered owner who is a holder of a valid commercial driver's license is not required to complete a traffic education program.

(j-5) For purposes of the required traffic education program only, a registered owner may submit an affidavit to the court or hearing officer swearing that at the time of the alleged violation, the vehicle was in the custody and control of another person. The affidavit must identify the person in custody and control of the vehicle, including the person's name and current address. The person in custody and control of the vehicle at the time of the violation is required to complete the required traffic education program. If the person in custody and control of the vehicle at the time of the violation completes the required traffic education program, the registered owner of the vehicle is not required to complete a traffic education program.

(k) An intersection equipped with an automated traffic law enforcement system must be posted with a sign visible to approaching traffic indicating that the intersection is being monitored by an automated traffic law enforcement system.

(k-3) A municipality or county that has one or more intersections equipped with an automated traffic law enforcement system must provide notice to drivers by posting the locations of automated traffic law systems on the municipality or county website.

(k-5) An intersection equipped with an automated traffic law enforcement system must have a yellow change interval that conforms with the Illinois Manual on Uniform Traffic Control Devices (IMUTCD) published by the Illinois Department of Transportation.

(k-7) A municipality or county operating an automated traffic law enforcement system shall conduct a statistical analysis to assess the safety impact of each automated traffic law enforcement system at an intersection following

installation of the system. The statistical analysis shall be based upon the best available crash, traffic, and other data, and shall cover a period of time before and after installation of the system sufficient to provide a statistically valid comparison of safety impact. The statistical analysis shall be consistent with professional judgment and acceptable industry practice. The statistical analysis also shall be consistent with the data required for valid comparisons of before and after conditions and shall be conducted within a reasonable period following the installation of the automated traffic law enforcement system. The statistical analysis required by this subsection (k-7) shall be made available to the public and shall be published on the website of the municipality or county. If the statistical analysis for the 36 month period following installation of the system indicates that there has been an increase in the rate of accidents at the approach to the intersection monitored by the system, the municipality or county shall undertake additional studies to determine the cause and severity of the accidents, and may take any action that it determines is necessary or appropriate to reduce the number or severity of the accidents at that intersection.

(l) The compensation paid for an automated traffic law enforcement system must be based on the value of the equipment or the services provided and may not be based on the number of traffic citations issued or the revenue generated by the system.

(m) This Section applies only to the counties of Cook, DuPage, Kane, Lake, Madison, McHenry, St. Clair, and Will and to municipalities located within those counties.

(n) The fee for participating in a traffic education program under this Section shall not exceed \$25.

A low-income individual required to complete a traffic education program under this Section who provides proof of eligibility for the federal earned income tax credit under Section 32 of the Internal Revenue Code or the Illinois earned income tax credit under Section 212 of the Illinois Income Tax Act shall not be required to pay any fee for participating in a required traffic education program.

(o) A municipality or county shall make a certified report to the Secretary of State pursuant to Section 6-306.5 of this Code whenever a registered owner of a vehicle has failed to pay any fine or penalty due and owing as a result of 5 offenses for automated traffic law violations.

(Source: P.A. 96-288, eff. 8-11-09; 96-1016, eff. 1-1-11.)

## Attachment E

### RESOLUTION PERMITTING THE ATTACHMENT OF PHOTO ENFORCEMENT EQUIPMENT TO KANE COUNTY HIGHWAY FACILITIES

WHEREAS, the *(select one)* Village/City of \_\_\_\_\_, herein referred to as the *(select one)* “Village/”City” requests to construct on and attach to certain County Highway(s) and appurtenances belonging thereto under the jurisdiction of the County of Kane (hereinafter “County Facilities”) red light photo enforcement equipment (hereinafter referred to as the “Enforcement Equipment”) at the intersection of Kane County Highway No.\_\_\_\_, (also known as \_\_\_\_\_ Road) and \_\_\_\_\_ *(select one)* Street/Road, (hereinafter referred to as the “Intersection”; and

WHEREAS, the City/Village and County have considered other corrective actions, including engineering countermeasures, to address red light running crashes at the Intersection and the County has determined that the attachment of Enforcement Equipment to the County Facilities is an appropriate countermeasure to use for a designated period of time to enhance the safety of the motoring public; and

WHEREAS, pursuant to the County’s Policy of Red Light Running (RLR) Camera Enforcement Systems, the County shall allow the construction and attachment of the Enforcement Equipment to County Facilities only upon the *(select one)* Village/City: (i) making application for, and the County issuing, a duly authorized permit for the attachment of the Enforcement Equipment to the County Facilities (hereinafter the “Permit”), and (ii) providing to the County this duly authorized, approved and executed resolution from the *(select one)* Village/City of \_\_\_\_\_ agreeing to fully abide by the terms and conditions of the County’s Permit which shall require, among other things, the select One) City/Village to defend, indemnify and hold harmless the County of Kane for claims arising from or as a result of the design, construction, installation, operation and maintenance of the Enforcement Equipment and enforcement or collection activity relating thereto among other things; and

WHEREAS, the Village/City of \_\_\_\_\_ shall adhere to the County’s Policy of Red Light Running (RLR) Camera Enforcement Systems and agrees to the County’s annual permitting of the Enforcement Equipment with said equipment to be removed upon request by the County or at three (3) years; and

WHEREAS, the Village/City of \_\_\_\_\_ deems it to be in its best interest to adopt this resolution to facilitate the safety of the motoring public.

NOW, THEREFORE, BE IT RESOLVED, by the *(select one)* City Council/ Village Board of the *(select one)* Village/City of \_\_\_\_\_ that it agrees to fully abide and be bound by all terms and conditions of the County’s Permit which shall require among other things that the *(select one)* City/Village it shall indemnify, defend and hold harmless the County of Kane for any and all claims

from or against the County of Kane including attorney's fees and costs incurred by the County of Kane arising as a result of the design, construction, installation, operation and maintenance, operation of the Enforcement Equipment to County Facilities and the enforcement or collection activity relating thereto .

Be It Further Resolved that the *(select one)* Village /City of \_\_\_\_\_ hereby authorizes its *(select one)* President/Mayor to sign the County's Permit application for the Enforcement Equipment Systems.

Passed by the *(select on)* the Village Board/City Council of \_\_\_\_\_ on this \_\_\_\_\_ day of \_\_\_\_\_, 200\_.

\_\_\_\_\_  
*(select one)* Mayor/Village President

ATTEST:

\_\_\_\_\_  
*(select one)* Village/City Clerk

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# AGENDA ITEM EXECUTIVE SUMMARY

Agenda Item #9A

Date: September 27, 2010

Item: Implementation Report

Presenter / Sponsor: Manny Gomez

Assigned Committee: Transportation

Budgeted:  Yes  No  N/A

If not budgeted, explain funding source: N/A

Appropriation: N/A

## Summary:

### Construction

*Stearns Road, Stage 2* – Constructing retaining walls next to the CP&P RR Bridge. Preparing to start new pavement on McLean Boulevard. Traffic signal installation continues at IL31 and McLean Boulevard. Approximately 60% complete.

*Stearns Road, Stage 3* – Dunham re-opened at the end of August and traffic is now on sections of new pavement. Focused on completing the remaining pavement sections and bridges. One of the underpasses is complete. PCC beams are in place on the IL25/Dunham Bridge. New bridge deck to start over the next few weeks. Approximately 59% complete.

*Stearns Road, Stage 4* – Efforts focused on the widening along IL Route 25. Construction of the new pavement from the Fox River to McLean Boulevard started the week of September 13<sup>th</sup>. Approximately 75% complete.

*Stearns Road, Stage 5* – Pavement removal, earth excavation, sewer installation, water-main installation and placement of road base stone on the north half of McDonald Road was finished the week of September 20<sup>th</sup>. Construction of the new traffic signal at Randall Road and McDonald Road began the week of September 20<sup>th</sup>. Placement of new PCC pavement along the north side of McDonald Road is expected to start the week of October 4<sup>th</sup>. Concrete curb installation and median turf restoration through the quarry continues. Approximately 80% complete.

For more information concerning construction of the Stearns Bridge Corridor Project please see the attached Newsletter. Also you may visit the project website at [www.stearnsroad.com](http://www.stearnsroad.com).

*Fabyan Parkway at Van Nortwick Avenue* – Includes construction of a new westbound to southbound left turn lane on Fabyan Parkway at Van Nortwick Avenue. The widening, resurfacing and landscaping for the project have been completed. Striping, recessed pavement markers and punch list items are scheduled to be complete by the end of September. Project completion is scheduled for fall of 2010.

*Kirk Road at Stadium Drive* – The widening and resurfacing to create a northbound to westbound left turn onto Stadium Drive are complete. Final landscaping, striping and recessed pavement markers are scheduled to be complete by the end of September. Project completion is scheduled for fall of 2010.

*Randall Road (Claude Hanson Bridge) & Kirk Road Bridge (over the UP RR)* – Installation of a Road Weather Information System (RWIS) along with Flashing Warning Beacons to alert motorists. The system will detect predefined variables that may lead to hazardous roadway conditions and transmit this information to KDOT. This project is 100% funded with EECBG funds. Items requiring shop drawing review were submitted. Construction is planned to begin shortly after the review is complete and approved. The completion is targeted for the fall of 2010.

*2010 Annual Resurfacing Program* – New asphalt wearing surface for the following County Highways:

County Highway	From	To
Ramm Road	McGough Road	IL Route 47
Bowes Road	Muirhead Road	McLean Boulevard
Muirhead Road	Bowes Road	Plato Road
Burlington Road	North of Plato Road	South of Ellithorpe Road
Burlington Road	IL Route 64	IL Route 47
Big Timber Road	Harmony Road	US Route 20
Big Timber Road	IL Route 47	IL Route 72
Plank Road	West County Line Road	US Route 20
LaFox Road	Dillonfield Drive	Keslinger Road
Keslinger Road	West of Pouley Road	East of Burnidge Road
Jericho Road	Hinckley Road	West of Orchard Road
Hinckley Road	West County Line Road	Jericho Road
West County Line Road	Hinckley Road	US Route 30

The list above provides the order by route that the work will proceed. Work is substantially complete with exception of Jericho Road which should be done in October.

*2010 County Crack Sealing Program* – This project is complete.

*2010 County Pavement Striping Programs* – Programs cover placement of new water based paint and urethane pavement markings on various County highways. The paint pavement markings are approximately 75% complete. Urethane pavement markings are approximately 55% complete. Completion of all markings targeted for fall of 2010.

*2010 Recessed Reflective Pavement Markers* – Program covers placement of recessed reflective pavement markers on various County Highways which include Big Timber Road, Plank Road, Randall Road, Burlington Road, Silver Glen Road, Fabyan Parkway and Kirk Road. Scheduled to begin in late September with completion in the fall of 2010.

*Damisch Road Bridge over Tyler Creek* – Replacement of existing 70 year old structure. The construction will be accomplished under a full road closure with a posted detour. The substructure is complete and beams are in place. The contractor is framing to get ready for placement of the bridge deck. Completion is targeted for the fall of 2010.

Design

*Orchard Road from Jericho Road to US Route 30* – Phase II Engineering continues. Right of way acquisition is underway with 31 parcels required. 20 have been acquired and 11 parcels need to be acquired. Negotiations are underway with 11 property owners. Construction is targeted for 2011 pending right of way acquisition.

*Stearns Road, Corridor Landscaping* – Phase II Engineering is underway. The corridor wide landscaping contract includes approximately 126 acres of permanent seeding, 127 trees, 2100 shrubs, and other plantings such as perennials. Other improvements include multi-use path trail kiosks, a sitting/viewing area at the east bank of the Fox River, next to the bike trail where the project commemorative monument will sit, and amenity lighting at the IL Route 31 bridge. The project has an IDOT targeting letting of March 11, 2011 with construction planned in 2011 and 2012.

*Stearns Road, Stage 5B, Umbdenstock Bridge Replacement* –This bridge replacement project is currently in Phase II Engineering with an IDOT target letting date of June 17, 2011. Construction is planned for 2011 and 2012, pending resolution land acquisition.

*Stearns Road, Stage 2A, McLean Fen Restoration* – When the mainline contracts were bid the County anticipated that federal and state funds would not provide sufficient resources to construct all elements of the corridor identified during the Phase I Engineering. A staged construction approach was developed to allow construction of critical components of the corridor to move forward, providing a regional roadway connecting Randall Road to Stearns Road in DuPage County. With this in mind restoration of the McLean Fen, which is an environmental commitment, was deferred until such time that funding became available. As you know bids for the mainline contracts came in under the engineer's estimates. As a result unobligated HPP federal funds are available. These unobligated funds are being used for this part of the corridor. This project is currently in Phase II Engineering with an IDOT target letting date of November 18, 2011. Construction is planned 2012, pending resolution land acquisition.

*Anderson Road Extension from IL 38 to Keslinger Road* – Phase II Engineering continues. Plats for land acquisition are at IDOT for review and approval. Upon approval we will continue with the land acquisition process by requesting appraisals using our County Board approved on-call appraisal contracts.

*Longmeadow Parkway* – This project is in Phase I Engineering. Proposed geometry at major intersections is complete. Work on proposed drainage, including detention is underway. The vertical profile for the new bridge over the Fox River is being reviewed with the goal developing the most cost effective design by reducing the pier heights. Staff continues to work on right of way acquisitions at locations where requirements have been defined and confirmed.

*Randall Road at Fabyan Parkway* – This intersection project is federally funded with CMAQ funds. Construction of a 3<sup>rd</sup> through lane on Randall Road is included. Other improvements include construction of PACE Bus turn outs which allow buses to safely move in and out of the traveled lane when pick up or dropping of passengers. Phase II Engineering is approximately 70% complete. Construction is planned in 2011 pending resolution of land acquisition.

*Burlington Road at IL Route 47* – Phase I Engineering study of single lane Roundabout at this stop controlled intersection. If approved this will be the first Roundabout at a County/State intersection in Kane County. This project has Federal CMAQ funds. Design Approval (DA) is anticipated in 2011. After receiving Design Approval Phase II Engineering will be initiated.

*Huntley Road from Randall Road to IL Route 31* – Design Approval from IDOT occurred on May 18, 2010. Staff is developing a contract to initiate some Phase II items.

List Attachments: Stearns Road Corridor Newsletter

Detailed information available from / at: Manny Gomez, Assistant Director of Transportation, (630) 845-7873

Staff Comments / Recommendations: For information only.

## Project Contacts

### Corridor Manager

Kevin Ahern  
Alfred Benesch & Company  
[stearnsroadproject@benesch.com](mailto:stearnsroadproject@benesch.com)

### Contract 2

Pat Kiely  
Christopher Burke Engineering

### Contract 3

Jim Stahlecker  
Bollinger-Lach & Associates

### Contract 4

Mike Brangenberg  
Omega & Associates

### Contract 5

Brian Carroll  
Civiltech Engineering

### Kane County

Dave Boesch, Chief of Construction

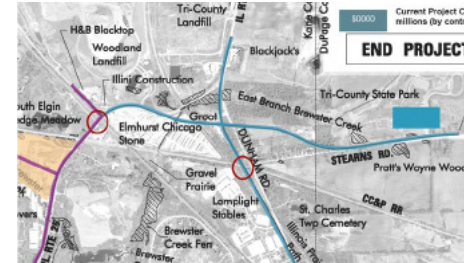
## Project News

### Contract 2 (IDOT Project 63073)



Crews are continuing to work on the installation of retaining walls at the new CNRR bridge over McLean Blvd. Work also continues on the excavation & embankment for the new roadway on McLean. Storm sewer installation is also ongoing along McLean. The intersection of South Lancaster Circle and McLean Blvd., will be closed on 9/13/10. This closure is expected to last for approximately 60 days. Use North Lancaster Circle for an alternate route.

### Contract 3 (IDOT Project 63074)

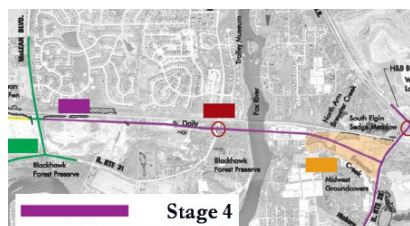


Crews have finished the concrete work on the extension of the Stearns Rd. pedestrian tunnel and are now in the process of waterproofing and backfilling around the structure. Work continues on the east half of the Dunham Rd./IL 25 bridge over Brewster Creek with concrete beam delivery expected for the week of 9/13/10. New asphalt has been placed on Stearns Rd. near the state park and traffic is expected to switch to the new lanes on 9/13/10.

## Traffic Alerts

- IL 25, will be completely closed for work on the railroad crossing, just south of Gilbert St from 9/20/10 to 9/27/10. Please follow the posted detour and monitor [www.stearnsroad.com](http://www.stearnsroad.com) for updates.
- Traffic on Stearns Road, east of Dunham will be switched to the new pavement on the north beginning the week of 9/13/10. Please be alert for the new traffic pattern.
- The intersection of South Lancaster Circle & McLean Blvd, will be closed on 9/13/10. This closure is schedule to last for approximately 60 days. Please use North Lancaster Circle.
- Construction activities are ongoing on IL 31 & McLean Blvd. Please be alert for flaggers and construction operations in this area.

### Contract 4 (IDOT Project 63075)



Work continues on the Fox River Bridge with the framing and pouring of the concrete median and guardrail installation. Removal of the deck formwork is also ongoing. Stone placement for the new roadway from the west side of the bridge to McLean, is nearly complete. Concrete pavement is expected to start being placed the week of 9/13/10.

### Contract 5 (IDOT Project 63076)



Storm sewer installation along McDonald continues. Topsoil placement is ongoing. Roadway grading and stone placement along McDonald is expected to begin the week of 9/13/10. Traffic signal work at Randall & McDonald will begin in late September.



**AGENDA ITEM EXECUTIVE SUMMARY**

Agenda Item #9B-1a

Date: September 27, 2010

Item: *Resolution: Approving a Phase II Engineering Services Agreement with Homer L. Chastain & Associates, LLP for 2010 Culvert Maintenance and Replacement, Kane County Section No. 10-00413-00-BR*

Presenter / Sponsor: Manny Gomez

Assigned Committee: Transportation

Budgeted:  Yes  No  N/A

If not budgeted, explain funding source: N/A

Appropriation: \$413,000.00

**Summary:**

The scope of work for this project includes final design of various culvert structures listed below:

County Highway	Feature Crossed	Construction Scope
Burlington Road	Virgil Ditch No. 3	Culvert replacement / New guardrail
Burlington Road	Virgil Ditch No. 1	Culvert replacement / New guardrail
Harmony Road	Harmony Creek	Repair headwalls / New guardrail
Harmony Road	Tributary to Hampshire Creek	Repair headwalls / New guardrail
Plank Road	Tributary to Burlington Creek	Culvert replacement / New guardrail
Silver Glen Road	Un-named Drainage Ditch	Line existing culvert / New guardrail
Empire Road	Ferson Creek	Repair culvert & headwalls / New guardrail.
Empire Road	Tributary to Ferson Creek	Line existing culvert / Stabilize embankment / New guardrail.
Empire Road	Trib. to Ferson Creek (Loc. #2)	Line existing culvert / Repair headwall / Stabilize embankment
West County Line Rd.	Roadside Ditch, south of I-88	Line existing culvert / Excavating issues (~30 deep)
Randall Road	Roadside Ditch, north of US20	Line existing culvert. Stabilize downstream embankment.

To initiate the engineering, staff has completed the consultant selection process using current QBS Procedures. The QBS Process includes:

- 136 engineering firms (Transportation's Consultant Database) were notified.
- 38 firms responded and submitted a Statement of Interest (SOI) in providing the engineering services.
- 3 prequalified firms (listed below) were requested to submit a proposal (RFP) outlining their understanding of the required services. No discussion of fees, hours or other information regarding costs per state statutes.
- 3 face to face interviews were conducted with the Proposal and Interview used to develop an overall score for each firm. The overall ranking score is provided in the table below:

Firm Name	Overall Ranking Score
Homer L. Chastain & Associates, LLP.	207.5
SEC Group, Inc.	203.5
Strand Associates, Inc.	203.0

Based on the above scores, Homer L. Chastain & Associates, LLP. was selected and a contract negotiated to provide Phase II Engineering Services. The negotiated contract is for a not to exceed amount of \$413,000.00.

List Attachments: Resolution, Agreement, Location Map

Detailed information available from / at: Manny Gomez, Assistant Director of Transportation, (630) 845-7873

Staff Comments / Recommendations: Staff requests Committee approval.

STATE OF ILLINOIS

COUNTY OF KANE

RESOLUTION NO. 10-\_\_\_\_\_

**APPROVING A PHASE II ENGINEERING SERVICES AGREEMENT  
WITH HOMER L. CHASTAIN AND ASSOCIATES, LLP FOR  
2010 CULVERT MAINTENANCE AND REPLACEMENT  
KANE COUNTY SECTION NO. 10-00413-00-BR**

WHEREAS, Phase II Engineering services are required for the proposed maintenance and replacement of various Kane County Culverts (hereinafter referred to as the "Project"); and

WHEREAS, in order to accomplish the Project, it is necessary to retain the services of a professional engineering firm to provide Phase II Engineering services therefor; and

WHEREAS, Homer L. Chastain and Associates, LLP, 8609 West Bryn Mawr Avenue, Suite 204, Chicago, IL 60631 has experience and professional expertise in Phase II Engineering services and is willing to perform the required services for the Project for an amount not to exceed Four Hundred Thirteen Thousand Dollars (\$413,000.00).

NOW, THEREFORE, BE IT RESOLVED by the Kane County Board that the Chairman thereof is hereby authorized to execute a Phase II Engineering services agreement with Homer L. Chastain and Associates, LLP for the Project (a copy of which is on file with the County Clerk's Office).

BE IT FURTHER RESOLVED that the Kane County Board appropriate the not to exceed sum of Four Hundred Thirteen Thousand Dollars (\$413,000.00) from Motor Fuel Local Option Fund #304, Line Item #50140 (Engineering) to pay for said Phase II Engineering services for the Project.

Line item	Line Item Description	Was personnel/item/service approved in original budget or a subsequent budget revision?	Are funds <u>currently</u> available for this personnel/item/service in the specified line item?	If funds are not currently available in the specified line item, where are the funds available?
304.520.524.50140	Engineering	Yes	Yes	

Passed by the Kane County Board on October 12, 2010.

\_\_\_\_\_  
John A. Cunningham  
Clerk, County Board  
Kane County, Illinois

\_\_\_\_\_  
Karen McConnaughay  
Chairman, County Board  
Kane County, Illinois

Vote:  
Yes \_\_\_\_\_  
No \_\_\_\_\_  
Voice \_\_\_\_\_  
Abstentions \_\_\_\_\_

**AN AGREEMENT BETWEEN THE COUNTY OF KANE AND  
HOMER L. CHASTAIN & ASSOCIATES, LLP. FOR 2010 CULVERT MAINTENANCE  
AND REPLACEMENTS  
KANE COUNTY SECTION NO. 10-00413-00-BR**

**PURCHASE ORDER # \_\_\_\_\_**

This AGREEMENT, made this 12th day of October 2010 between COUNTY OF KANE, a body corporate and politic of the State of Illinois (hereinafter referred to as the "COUNTY"), of 719 South Batavia Avenue, Geneva, Illinois 60134 and HOMER L. CHASTAIN & ASSOCIATES, LLP., an Illinois limited liability partnership and licensed professional engineering firm, with offices at 8609 West Bryn Mawr Avenue, Suite 204, Chicago, Illinois 60631 (hereinafter referred to as the "CONSULTANT"). The COUNTY and the CONSULTANT are sometimes hereinafter collectively referred to as the "PARTIES" and individually as a "PARTY".

**WITNESSETH**

WHEREAS, it is deemed to be in the best interest of the COUNTY and the motoring public to improve and maintain the various highways throughout Kane County; and,

WHEREAS, the COUNTY desires to improve various Kane County highway culverts (hereinafter referred to as the "PROJECT"); and,

WHEREAS, in order to accomplish the PROJECT it is necessary to retain the services of a professional engineering firm to perform structural design services for the PROJECT; and,

WHEREAS, the CONSULTANT has experience and professional expertise in structural design services and is willing to perform said services for the PROJECT for an amount not to exceed Four Hundred Thirteen Thousand Dollars (\$413,000.00),

WHEREAS, the COUNTY has determined that it is in the COUNTY'S best interest to enter into this AGREEMENT with the CONSULTANT.

NOW, THEREFORE, in consideration of the above stated preambles, the mutual covenants and agreements herein set forth, the PARTIES do hereby mutually covenant, promise, agree and bind themselves as follows:

**1.0 INCORPORATION**

1.1 All of the preambles set forth hereinabove are incorporated into and made part of this AGREEMENT.

**2.0 SCOPE OF SERVICES**

2.1 Services for the PROJECT are to be provided by the CONSULTANT according to the specifications set forth in Exhibit "A" which is attached hereto and incorporated herein. The services are sometimes hereinafter also referred to as the "work".

### 3.0 NOTICE TO PROCEED

3.1 Authorization to proceed with the work described and as otherwise set forth in Exhibit "A" shall be given on behalf of the COUNTY by the Kane County Engineer, in the form of a written notice to proceed (hereinafter "Notice to Proceed"), following execution of this AGREEMENT by the County Board Chairman of the COUNTY.

### 4.0 TECHNICAL SUB-CONSULTANTS

4.1 The prior written approval of the Kane County Engineer shall be required before any sub-consultants are hired by the CONSULTANT to perform any of the work.

4.2 Any such sub-consultants shall be hired and supervised by the CONSULTANT and the CONSULTANT shall be solely responsible for any and all work performed by said sub-consultants in the same manner and with the same liability as if performed by the CONSULTANT.

### 5.0 TIME FOR PERFORMANCE

5.1 The CONSULTANT shall commence work on the PROJECT as directed in the Notice to Proceed. The COUNTY is not liable and will not pay the CONSULTANT for any work performed prior to the date of the Notice to Proceed or after termination of this AGREEMENT.

5.2 Within ten (10) days after the Notice to Proceed is mailed or otherwise transmitted to the CONSULTANT, the CONSULTANT shall submit a schedule for completion of the PROJECT. The schedule is subject to approval by the Kane County Engineer.

### 6.0 COMPENSATION

6.1 The COUNTY shall only pay the CONSULTANT for work performed and shall pay only in accordance with the provisions of this AGREEMENT.

6.2 For work performed, the COUNTY shall pay the CONSULTANT based upon the hourly rates set forth in Exhibit "B", which is attached hereto and incorporated herein and which rates includes overhead and profit.

6.3 For direct expenses, the COUNTY shall pay the CONSULTANT for supplies and materials required for the completion of all work defined in the Exhibit "A" which is attached hereto.

6.4 For direct expenses, the CONSULTANT shall include copies of receipts from suppliers for expendable materials with its invoice to the COUNTY. Computer charges will not be allowed as direct expenses.

- 6.5 Within 45 days of receipt, review and approval of properly documented invoices, the COUNTY shall pay or cause to be paid to the CONSULTANT partial payments of the compensation specified in this AGREEMENT. Payment will be made in the amount of sums earned less previous partial payments. However, the COUNTY reserves the right to hold back a sum equal to five percent (5%) of the total AGREEMENT sum to ensure performance satisfactory to the Kane County Engineer.
- 6.6 Total payments to the CONSULTANT under the terms of this AGREEMENT shall not exceed Four Hundred Thirteen Thousand Dollars (\$413,000.00).

## 7.0 DELIVERABLES.

- 7.1 The CONSULTANT shall provide the COUNTY, prior to the termination of this AGREEMENT, or at such time as the Kane County Engineer directs, any required deliverables related to work performed under this AGREEMENT.
- 7.2 Upon receipt, review and acceptance of all deliverables by the COUNTY (if required), final payment will be made to the CONSULTANT by the COUNTY.

## 8.0 CONSULTANT'S INSURANCE

- 8.1 The CONSULTANT shall, during the term of this AGREEMENT and as may be required thereafter, maintain, at its sole expense, insurance coverage including:
- A. Worker's Compensation Insurance in the statutory amounts.
  - B. Employer's Liability Insurance in an amount not less than Five Hundred Thousand Dollars (\$500,000) each accident/injury and Five Hundred Thousand Dollars (\$500,000) each employee/disease.
  - C. Commercial General Liability Insurance, (including contractual liability) with limits of not less than One Million Dollars (\$1,000,000) per occurrence bodily injury/property damage combined single limit; Two Million Dollars (\$2,000,000) excess liability coverage in the aggregate for injury/property damage combined single limit and Two Million Dollars (\$2,000,000) in the aggregate for products-completed operations.
  - D. Commercial Automobile Liability Insurance with minimum limits of at least One Million Dollars (\$1,000,000) for any one person and One Million Dollars (\$1,000,000) for any one occurrence of bodily injury or property damage.
  - E. Professional Errors and Omissions Insurance with a minimum limit of Two Million Dollars (\$2,000,000.00).

8.2 It shall be the duty of the CONSULTANT to provide to the COUNTY copies of the CONSULTANT'S certificates of insurance before issuance of the Notice to Proceed. The CONSULTANT shall provide the COUNTY and maintain a certificate of insurance for its General Liability Policy which certificate shall include the COUNTY as additional named insured. The additional named insured endorsement included on the CONSULTANT'S Commercial General Liability policy shall provide the following:

- A. That the coverage afforded the additional named insured will be primary insurance for the additional named insured with respect to claims arising out of operations performed by or on behalf of the CONSULTANT;
- B. That if the additional named insured has other insurance which is applicable to the loss, such other insurance will be only on an excess or contingent basis;
- C. That the amount of the CONSULTANT'S liability under the insurance policy will not be reduced by the existence of such other insurance; and,
- D. That the certificate of insurance shall contain a provision or endorsement that the coverage afforded will not expire, be canceled, materially changed, nor renewal refused until at least thirty (30) days prior written notice has been given to COUNTY.

8.3 The insurance required to be purchased and maintained by CONSULTANT shall be provided by an insurance company acceptable to the COUNTY with an AM Best rating of A- or better, and licensed to do business in the State of Illinois; and shall include at least the specified coverage and be written for not less than the limits of the liability specified herein or required by law or regulation whichever is greater. In no event shall any failure of the COUNTY to receive policies or certificates of insurance or to demand receipt of the same be construed as a waiver of the CONSULTANT'S obligation to obtain and keep in force the required insurance.

## 9.0 INDEMNIFICATION.

9.1 To the fullest extent permitted by law, the CONSULTANT shall indemnify and hold harmless the COUNTY, its officials, directors, officers, agents, and employees from and against any and all claims, damages, losses, and expenses, including but not limited to court costs and attorney's fees, arising out of or resulting from performance of the work, provided that such claim, loss or expense is attributable to bodily injury, sickness, disease or death, or to injury to or destruction of property, including loss of use resulting therefrom, but only to the extent caused in whole or in part by negligent acts or omissions of the CONSULTANT, a sub-consultant, anyone directly or indirectly employed by them or anyone for whose acts they may be liable, excluding any proportionate amount of any claim, damage, loss or expense which is caused by the negligence of the COUNTY. Such obligation shall not be construed to negate, abridge or reduce other rights or obligations of indemnity, which would otherwise exist as to

a PARTY or person described in this paragraph. In claims against the COUNTY and its officials, directors, officers, agents, and employees by an employee of the CONSULTANT, a sub-consultant, anyone directly or indirectly employed by them or anyone for whose acts they may be liable, the indemnification obligation under this paragraph shall not be limited by a limitation on the amount or type of damages, compensation or benefits payable by or for the CONSULTANT or a sub-consultant under workmen's compensation acts, disability benefit acts or other employee benefit acts.

- 9.2 Nothing contained herein shall be construed as prohibiting the COUNTY, its officials, directors, officers, agents, and employees, from defending through the selection and use of their own agents, attorneys and experts, to defend any claims, actions or suits brought against them.
- 9.3 If any errors, omissions, intentional or negligent acts are made by the CONSULTANT or sub-consultant in any phase of the work, the correction of which requires additional field or office work, the CONSULTANT shall be required to perform such additional work as may be necessary to remedy same without undue delay and without charge to the COUNTY.
- 9.4 Acceptance of the work by the COUNTY will not relieve the CONSULTANT of the responsibility for the quality of the work, nor of the CONSULTANT'S liability for loss or damage to property or persons resulting therefrom.

#### 10.0 SATISFACTORY PERFORMANCE.

- 10.1 The CONSULTANT'S and sub-consultant's standard of performance under the terms of this AGREEMENT shall be that which is to the satisfaction of the COUNTY and meets or exceeds the quality and standards commonly accepted in the industry in the Chicago metropolitan area.

#### 11.0 CONFLICT OF INTEREST.

- 11.1 The CONSULTANT covenants that it has no conflicting public or private interest and shall not acquire directly or indirectly any such interest which would conflict in any manner with the performance of CONSULTANT'S services under this AGREEMENT.
- 11.2 The CONSULTANT, by its signature on this AGREEMENT, certifies that it has not been barred from being awarded a contract or subcontract under the Illinois Purchasing Act; and further certifies that it has not been barred from contracting with a unit of State or Local government as a result of a violation of Section 33E-3 or 33E-4 of the Illinois Criminal Code (Illinois Compiled Statutes, 1992, Chapter 720, paragraph 5/33E-3).

12.0 OWNERSHIP OF DOCUMENTS.

12.1 The CONSULTANT agrees that all survey data, reports, drafting, studies, specifications, estimates, maps, documents and computations prepared by the CONSULTANT under the terms of this AGREEMENT shall be properly arranged, indexed and delivered to the COUNTY within ninety (90) days of written request therefor. The CONSULTANT's obligation hereunder shall survive the termination of this AGREEMENT.

12.2 The documents and materials made or maintained under this AGREEMENT shall be and will remain the property of the COUNTY which shall have the right to use same without restriction or limitation and without compensation or liability to the CONSULTANT other than as provided in this AGREEMENT.

13.0 COMPLIANCE WITH STATE AND OTHER LAWS – PREVAILING WAGE ACT.

13.1 The CONSULTANT and any sub-consultants will comply with all State, Federal and Local statutes, ordinances and regulations; and will obtain all permits as are applicable.

13.2 The CONSULTANT and any sub-consultants shall not discriminate against any worker, job applicant, employee or any member of the public, because of race, creed, color, sex, age, handicap, or national origin, or otherwise commit an unfair employment practice.

13.3 The CONSULTANT and any sub-consultant(s) shall comply with all applicable State and Federal Prevailing Rate of Wage Laws, and shall take all steps necessary to remain in compliance therewith. (See Exhibit "C")

14.0 MODIFICATION OR AMENDMENT.

14.1 The terms of this AGREEMENT may only be modified or amended by a written document duly executed by both PARTIES.

15.0 TERM OF THIS AGREEMENT.

15.1 The term of this AGREEMENT shall begin on the date this AGREEMENT is fully executed and shall continue in full force and effect until the earlier of the following occurs:

A. The PARTY'S termination of this AGREEMENT in accordance with the terms of Section 16.0; or,

B. December 31, 2013.

15.2 In the event the required calendar days as stated in Section 15.1 B above are exceeded and/or anticipated personnel requirements are not adequate and remaining funds are not sufficient to complete the PROJECT, adjustments in total

15.3 The date of the first calendar day for this AGREEMENT shall be the date of receipt of the Notice to Proceed by the CONSULTANT from the COUNTY. In the event the PROJECT work is suspended by the COUNTY as recorded on the "Report of Starting and Completion Date," the calendar days for this AGREEMENT will also be suspended for a like amount of time.

15.4 Notwithstanding anything in Section 15.0 to the contrary, the Kane County Engineer may at his sole option, upon the request of the CONSULTANT, extend the term of this AGREEMENT for a period of time up to but not exceeding one year.

#### 16.0 TERMINATION ON WRITTEN NOTICE.

16.1 Except as otherwise set forth in this AGREEMENT, the CONSULTANT shall have the right to terminate this AGREEMENT for cause upon serving sixty (60) days written notice upon the COUNTY.

16.2 The COUNTY may terminate this AGREEMENT at any time for any reason upon written notice to the CONSULTANT.

16.3 Upon termination of this AGREEMENT, the obligations of the PARTIES to this AGREEMENT shall cease, but they shall not be relieved of the duty to perform their obligations up to the date of termination. Notwithstanding anything in this AGREEMENT to the contrary however, the obligations of the CONSULTANT to indemnify and hold harmless the COUNTY as provided for in Section 9.0 of the AGREEMENT shall survive the termination of this AGREEMENT.

16.4 Upon termination of this AGREEMENT, all data, work products, reports and documents produced, as a result of this AGREEMENT shall remain/become the property of the COUNTY.

#### 17.0 ENTIRE AGREEMENT.

17.1 This AGREEMENT contains the entire agreement and understandings between the PARTIES.

17.2 There are no other covenants, promises, conditions or understandings, either oral or written, other than those contained herein.

#### 18.0 NON-ASSIGNMENT.

18.1 This AGREEMENT shall not be assigned by a PARTY without prior written approval of the other PARTY.

19.0 SEVERABILITY.

19.1 In the event any provision of this AGREEMENT is held to be unenforceable for any reason, the enforceability thereof shall not affect the remainder of the AGREEMENT, which will remain in full force and effect and enforceability in accordance with its terms.

20.0 GOVERNING LAW.

20.1 This AGREEMENT shall be governed by the laws of the State of Illinois both as to interpretation and performance.

20.2 Venue for any dispute arising hereunder shall be in the Circuit Court of the Sixteenth Judicial Circuit, Kane County, Illinois.

21.0 NOTICE.

Any required notice shall be sent to the following addresses and party:

KANE COUNTY DIVISION OF TRANSPORTATION  
41W011 Burlington Road  
Saint Charles, IL 60175  
Attn.: Carl Schoedel, P.E., Kane County Engineer

HOMER L. CHASTAIN & ASSOCIATES, LLP.  
8609 West Bryn Mawr Avenue, Suite 204  
Chicago, Illinois 60631  
Attn.: Steve Frerichs, Senior Project Manager

IN WITNESS WHEREOF, the parties set their hands and seals as of the date first written above.

COUNTY OF KANE

HOMER L. CHASTAIN & ASSOCIATES,  
LLP.

\_\_\_\_\_  
KAREN McCONNAUGHAY  
CHAIRMAN, KANE COUNTY BOARD

\_\_\_\_\_  
By: GREGG FOLTZ  
MANAGING PARTNER

ATTEST:

ATTEST:

\_\_\_\_\_  
JOHN A. CUNNINGHAM  
KANE COUNTY CLERK

\_\_\_\_\_  
By: STEVE FRERICHS  
SENIOR PROJECT MANAGER

(Seal)

EXHIBIT A

Kane County – Division of Transportation  
2010 Culvert Maintenance and Replacements

Summary of Scope of Work													
	Replacement	Repair	Sliplining	Scour Control	Hydraulic Survey	Structural Inspection	Right of Way Plat (Parcels)	Hydraulics		Wetland Delineation	T&E Coordination	Soil Boring	Traffic Control
								HY-8	HEC-RAS				
Culvert 1 (5650)	X						5	X		X	X	X	D
Culvert 2 (5651)	X	O				X	4	X		X	X	O	D
Culvert 3 (5543)		X				X	2			X	X		SLC
Culvert 4 (5544)		X				X	2			X	X		SLC
Culvert 5 (5511)	X				X		3		X	X	X	X	SLC
Culvert 6 (5524)	O		X			X	3	X		X	X	O	D
Culvert 7 (5653)	O	X			O	X	4		X	X	X	O	D
Culvert 8 (5578)	O		X	X			4		X	X	X	X	SLC
Culvert 9 (5526)		X	O	X	X	X	4		X	X	X	X	SLC
Culvert 10			X				2	X		X	X		DLC
Culvert 11 (5586(83))			X	X	X	X	4	O	X	X	X		DLC

X = Scope of Work, O = Optional, D = Detour, DLC = Day Lane Closure, SLC = Signalized Lane Closure

Data Collection, Topographic and Control Survey, Culvert Plans, Meetings and QA/QC is included for all structures

Scope of Services and Fee includes:

- Individual Wetland Permitting if requested by ACOE
- Estimated value for T&E Species Survey if requested by IDNR
- Individual IDNR Floodplain Permitting for Culverts 5, 9 & 11 if required by IDNR

## EXHIBIT A

### Kane County - Division of Transportation 2010 Culvert Maintenance and Replacements Scope of Services

Scope of work to be provided for the 2010 Culvert Maintenance contract is presented in two sections. The first being the general scope of work items that will be performed for each of the eleven (11) culverts. The second is a listing of culvert specific scope of work items that will be required at each location.

#### **General Scope of Work**

The following is a generalized scope of work that will be provided for each culvert location.

##### Data Collection & Analysis (HLC)

- Site Visit to verify site and drainage conditions
- Obtain R.O.W. and Property Information from County (may include County research)
- Obtain Mapping for Existing Culverts (FEMA, Wetlands, Topography of drainage basins)
- Establish Design Intent and Criteria

##### Topographic Survey & Plats / Easements (HLC)

- Horizontal and Vertical Control (including field set road centerline)
- Topographic Survey at Culvert Vicinities (1,000 feet of roadway for traffic control and construction access and includes wetland delineations if present)
- Raw Data Processing
- Create Base Topographic File

##### Hydrologic & Hydraulic Modeling and Analysis (HLC)

- Determine Watershed Discharges (StreamStats, Regression Equations or TR-20)
- Modeling to Determine Existing / Proposed Culvert Conditions (HEC-RAS or HY-8)
- Hydraulic Analysis Report (Report summarizing hydraulic analysis and results)

##### Environmental Evaluation (Huff & Huff)

- Wetlands Delineation Report and Army Corp of Engineers (COE) jurisdictional determination application. It's anticipated that Wetlands will fall under COE jurisdiction and work would be covered under a COE regional permit.
- T&E Coordination includes coordination with US Fish & Wildlife and submit the ECOCAT to IDNR for concurrence. There are several T&E species identified for Kane County but it's anticipated that their presence at the culvert locations is unlikely.
- Wetland Permit Application includes a single combined individual permit application to COE for wetland impacts if required by COE based on review of the wetland delineation report. This item is planned and budgeted but not expected to be used.
- T&E Survey includes a survey, report, and mitigation plan for any identified species at one or more of the culverts sites resulting from the T&E coordination. This item is planned and budgeted for up to \$15,000 but not expected to be used.

##### Agency Coordination and Permitting (HLC and Huff & Huff)

- Coordination with Kane/DuPage SWCD covers submittal of the culvert plans for review in accordance with the interagency coordination agreement with the agency and COE.

An estimated \$2,000 has been included as a direct cost for each culvert to cover review applications and required construction follow-up.

- Coordination with IDNR includes general permit determination meeting with agency as well as preparation and submittal of any individual permit application. It's anticipated that the improvements will be completed under one of the regional permits. Time and budget has been included for individual permit applications but it's not expected to be used.
- Coordination with utility companies will include initial contacts, review of relocation requirements and permitting issues, and developing exhibits for each relocation identifying required work.
- Coordinate and provide certification of compliance with the Kane County Stormwater Ordinance.

#### Culvert Plans (HLC)

- This will cover the preparation of construction plans and specs along with certain engineer task related to plan preparation. Final packaging of improvement plans have not been determined but each culvert will require some or all of the following plan sheets.
  - Cover Sheet
  - General Notes
  - Summary of Quantities
  - Pavement & Shoulder Details
  - Alignments, Ties and Benchmarks
  - Plan/Profile Culvert Locations (1" = 20' scale)
  - Structural Details
  - Storm Water Pollution Prevention Plan
  - Erosion and Sediment Control Plan
  - Mitigation & Restoration Plan
  - Miscellaneous Details
- Guardrail Analysis will be performed at each location to determine appropriate guardrail replacement or installation.
- Quantity Calculations (Assume 30 Pay Items)
- Special Provisions will be prepared using IDOT specs.
- Estimate of Cost will be provided for the preliminary plan and final plan.
- Traffic Management and Control will include development of traffic control plans consisting of detour plans, signalized single lane closures, or day lane closures as appropriate for culvert improvement. Efforts will include coordination with local agencies for detour route approval.
- Plans will be submitted for review at concept, preliminary, pre-final and final stages of preparation.

#### Meetings & Coordination

- Progress Meetings – 3 assumed with County.
- Coordination Meetings with Regulatory Agencies – 2 each assumed

#### Management, QC/QA

- Management
- In-house QC/QA

## Structure Detailed Scope of Work

The following specific site descriptions summarize the anticipated improvements and existing conditions based on field inspections, and also list additional tasks required for each culvert location.

**Culvert #1 - Burlington Road over Tributary of Virgil Ditch No. 3** (SN 045-5650) - The concrete box culvert and adjacent CMP culvert will be replaced with new precast culvert, new c/p headwalls, new guardrail and improvements to approach channel to improve efficiency of conveyance.

The existing culvert headwalls are showing signs of deterioration, the culvert appears partially blocked by debris, roadside shoulders have started to erode around the CMP culvert, the upstream approach channel roadside bank is starting to erode and the guardrail is showing signs of post movement.

### Additional Tasks Required Not Listed in General Scope:

#### Topographic Survey & Plats / Easements

- Plat of highway for permanent row take if we abandon culvert and regrade roadside ditch. (Anticipate 5 parcel impacts)

#### Geotechnical Coordination

- Conduct structure borings at opposite corners of culvert.
- Prepare recommendations regarding subgrade soil improvements or replacement for culverts and headwalls and soil bearing capacity.

**Culvert #2 - Burlington Road over Tributary of Virgil Ditch No. 1** (SN 045-5651) - The concrete box culvert will likely be replaced with a new precast culvert, guardrail would be replaced and improvements to the upstream approach channel as well as the downstream roadside embankment slopes would be made. There may be a possibility of abandoning this culvert and redirecting the upstream drainage to the north in a regarded roadside ditch to an existing pipe culvert crossing. This would require a culvert crossing of one private drive.

The existing culvert headwalls are showing signs of deterioration, the culvert appears mostly blocked by debris and both sides of the roadside embankment have eroded around the culvert headwalls.

### Additional Tasks Required Not Listed in General Scope:

#### Data Collection

- Structural inspection to determine replacement or repair.

#### Topographic Survey & Plats / Easements

- Plat of highway for permanent row take if we abandon culvert and regrade roadside ditch. (Anticipate 4 parcel impacts)

#### Geotechnical Coordination

- Conduct structure borings at opposite corners of culvert if culvert is replaced.

- Prepare recommendations regarding subgrade soil improvements or replacement for culverts and headwalls and soil bearing capacity.

**Culvert #3 - Harmony Road over Harmony Creek (SN 045-5543)** - The existing culvert will include improvements to the headwalls and replacement of guardrail.

The existing culvert appears to be in good condition with the exception of the downstream north wingwall and north end of the downstream headwall. Both are showing signs of deterioration and will need at least partial replacement and existing guardrail terminal are substandard.

**Additional Tasks Required Not Listed in General Scope:**

Data Collection

- Structural inspection will be completed to confirm repair.

Topographic Survey & Plats / Easements

- Plat of highway for permanent row take if we abandon culvert and regrade roadside ditch. (Anticipate 2 parcel impacts)

**Culvert #4 - Harmony Road over Tributary to Hampshire Creek (SN 045-5544)** - The existing two barrel culvert will include improvements to the headwalls, center culvert wall, replacement of guardrail and cleaning of debris from the north barrel.

The existing culvert appears to be in good condition with extensions of both headwalls and wingwalls needed to support roadway embankment buildup. Deterioration of the center wall at both ends will require repair back to sound material. The north barrel of the culvert is partially blocked by debris buildup and during low flow conditions provide no conveyance. The existing guardrail terminals are substandard and should be replaced.

**Additional Tasks Required Not Listed in General Scope:**

Data Collection

- Structural inspection will be completed to confirm repair.

Topographic Survey & Plats / Easements

- Plat of highway for permanent row take if we abandon culvert and regrade roadside ditch. (Anticipate 2 parcel impacts)

**Culvert #5 - Plank Road over Tributary to Burlington Creek (SN 045-5511)** – The culvert will be replaced with a new precast culvert, replacement will likely be shifted west approximately 50 feet to reduce downstream scour and existing guardrail should be replaced.

The existing culvert headwalls are deteriorating with rebar exposed in the downstream headwall. The visible portions of the culvert barrel show signs of spalling, cracking and leaching. The upstream approach roadside ditch is in good condition and the downstream channel is showing signs of scour due to the angle of the outlet from the culvert. In addition to the culvert improvements there is an adjacent structure in the outlet channel that may be a connection to

local field tile system which may require inspection. The guardrail appears to be substandard and should be replaced with the culvert improvements.

#### **Additional Tasks Required Not Listed in General Scope:**

##### Topographic Survey & Plats / Easements

- Complete hydraulic survey for 1000-feet of stream profile upstream and downstream of culvert, and creek cross sections at row line, 250, 500 and 1000 feet us & ds of culvert.
- Plat of highway for permanent row take if we abandon culvert and regrade roadside ditch. (Anticipate 3 parcel impacts)

##### Agency Coordination and Permitting

- Joint Permit Application IDNR, IEPA, ACOE

##### Geotechnical Coordination

- Conduct structure borings at opposite corners of culvert.
- Prepare recommendations regarding subgrade soil improvements or replacement for culverts and headwalls and soil bearing capacity.

**Culvert #6 - Silver Glen Road over Drainage Ditch** (SN 045-5524) – The culvert will be sliplined or replaced based on capacity analysis. Due to a point failure in the roof of the culvert sliplining may reduce the culvert capacity too much to be a viable solution and replacement may be required. Depending on culvert solution, headwalls or end sections may be required.

The existing CMP culvert looks to be in good condition except for the invert portion which has several locations of deterioration where the bedding is exposed to culvert flows. Both culvert ends are projecting from the embankment with no headwalls and the existing guardrail looks to be in good condition.

#### **Additional Tasks Required Not Listed in General Scope:**

##### Data Collection

- Structural inspection will be completed to confirm repair.

##### Topographic Survey & Plats / Easements

- Hydraulic survey - survey foundation level of farm structures to the northeast of culvert.
- Plat of highway for permanent row take as culvert ends appear to be at or over existing right-of-way limits. (anticipate 3 parcel impacts)

##### Hydraulic Analysis

- Culvert hydraulic analysis will be completed to confirm capacity of existing culvert, sliplined culvert and new culvert.

**Culvert #7 - Empire road over Ferson Creek** (SN 045-5653) – Culvert will likely be replaced due to sidewall failures at two locations above the original construction joint.

The existing culvert appears to be in good condition with minor spalling on the downstream headwall. However, inside the culvert there are two locations where the existing sidewall has deteriorated to the point where groundwater runs into the culvert. Repair methods may be investigated but removal may be the best long term solution. New guardrail will be installed to shield headwalls and stream crossing.

**Additional Tasks Required Not Listed in General Scope:**

Data Collection

- Structural inspection will be completed to confirm repair.

Topographic Survey & Plats / Easements

- Plat of highway for permanent row take if we abandon culvert and regrade roadside ditch. (Anticipate 4 parcel impacts)

Geotechnical Coordination

- Conduct structure borings at opposite corners of culvert.
- Prepare recommendations regarding subgrade soil improvements or replacement for culverts and headwalls and soil bearing capacity.

**Culvert #8 - Empire Road over Tributary to Ferson Creek** (SN 045-5578) – The CMP culvert will be sliplined or replaced based on capacity analysis, downstream scour counter measures will be installed and new guardrail will be installed to shield stream crossing and headwall / culvert ends.

**Additional Tasks Required Not Listed in General Scope:**

Topographic Survey & Plats / Easements

- Anticipate topo of downstream area estimated to be 100 feet square include tree survey.
- Plat of highway for permanent row take if we abandon culvert and regrade roadside ditch. (Anticipate 4 parcel impacts)

Project Design

- Design and planning of downstream scour countermeasures.

Geotechnical Coordination

- One boring downstream to determine erosion countermeasures.
- Prepare recommendations regarding subgrade soil improvements and soil erosion countermeasures and headwall / drop box soil bearing capacity.

**Culvert #9 - Empire Road over Tributary to Ferson Creek (SN 045-5526)** – The two barrel CMP culvert crossing will require downstream headwall repairs and counter measures to address downstream scour and erosion at the west wingwall. Guardrail barrier analysis will be completed to verify need and limits. Sliplining will be analyzed as a possible solution to long term corrosion of the existing CMP culvert.

The existing two barrel CMP culvert appears to be in good condition with minor spalling on the downstream headwall below each culvert outfall. The downstream channel bottom and slope are badly scoured and will require counter measures to stop the erosion. There is evidence of scour at the west wing wall likely from roadway runoff. The upstream end of the culvert is projecting from the roadway embankment with no headwall.

#### **Additional Tasks Required Not Listed in General Scope:**

##### Data Collection

- Structural inspection will be completed to confirm repair.

##### Topographic Survey & Plats / Easements

- Anticipate topo of downstream area estimated to be 100 feet wide by 200 feet long include tree survey. Downstream channel is approx. 20 feet below road grade, densely covered with vegetation, and very steep due to scour and erosion.
- Complete hydraulic survey for 1000-feet of stream profile upstream and downstream of culvert, and creek cross sections at row line, 250, 500 and 1000 feet us & ds of culvert.
- Possible right-of-way take for future maintenance and access to downstream. (Anticipate 4 parcel impacts)

##### Geotechnical Coordination

- One boring downstream and two hand augers to determine soils and best scour countermeasures.
- Prepare recommendations regarding subgrade soil improvements and soil erosion countermeasures and headwall / drop box soil bearing capacity.

**Culverts #10 – West County Line Road over Road Side Ditch (SN)** – The single barrel CMP culvert crossing will be sliplined to address culvert condition. Culvert is under approximately 20 feet of roadway embankment. It is anticipated that work will be limited to construction access and staging areas for sliplining operations.

##### Topographic Survey & Plats / Easements

- Plat of highway for permanent row take if we abandon culvert and regrade roadside ditch. (Anticipate 2 parcel impacts)

**Culverts #11 - Randall Road over Tributary to Tyler Creek** (SN 045-5586(83)) - The single barrel CMP culvert crossing will require downstream counter measures to address scour. Sliplining will be analyzed as a possible solution to long term corrosion of the existing CMP culvert.

Topographic Survey & Plats / Easements

- Complete hydraulic survey for 1000-feet of stream profile upstream and downstream of culvert, and creek cross sections at row line, 250, 500 and 1000 feet us & ds of culvert.
- Plat of highway for permanent row take if we abandon culvert and regrade roadside ditch. (Anticipate 4 parcel impacts)

Agency Coordination and Permitting

- Joint Permit Application IDNR, IEPA, ACOE

August 31, 2010

Mr. Steve Frerichs  
Homer Chastain, & Associates, LLP  
127 North Wyman Street  
Rockford, Illinois 61101

**Re: Kane County Culverts Maintenance and Replacement Scope of Services  
Various Locations, Kane County, Illinois  
Proposal No.: T10-115**

Dear Mr. Frerichs:

Huff & Huff, Inc. (H&H) is pleased to submit this proposal to provide wetland delineation and permitting services for the above referenced project. This proposal presents our project understanding, the scope of services, and cost for completing the project.

### **1. PROJECT UNDERSTANDING**

Kane County Division of Transportation (KCDOT) is proposing maintenance and/or replacement at eleven (11) culvert sites throughout Kane County, Illinois.

H&H has been requested to provide wetland delineation and wetland permitting services, as necessary, for each culvert site. Each culvert site is considered an individual site; however, for efficiency and cost considerations, wetland delineation site visits and permitting coordination may be combined as warranted.

### **2. PROJECT APPROACH**

H&H will perform an investigation of all 11 culvert sites to determine the presence of wetland areas or jurisdictional watercourses within the existing road rights-of-way. To perform this task, published data will be reviewed to determine if wetlands are potentially present within the project areas. A site visit will then be conducted at these defined locations to search for evidence of wetlands/jurisdictional watercourses.

H&H will prepare one (1) wetland delineation report inclusive of all necessary documentation for all 11 sites. This report will be used for future permitting. If it is determined from the site visit that no wetlands are present at a given site, this will be noted in the wetland delineation report.

### **3. SCOPE OF SERVICES**

H&H will provide the following scope of services for the Kane County Culverts Maintenance and Replacement project:

#### **Task 1. Wetland Delineation and Report**

##### **A. Off-site Record/Document Review**

The following records/documents will be reviewed prior to conducting the field investigation for each of the culvert sites. Soils information will be reviewed to determine the soil types encountered during the delineation procedures. The sources reviewed and to be used include:

- U.S. Geological Survey Topographic Maps,
- National Wetlands Inventory Maps (NWI),
- Kane County Advanced Wetland Identification Maps (ADID),
- Kane County Soil Survey,
- Kane County Flood Insurance Rate Maps,
- Hydric Soils of the United States, and
- Aerial Photography.

##### **B. On-Site Investigation (Field Inventory)**

The on-site investigation will be conducted by our environmental staff experienced in Federal methods for conducting wetland delineations. Our staff will classify and define hydric soils, hydrophytic vegetation, and evidence of hydrology to determine if wetlands are present. The wetland perimeters will be located and flagged for completion of field survey by others.

A wetland delineation of the project site will be conducted that will meet the requirements of Executive Order 11990, "Protection of Wetlands;" Section 404 of the Federal Water Pollution Control Act as amended by the Clean Water Act (Corps of Engineers, Section 404 Permit) and the Illinois Environmental Protection Agency (IEPA Section 401 Guidelines) regulations. These regulations pertain to the placement of fill or alterations of drainage within wetlands of any type and apply to privately as well as publicly owned wetlands. The investigation will meet the requirements of these regulations by identifying the type, functions, and approximate boundaries of the involved wetlands.

Wetlands found will be classified according to type using the "Classification of Wetlands and Deep Water Habitats of the United States" by Cowardin. Wetland boundaries will be defined using the Corps of Engineers Interim Regional Supplement to the COE Wetlands Delineation Manual (USACOE, 2008). This includes a soil investigation to determine the presence or absence of hydric soils and an analysis of the dominant plant species. Field observations will be made on any evidence indicating the hydrology of the area and on water sources that are supporting these wetlands. Functions of these wetlands will be evaluated from field observations.

In addition to the areas mapped as wetlands by the NWI, the entire project area will be investigated in the event that unmapped wetlands are present. As the NWI maps are developed to be used as a general planning tool, detailed field investigations are required to ascertain whether or not wetlands are present. All areas exhibiting wetland characteristics within the parcel will be investigated.

Homer Chastain (HC) will be responsible for surveying the perimeters of all delineated wetlands. H&H will not conduct the survey of the wetlands but will coordinate with HC staff to assure accuracy of the wetland boundaries.

## **Task 2. Wetland Permitting**

H&H will coordinate the wetland permitting for any proposed impacts for the culvert replacement projects. Permits for wetland impacts are issued through the Chicago District, Corps of Engineers (COE) and Kane County.

The permitting process for jurisdictional wetlands is initiated by the submittal of the Joint Application to the COE. The Joint Application Form will require a signature from the KCDOT. This application is submitted to the following agencies:

- U.S. Fish and Wildlife Service (USFWS),
- Illinois Environmental Protection Agency (401 Water Quality Certification),
- Illinois Department of Natural Resources (IDNR),
- Illinois Department of Natural Resources/Office of Water Resources, and
- Illinois Historic Preservation Agency (IHPA).

A jurisdictional determination (JD) will be required from the COE to determine if on-site wetlands are under the jurisdiction of the COE or Kane County. It is assumed each of the culvert replacements will be considered COE jurisdictional. JD forms will require signatures from KCDOT.

The COE currently has an Interagency Coordination Agreement with Kane/DuPage Soil and Water Conservation District (SWCD). Therefore, coordination with this agency is required. H&H will assist HC with the erosion control submittal to Kane/DuPage SWCD.

If the culvert replacements will be funded by state or state pass through funding, the projects will be subject to the Illinois Wetland Policy Act (IWPA). The IWPA requires mitigation of all wetland impacts, regardless of size. Additionally, the IWPA recognizes all wetlands and is not subject to the limitations on isolated wetlands that is the current policy of the COE. On-site mitigation through the IWPA is recognized as within one-mile of the project site. If on-site mitigation is not feasible, mitigation can be conducted off-site or through mitigation banks, but at a higher mitigation ratio. H&H will coordinate with the IDNR for the IWPA compliance, if required. As part of the permitting process, H&H will coordinate the purchase of mitigation credits, if necessary.

It is assumed that the culverts will qualify for a COE Regional Permit based on the limited resources present and potential impacts. Section 401 Water Quality Certification is automatically granted with most of the COE Regional Permits, so coordination with the IEPA for separate water quality certification is not anticipated.

In the case that the COE determines that the project requires an Individual Permit, the following tasks are proposed:

### **Task 3. Anti-degradation Analysis**

#### **Background**

Pollutants have the potential to enter the wetland systems via transport by storm water runoff. This transport is occurring presently and will occur in the future. The anti-degradation analysis will evaluate how the proposed development will change the pollutant loadings based on the data available. This will include temporary construction impacts. The anti-degradation analysis will need to address specific questions as identified in 35 IAC 302.105. This analysis will account for changes in water quality as a result of the proposed maintenance/replacements to existing culverts.

#### **1. Data Collection**

- a. Jurisdictional wetlands/waterbody water quality (historic and current) information.
- b. Existing and proposed drainage patterns, including impervious area and storm water runoff volumes.
- c. Removal efficiencies for proposed BMPs and other pollutant removal practices (i.e. silt curtains and swales).

#### **2. Pollutant Loading Analysis Calculation**

- a. Description of pollutants in runoff from existing land uses, sediment quality, and existing water quality.
- b. Proposed condition loading for suspended solids and any pollutants, such as nutrients. It is anticipated that the proposed project will not affect existing water quality other than possible temporary elevation of suspended sediment during construction.
  1. Without proposed BMPs
  2. With proposed BMPs
  3. Loadings and impacts for possible alternatives

### **Task 4. IEPA and COE Response Preparation and Pollutant Loading Report**

H&H will assist HC in the development of responses to the comments received as part of the Section 404 and Section 401 public notice in the case that an Individual Permit is required. The results of the data collection and studies conducted for Task 3 above will be summarized in a report similar to that prepared for the anti-degradation review. This will include separate construction and operational phases of the project.

### **Task 5. Endangered Species Survey**

Endangered species review is also required through the U.S. Fish and Wildlife Service (USFWS) and Illinois Department of Natural Resources (IDNR). H&H will initiate this coordination through the submittal of the ECOCAT to the IDNR, requesting information on project threatened or endangered species. H&H will conduct the federal process for Section 7 consultation through the use of the USFWS procedures outlined on their website.

In the case that the COE, the USFWS, and/or the IDNR determine that the project requires an endangered species survey, H&H will use methodologies approved by the USFWS to conduct endangered surveys for any species in question. Endangered species survey methodologies will vary dependent upon species. Costs are dependent upon coordination efforts.

#### **Task 6. Meetings and Coordination**

H&H will attend up to four meetings with permitting agencies and/or the County, as necessary. In addition, coordination with the engineer, permitting agencies, and Kane County is included in this task.

#### **Task 7. Quality Assurance/Quality Control (QA/QC)**

Prior to submittal of the Wetland Investigation Report, H&H will complete a thorough review of the report for content, grammar, completeness, and accuracy internally. The report will be reviewed by Senior Scientist staff, who will use the H&H internal review checklist during review of the Wetland Investigation Report.

September 9, 2010



**TESTING SERVICE CORPORATION**

*Corporate Office:*

360 S. Main Place, Carol Stream, IL 60188-2404  
630.462.2600 • Fax 630.653.2988

Mr. Steve Frerichs  
Homer L. Chastain and Associates, LLP  
127 North Wyman Street  
Rockford, Illinois 61101

RE: P.N.45,651 A  
Geotechnical Exploration  
Culvert Improvements  
Seven (7) Locations  
Kane County, Illinois

Dear Mr. Frerichs:

Testing Service Corporation (TSC) is pleased to submit this revised proposal to provide Geotechnical Engineering Services for the captioned project. It responds to your email dated August 23, 2010. This Geotechnical Study is to explore soil conditions and provide recommendations for structure culvert design and construction at seven (7) locations.

**Proposed Project:**

As shown on the plan provided by you, we understand current plans are to construct new culverts at the following locations:

- Culvert #1: Burlington Road over Tributary of Virgil Ditch No. 3 (SN 045-5650)
- Culvert #2: Burlington Road over Tributary of Virgil Ditch No. 1 (SN 045-5651)
- Culvert #5: Plank Road over Tributary to Burlington Creek (SN 045-5511)
- Culvert #6: Silver Glen Road over Drainage Ditch (SN 045-5524)
- Culvert #7: Empire Road over Ferson Creek (SN 045-5653)
- Culvert #8: Empire Road over Tributary to Ferson Creek (SN 045-5578)
- Culvert #9: Empire Road over Tributary to Ferson Creek (SN 045-5526)

If, in developing your construction program, the location or type of the structures are changed, TSC should be promptly contacted to determine the relevance of the these proposed borings to the new project configuration.

**Site Work:**

Based upon our understanding of the project and applicable Kane County Department of Transportation criteria . It is TSC's understanding that IDOT will not be reviewing the Geotechnical Reports. Culvert number, number of borings and boring depths are presented in the table below, along with anticipated traffic control requirements:

<b>Culvert #</b>	<b>Number of Borings</b>	<b>Boring Depths (Feet)</b>	<b>Total Footage</b>	<b>Traffic Control</b>
1	2	25	50	1 Person/ Sign Board
2	2	30	60	1 Person/Arrow Board
5	2	20	40	1 Person/ Arrow Board
6	2	40	80	2 Person/ Arrow Board
7	2	15	30	1 Person/Arrow Board
8	1	25	25	1 Person/ Arrow Board
9	1 2 HA	40 10±	40 20±	1 Person/ Arrow Board
<b>TOTALS</b>	<b>14</b>		<b>345</b>	

The following assumptions have also been made in determining our cost estimates.

- Traffic control procedures will be required at most of the culvert locations. An arrow board and flagging crew are proposed for those locations. Any additional traffic control effort will involve additional costs.
- Field work may be performed weekdays (Monday through Friday) beginning no later than 8:00 AM and ending no sooner than 4:00 PM.
- No IBR tests are required.

Utility clearance for the borings to be made will be obtained by TSC beforehand by contacting JULIE (Joint Utility Locating Information for Excavators), local municipalities and the customary agencies. The utility clearance work outlined herein does not include secondary and private underground utilities that may be present. TSC will utilize a crew trained in layout procedures to locate the borings in the field.

Soil samples will be obtained by standard split-spoon (ASTM D 1586) methods according to the Standard Penetration Test (SPT). Sampling will be performed at 2½ foot intervals for the first 50 feet, and will not exceed 5 foot intervals below this level, unless unforeseen circumstances present themselves. Representative portions of samples will be sealed, packaged and transported to our laboratory. Groundwater observations will also be made during drilling. Unconfined compressive strength values for cohesive samples will be determined in the laboratory for the structure borings.

Groundwater observations will also be made during drilling and after drilling is completed. In addition to these observations, our cost estimate does not include installation of piezometers to monitor groundwater fluctuations which may occur seasonally.

**Laboratory Testing:**

Samples retained from the borings will be examined by laboratory personnel to verify field descriptions and to estimate soil classifications in accordance with the AASHTO Soil Classification System. Laboratory testing will include moisture content determinations, as well as hand penetrometer measurements of unconfined compressive strength, as appropriate. Soil classification tests will be performed on representative subgrade samples to verify visual classifications. Other tests deemed to be necessary by TSC's Project Engineer may also be recommended for your approval.

**Report of Data Obtained:**

Upon completion of sampling and testing, you will receive an engineering report summarizing field and laboratory test data, including computer generated boring logs. The report will address anticipated soil and groundwater conditions impacting site development, based upon the information obtained from the borings. It will also provide recommendations to guide design and specification preparation pertaining to geotechnical issues relevant to the culvert structure. These will include foundation type, capacity and depth (elevation) for the new culvert and other items considered relevant to the project.

**Fees and Scope:**

To provide the Geotechnical Study outlined above, TSC is proposing budget amount of Twenty Four Thousand Dollars (\$24,000.00). This budget is based on the understanding that the work can be performed during standard weekdays with at least 8 hours allowed per day. Our fee is further subject to this proposal being accepted by you on or before October 31, 2010.

Following is an approximate cost breakdown of the work to be performed for the individual culverts. It is based on the number of borings, boring depths and traffic control required at each location. Please note that multiple culverts need to be drilled at one time to make the costs viable.

<u>Culvert No.</u>	<u>Estimated Cost</u>
1	\$3,315.00
2	\$3,980.00
5	\$2,650.00
6	\$6,040.00
7	\$1,990.00
8	\$1,660.00
9	\$4,335.00

Should the study reveal unexpected subsurface conditions requiring a change in scope, you will be contacted before we proceed with further work. Our invoice will be based on the unit rates given. Please note that our quoted fee does not include plan review, excavation, fill, earthwork, footing or foundation observations during construction phases of the project. The project budget should include provision for these services. Consultation, preconstruction meetings or other professional services

subsequent to delivery of TSC's report are additional services that will be covered by separate invoice.

The Illinois Department of Labor (IDOL) has taken the position that Core Drilling / Soil Testing is a covered activity under the Illinois Prevailing Wage Act (IPWA). This project, along with all other transportation and infrastructure related projects is now under the guidelines of IPWA enforcement. The unit prices provided in the attached fee schedule are meant to comply with the IPWA, and therefore should be in agreement with the position taken by the IDOL.

The geotechnical services being performed are subject to TSC's attached General Conditions. Unless stated otherwise, TSC fees include all state and federal taxes and permits that may be required; however, they do not include any license, permits or bond fees that local governments may impose. The local fees, if any, will be added to the invoice. Unless we receive written instructions to the contrary, invoices will be sent to:

Mr. Steve Frerichs  
Homer L. Chastain and Associates, LLP  
127 North Wyman Street  
Rockford, Illinois 61101  
Tel: (815) 489-0050  
Fax: (815) 489-0055  
Email: [sfrerichs@hlcllp.com](mailto:sfrerichs@hlcllp.com)

If this proposal meets with your approval, please indicate your acceptance by signing one copy and returning it to our Carol Stream, Illinois office. Your consideration of our proposal is appreciated. We look forward to being of service to you on this project.

Respectfully Submitted,

TESTING SERVICE CORPORATION

Prepared By

  
Michael V. Machalinski, P.E.  
Vice President

  
Michael D. Billings  
Director of Business Development



### Average Hourly Project Rates

Route Various Culverts  
 Section \_\_\_\_\_  
 County Kane  
 Job No. \_\_\_\_\_  
 PTB/Item \_\_\_\_\_

Consultant HLC & Assoc., LLP

Date 09/13/10

Sheet 1 OF 2

Payroll Classification	Avg Hourly Rates	Total Project Rates			Culvert 1 SN 5650			Culvert 2 SN 5651			Culvert 3 SN 5543			Culvert 4 SN 5544			Culvert 5 SN 5511		
		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 Manager	\$64.42	126	3.71%	2.39	9	2.62%	1.69	10	3.18%	2.05	9	3.98%	2.57	9	4.05%	2.61	16	4.30%	2.77
Structural Engineer	\$57.26	138	4.07%	2.33	16	4.66%	2.67	18	5.73%	3.28	8	3.54%	2.03	8	3.60%	2.06	21	5.65%	3.23
Sr. Project Engineer	\$56.24	233	6.87%	3.86	21	6.12%	3.44	23	7.32%	4.12	22	9.73%	5.47	22	9.91%	5.57	20	5.38%	3.02
Engineer	\$29.65	628	18.51%	5.49	62	18.08%	5.36	62	19.75%	5.85	44	19.47%	5.77	44	19.82%	5.88	80	21.51%	6.38
Chief of Survey	\$40.39	703	20.73%	8.37	79	23.03%	9.30	62	19.75%	7.97	41	18.14%	7.33	39	17.57%	7.10	67	18.01%	7.27
Surveyor	\$23.52	229	6.75%	1.59	17	4.96%	1.17	12	3.82%	0.90	15	6.64%	1.56	13	5.86%	1.38	29	7.80%	1.83
Sr. Technician	\$33.74	429	12.65%	4.27	43	12.54%	4.23	43	13.69%	4.62	27	11.95%	4.03	27	12.16%	4.10	59	15.86%	5.35
Technician II	\$25.56	906	26.71%	6.83	96	27.99%	7.15	84	26.75%	6.84	60	26.55%	6.79	60	27.03%	6.91	80	21.51%	5.50
Clerical	\$18.41	0																	
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<b>TOTALS</b>		3392	100%	\$35.13	343	100%	\$35.02	314	100%	\$35.64	226	100%	\$35.55	222	100%	\$35.61	372	100%	\$35.36

### Average Hourly Project Rates

Route Various Culverts  
 Section \_\_\_\_\_  
 County Kane  
 Job No. \_\_\_\_\_  
 PTB/Item \_\_\_\_\_

Consultant HLC & Assoc., LLP

Date 09/13/10

Sheet 2 OF 2

Payroll Classification	Avg Hourly Rates	Culvert 6 SN 5524			Culvert 7 SN 5653			Culvert 8 SN 5578			Culvert 9 SN 5526			Culvert 10			Culvert 11 SN 5586(83)		
		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 Manager	\$64.42	10	2.98%	1.92	11	2.95%	1.90	11	3.57%	2.30	17	3.94%	2.53	10	5.81%	3.75	14	4.76%	3.07
Structural Engineer	\$57.26	22	6.55%	3.75	23	6.17%	3.53	5	1.62%	0.93	17	3.94%	2.25						
Sr. Project Engineer	\$56.24	20	5.95%	3.35	22	5.90%	3.32	20	6.49%	3.65	24	5.56%	3.12	19	11.05%	6.21	20	6.80%	3.83
Engineer	\$29.65	61	18.15%	5.38	80	21.45%	6.36	57	18.51%	5.49	73	16.90%	5.01	24	13.95%	4.14	41	13.95%	4.14
Chief of Survey	\$40.39	70	20.83%	8.41	70	18.77%	7.58	67	21.75%	8.79	88	20.37%	8.23	40	23.26%	9.39	80	27.21%	10.99
Surveyor	\$23.52	28	8.33%	1.96	20	5.36%	1.26	17	5.52%	1.30	34	7.87%	1.85	14	8.14%	1.91	30	10.20%	2.40
Sr. Technician	\$33.74	49	14.58%	4.92	55	14.75%	4.98	35	11.36%	3.83	61	14.12%	4.76	13	7.56%	2.55	17	5.78%	1.95
Technician II	\$25.56	76	22.62%	5.78	92	24.66%	6.30	96	31.17%	7.97	118	27.31%	6.98	52	30.23%	7.73	92	31.29%	8.00
Clerical	\$18.41																		
<b>TOTALS</b>		336	100%	\$35.47	373	100%	\$35.23	308	100%	\$34.26	432	100%	\$34.75	172	100%	\$35.68	294	100%	\$34.37

27-Aug-10

**Project Direct Costs**

<u>Item</u>	<u>Description</u>	<u>Unit Cost</u>	<u>Quantity</u>	<u>In-house Direct</u>	<u>Outside Direct</u>
1	Data Collection Vehicle (\$/mi)	\$ 0.50	400	\$ 200.00	
	<b>Total Costs of Item</b>			<b>\$ 200.00</b>	<b>\$ -</b>
2	Survey				
	Property Records, Maps & Plats per Site	\$ 50.00	11	\$ 550.00	
	GPS / Survey Supplies per Site	\$ 40.00	11	\$ 440.00	
	Survey Vehicle (\$/day)	\$ 55.00	25	\$ 1,375.00	
	<b>Total Costs of Item</b>			<b>\$ 2,365.00</b>	<b>\$ -</b>
8	Meetings & Coordination Vehicle (\$/mi)	\$ 0.50	600	\$ 300.00	
	<b>Total Costs of Item</b>			<b>\$ 300.00</b>	<b>\$ -</b>
9	Management Reproduction				
	Full size plans (\$/Unit)	\$ 500.00	2		\$ 1,000.00
	Half size plans (\$/Unit)	\$ 300.00	4		\$ 1,200.00
	Kane/DuPage SWCD SESC Review & Inspection	\$ 2,000.00	11	\$ 22,000.00	
	Vehicle (\$/mi)	\$ 0.50	300	\$ 150.00	
	<b>Total Costs of Item</b>			<b>\$ 22,150.00</b>	<b>\$ 2,200.00</b>
	<b>Sub-Total In-house and Outside Direct Costs</b>			<b>\$ 25,015.00</b>	<b>\$ 2,200.00</b>
	<b>Total Direct Costs</b>			<b>\$ 27,215.00</b>	<b>/ 11 Culverts = \$ 2,474.09</b>
					<b>Say \$2,475 per culvert</b>

**Project Sub-Consultant Costs**

<u>Culvert</u>	<u>Subconsultant / Task</u>	<u>Hours / Feet</u>	<u>Fee</u>	<u>Sub-Total</u>	<u>Total</u>
1	Huff & Huff				
	Wetland Delineation and T&E Coordination	19	\$ 1,385.22		
	Wetland Permit	12	\$ 776.10		
	T&E Survey	6	\$ 394.60		
				\$ 2,555.92	
TSC	Soil Boring and Report (2 Borings)	50	\$ 3,315.00		
				\$ 3,315.00	
			<b>Total Subconsultant Fee Culvert =</b>	\$	5,870.92
2	Huff & Huff				
	Wetland Delineation and T&E Coordination	19	\$ 1,385.22		
	Wetland Permit	12	\$ 776.10		
	T&E Survey	6	\$ 394.60		
				\$ 2,555.92	
TSC	Soil Boring and Report (2 Borings)	60	\$ 3,980.00		
				\$ 3,980.00	
			<b>Total Subconsultant Fee Culvert =</b>	\$	6,535.92
3	Huff & Huff				
	Wetland Delineation and T&E Coordination	19	\$ 1,385.22		
	Wetland Permit	12	\$ 776.10		
	T&E Survey	6	\$ 394.60		
				\$ 2,555.92	
TSC	No Work		-		
				\$ -	
			<b>Total Subconsultant Fee Culvert =</b>	\$	2,555.92
4	Huff & Huff				
	Wetland Delineation and T&E Coordination	19	\$ 1,385.22		
	Wetland Permit	12	\$ 776.10		
	T&E Survey	6	\$ 394.60		
				\$ 2,555.92	
TSC	No Work		-		
				\$ -	
			<b>Total Subconsultant Fee Culvert =</b>	\$	2,555.92

**Project Sub-Consultant Costs**

5	Huff & Huff			
	Wetland Delineation and T&E Coordination	19	\$	1,385.22
	Wetland Permit	12	\$	776.10
	T&E Survey	6	\$	394.60
				\$ 2,555.92
	TSC			
	Soil Boring and Report (2 Borings)	40	\$	2,650.00
				\$ 2,650.00
				<b>Total Subconsultant Fee Culvert = \$ 5,205.92</b>
6	Huff & Huff			
	Wetland Delineation and T&E Coordination	19	\$	1,385.22
	Wetland Permit	12	\$	776.10
	T&E Survey	6	\$	394.60
				\$ 2,555.92
	TSC			
	Soil Boring and Report (2 Borings) (Two Flaggers due to Curve)	80	\$	6,040.00
				\$ 6,040.00
				<b>Total Subconsultant Fee Culvert = \$ 8,595.92</b>
7	Huff & Huff			
	Wetland Delineation and T&E Coordination	19	\$	1,385.22
	Wetland Permit	12	\$	776.10
	T&E Survey	6	\$	394.60
				\$ 2,555.92
	TSC			
	Soil Boring and Report (2 Borings)	30	\$	1,990.00
				\$ 1,990.00
				<b>Total Subconsultant Fee Culvert = \$ 4,545.92</b>
8	Huff & Huff			
	Wetland Delineation and T&E Coordination	19	\$	1,385.22
	Wetland Permit	12	\$	776.10
	T&E Survey	6	\$	394.60
				\$ 2,555.92
	TSC			
	Soil Boring and Report (1 Boring)	25	\$	1,660.00
				\$ 1,660.00
				<b>Total Subconsultant Fee Culvert = \$ 4,215.92</b>

**Project Sub-Consultant Costs**

9	Huff & Huff			
	Wetland Delineation and T&E Coordination	19	\$	1,385.22
	Wetland Permit	12	\$	776.10
	T&E Survey	6	\$	394.60
				\$ 2,555.92
	TSC			
	Soil Boring and Report (1 Boring)	40	\$	4,335.00
	(Two Hand Auger Samples DS Channel)			\$ 4,335.00
				<b>Total Subconsultant Fee Culvert = \$ 6,890.92</b>
10	Huff & Huff			
	Wetland Delineation and T&E Coordination	19	\$	1,385.22
	Wetland Permit	12	\$	776.10
	T&E Survey	6	\$	394.60
				\$ 2,555.92
	TSC			
	No Work			-
				\$ -
				<b>Total Subconsultant Fee Culvert = \$ 2,555.92</b>
11	Huff & Huff			
	Wetland Delineation and T&E Coordination	19	\$	1,385.22
	Wetland Permit	12	\$	776.10
	T&E Survey	6	\$	394.60
				\$ 2,555.92
	TSC			
	No Work			-
				\$ -
				<b>Total Subconsultant Fee Culvert = \$ 2,555.92</b>

EXHIBIT "C"

**PREVAILING WAGE RATES**

It is the policy of the State of Illinois as declared in the Illinois Prevailing Wage Act (820 ILCS 130/1 *et seq.*) "that a wage of no less than the general prevailing hourly rate as paid for work of a similar character in the locality in which the work is performed, shall be paid to all laborers, workers and mechanics employed by or on behalf of any and all public bodies engaged in public works".

The CONSULTANT agrees to pay, when applicable, the current Illinois Department of Labor Prevailing Wage Rates for all County of Kane projects. Current prevailing wage rates are available from the Illinois Department of Labor at their website: <http://www.state.il.us/agency/idol/rates/rates.HTM>.

Prevailing wage rates are subject to revision monthly. The CONSULTANT acknowledges its responsibility, for payment of any applicable future adjustment thereof.

The CONSULTANT further acknowledges its responsibility to notify any sub-consultant of the applicability of the Prevailing Wage Act.

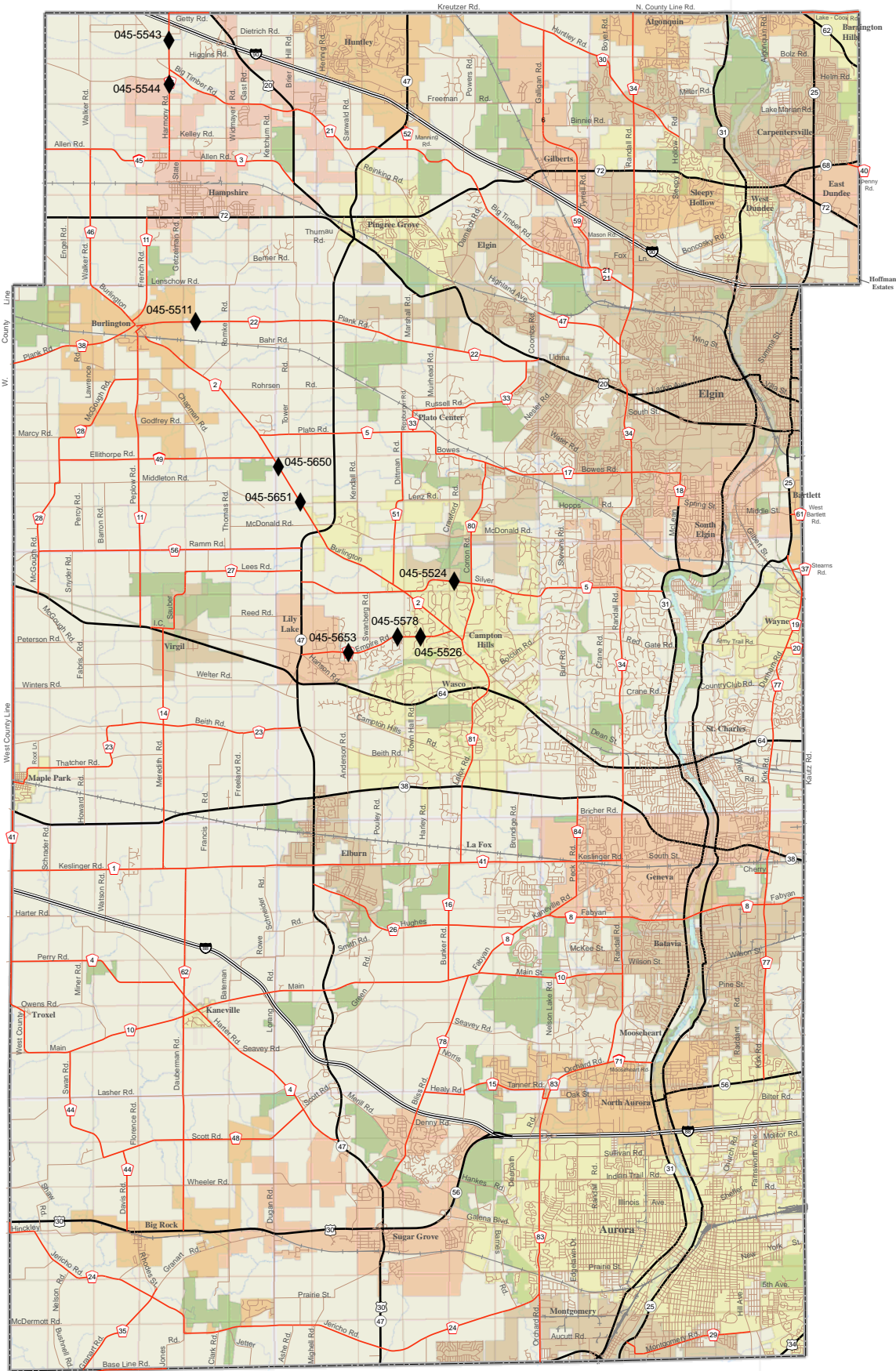
When applicable, the CONSULTANT agrees to provide the Kane County Division of Transportation "certified payrolls" as required by the Prevailing Wage Act

HOMER L. CHASTAIN & ASSOCIATES,  
LLP.  
Company Name












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Signature of Officer of Company

MANAGING PARTNER  
Title

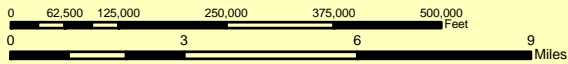
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**Legend**

-  Interstates
-  US Roads
-  State Roads
-  County Roads
-  Other Roads
-  Rail Roads
-  County Boundary
-  Township Boundary
-  Fox River
-  Forest Preserves
-  Municipalities

# Select Bridges Under 20



**AGENDA ITEM EXECUTIVE SUMMARY**

Agenda Item # 9B-2a

Date: September 27, 2010

Item: *Resolution: Approving an Intergovernmental Agreement Between the County of Kane and the County of DeKalb for West County Line Road Bridge over Union Ditch #3, Kane County Section No. 08-00024-01-BR*

Presenter / Sponsor: Manny Gomez

Assigned Committee: Transportation

Budgeted:  Yes  No  N/A*If not budgeted, explain funding source:*

Appropriation: N/A

## Summary:

Kane County and DeKalb County have joint jurisdiction of West County Line Road which straddles the County line. Historically, the two counties have cooperated in improving and maintaining County Line Road: DeKalb maintains this section of West County Line, while Kane maintains another section further south. Both counties participate in major capital items such as bridge structure replacements.

The structure that carries West County Line Road over Union Ditch #3 has reached the end of its service life and is being replaced. The bridge replacement has been approved for federal HBP funds. The current project cost estimate is \$2.3 million funded 80% federal with a 20% local match. Kane County is serving as the lead agency for the project.

The intergovernmental agreement allocates the share of the local match in accordance with Illinois statutes, in proportion to the assessed value of the taxable property in the respective Counties. Kane County is responsible for the majority of the local match and DeKalb County would be responsible for approximately 12% of the local match to the Federal HBP funds utilized for the Project.

The DeKalb County Board approved the Intergovernmental Agreement at their September 15, 2010 meeting.

Construction is planned for 2012, pending resolution of permits and land acquisition.

List Attachments: Resolution, Intergovernmental Agreement and Location Map

Detailed information available from / at: Manny Gomez, Assistant Director of Transportation, (630)845-7873

Staff Comments / Recommendations: Staff requests Committee approval.

STATE OF ILLINOIS

COUNTY OF KANE

RESOLUTION NO. 10-\_\_\_\_\_

**APPROVING AN INTERGOVERNMENTAL AGREEMENT BETWEEN  
THE COUNTY OF KANE AND THE COUNTY OF DEKALB  
FOR WEST COUNTY LINE ROAD BRIDGE OVER UNION DITCH #3  
KANE COUNTY SECTION NO. 08-00024-01-BR**

WHEREAS, the Illinois Constitution of 1970, Article VII, Section 10 and 5 ILCS 220/1 *et seq.* authorizes the County of Kane (hereinafter "Kane") and the County of DeKalb (hereinafter "DeKalb") to cooperate in the performance of their respective duties and responsibilities by contract and other agreements; and

WHEREAS, Kane and DeKalb desire to replace the bridge carrying West County Line Road (County Highway No. 1) over Union Ditch #3 (hereinafter "Project"), which is eligible for Federal Highway Bridge Program (HBP) funds; and

WHEREAS, Kane and DeKalb share jurisdictional and maintenance responsibilities of West County Line Road (County Highway No. 1);

WHEREAS, Kane would be responsible for approximately 87% of the cost of the Project and DeKalb would be responsible for approximately 13% of the local match to the Federal HBP funds utilized for the Project; and

WHEREAS, Kane and DeKalb, by an agreement (a copy of which is on file with the County Clerk's Office), desire to establish their respective obligations and responsibilities toward engineering, construction and maintenance of the Project.

NOW, THEREFORE, BE IT RESOLVED by the Kane County Board that the Chairman thereof is hereby authorized to execute an intergovernmental agreement with DeKalb County for the West County Line Road Bridge over Union Ditch No. 3.

Passed by the Kane County Board on October 12, 2010.

\_\_\_\_\_  
John A. Cunningham  
Clerk, County Board  
Kane County, Illinois

\_\_\_\_\_  
Karen McConnaughay  
Chairman, County Board  
Kane County, Illinois

Vote:  
Yes \_\_\_\_\_  
No \_\_\_\_\_  
Voice \_\_\_\_\_  
Abstentions \_\_\_\_\_

8WCOLINEIGADEKALB.4LH

**INTERGOVERNMENTAL AGREEMENT BETWEEN THE COUNTY OF KANE AND THE COUNTY OF DEKALB FOR THE IMPROVEMENT OF THE WEST COUNTY LINE ROAD BRIDGE OVER UNION DITCH NO. 3.**

This AGREEMENT is entered into this \_\_\_\_\_ day of October AD, 2010, by and between the County of Kane, a body corporate and politic of the State of Illinois, (hereinafter referred to as "KANE") and The County of DeKalb, a body corporate and politic of the State of Illinois, (hereinafter referred to as "DEKALB"). KANE and DEKALB are sometimes hereinafter individually referred to as a "PARTY" and collectively referred to as the "PARTIES".

**WITNESSETH:**

WHEREAS, the Illinois Constitution of 1970, Article VII, Section 10 and 5 ILCS 220/1, *et seq.* authorizes KANE and DEKALB to cooperate in the performance of their respective duties and responsibilities by contract and other agreements; and

WHEREAS, KANE and DEKALB desire to cooperate among themselves to accomplish the improvement of Kane County Highway No.1 Bridge also know as West County Line Road Bridge over Union Ditch No. 3 (hereinafter referred to as the "PROJECT"), by making the following improvements thereto:

Removal and replacement of the existing bridge and all other work necessary to complete the PROJECT in accordance with the approved plans and specifications;  
and

WHEREAS, the PROJECT is deemed by KANE and DEKALB to be of immediate benefit to the residents of the Counties of Kane and Dekalb and the State of Illinois in that it shall facilitate the safe and efficient movement of traffic and shall provide for the safety of the motoring public; and

WHEREAS, KANE and DEKALB have determined a mutually satisfactory allocation of responsibilities and costs for said PROJECT as set forth in this AGREEMENT,

WHEREAS, KANE and DEKALB, by this AGREEMENT, desire to determine and establish their respective responsibilities toward engineering, right of way acquisition, utility relocation, construction, funding and maintenance of the PROJECT as proposed; and

WHEREAS, KANE and DEKALB, by virtue of their powers as set forth in the County Code (55 ILCS 5/1-1001 *et seq.*), and the Illinois Highway Code (605 ILCS 5/5-504) are authorized by statute to enter into this AGREEMENT.

NOW, THEREFORE, in consideration of the aforementioned recitals and the mutual covenants contained herein, the Parties hereto covenant and agree as follows:

## **I. ENGINEERING**

- A.** KANE agrees to perform or cause to be performed preliminary and final design engineering, obtain necessary surveys, and prepare the final plans and specifications for the PROJECT.
- B.** DEKALB shall review the plans and specifications which impact DEKALB's highway jurisdiction within thirty (30) calendar days of receipt thereof. After review, DEKALB shall send a letter to KANE indicating its approval, or its disapproval thereof. Approval by DEKALB shall mean DEKALB agrees with all specifications in the plans, including alignment and location of the PROJECT improvements which impact DEKALB's highway jurisdiction. In the event of disapproval, DEKALB will detail in writing its objections to the proposed plans and specifications for review and consideration by KANE. In the event that DEKALB does not comment on the plans and specifications within thirty (30) calendar days, the plans and specifications shall be deemed approved by DEKALB.
- C.** Any dispute concerning the plans and specifications shall be finally resolved by the County Board Chairmen of the respective Parties.
- D.** The final approved plans and specifications for the PROJECT shall be promptly delivered to DEKALB by KANE.
- E.** KANE agrees to assume overall PROJECT responsibility, including assuring that all permits (U.S. Army Corps of Engineers, Office of Natural Resources, Environmental Protection Agency, etc.) and joint participation and/or force account agreements (County, Township, Municipal, Railroad, Utility, etc.), as may be required by the PROJECT, are secured by the Parties hereto in support of general PROJECT schedules and deadlines. All Parties hereto agree to cooperate, insofar as their individual jurisdictional authorities allow, with the timely acquisition and clearance of said permits and agreements and in complying with all applicable Federal, State, and local regulations and requirements pertaining to work proposed for the PROJECT.

## **II. RIGHT OF WAY**

- A.** KANE shall perform or shall cause to be performed all survey work and prepare all parcel plats and legal descriptions for all right of way (both permanent and temporary) necessary for the construction of the PROJECT, (if any), pursuant to the plans and specifications.

- B.** Right of way acquired exclusively for construction of highway improvements in DEKALB's jurisdiction, if any, shall be acquired in the name of DEKALB.
- C.** KANE shall acquire all necessary rights of way (both permanent and temporary), if any, as needed for the construction of the PROJECT pursuant to the approved plans and specifications. DEKALB shall reimburse KANE the cost of any right of way acquired in the name of DEKALB.
- D.** It is understood that neither KANE or DEKALB have consented in this AGREEMENT to the transfer of any interest in KANE's or DEKALB's property or rights of way which KANE and DEKALB deem necessary for the maintenance and operation of their respective highway systems.
- E.** Right of way costs shall include the purchase price thereof, as well as the costs of negotiations, appraisals, title evidence, relocation assistance payment, property management, and such legal fees and expenses as may be necessary to acquire said right of way.

### **III. UTILITY RELOCATION**

- A.** KANE agrees to provide DEKALB, as soon as they are identified, the locations (existing and proposed) of public and/or private utility facilities within existing DEKALB rights of way, (if any), which require adjustment as part of the PROJECT. As part of its PROJECT engineering responsibilities, KANE shall identify adjustments to the aforementioned existing utilities.
- B.** KANE agrees to make all reasonable efforts to minimize the number of utility adjustments in the design of improvements to DEKALB facilities (if any) improved as part of the PROJECT.
- C.** KANE agrees to make arrangements for and issue all permits for the PROJECT and cooperate with necessary adjustments to existing utilities located within existing KANE right of ways, and on proposed KANE right of ways where improvements to KANE highways are proposed by KANE to be done in conjunction with the PROJECT.
- D.** DEKALB agrees to make arrangements for and issue all permits for PROJECT required adjustments to utility facilities located on existing DEKALB right of ways and on proposed DEKALB right of way which are outside areas of KANE jurisdiction, where improvements to DEKALB facilities are proposed to be done as part of the PROJECT, at no expense to KANE.
- E.** At all locations where utilities are located on KANE right of way which must be adjusted due to work proposed by DEKALB, KANE agrees to cooperate with DEKALB in making arrangements with applicable utilities and issue all

permits for the requisite adjustment(s) at no cost to KANE. DEKALB agrees to reimburse and/or credit KANE for any and all out of pocket costs KANE may incur in causing the aforementioned utilities to be adjusted.

- F. At all locations where utilities are located on DEKALB right of way which must be adjusted due to work proposed by KANE, DEKALB agrees to cooperate with KANE in making arrangements with applicable utilities and issue all permits for the requisite adjustment(s) at no cost to DEKALB. KANE agrees to reimburse and/or credit DEKALB for any and all out of pocket costs DEKALB may incur in causing the aforementioned utilities to be adjusted.

#### **IV. CONSTRUCTION**

- A. KANE shall advertise and receive bids, obtain DEKALB concurrence as to the amount of bids for work to be funded wholly or partially by DEKALB before award, award the contract(s), provide construction engineering inspections and cause the PROJECT to be constructed in accordance with the PROJECT plans and specifications, subject to reimbursement by DEKALB as hereinafter stipulated.
- B. After award of the construction contract(s), any proposed changes from the plans and specifications that affect DEKALB shall be submitted to DEKALB for approval prior to commencing such work. DEKALB shall review the proposed changes and indicate its approval or disapproval thereof in writing. If the proposed change to the plans and specifications are not acceptable, DEKALB shall detail in writing its specific objections. If KANE receives no written response from the DEKALB within fifteen (15) calendar days after delivery to DEKALB of the proposed change, the proposed change shall be deemed approved by the DEKALB.
- C. After award of the construction contract(s) for the PROJECT, assuming there are no proposed changes from the plans and specifications that affect DEKALB, KANE shall provide no less than five (5) calendar day's written notice to DEKALB prior to commencement of work on the PROJECT.
- D. KANE shall require its contractor(s) working within DEKALB's rights of way to comply with the indemnification provision contained in the Illinois Department of Transportation's Standard Specifications for Road and Bridge Construction subsequently in effect.
- E. KANE shall require that DEKALB, and its agents, officers, directors and employees are included as additional insured in the General Liability Insurance KANE requires of its contractor(s) and that DEKALB will be added as an additional insured party on all performance bonds required of the contractor(s). These requirements shall be included in the Special Provisions of the construction contract(s). KANE will also require that KANE's

- F.** DEKALB and its authorized agents shall have all reasonable rights of inspection (including pre-final and final inspection) during the progress of work included in the PROJECT that affects DEKALB's highway system. DEKALB may assign personnel to perform inspections on behalf of DEKALB of all work included in the PROJECT that affects DEKALB's highway system, and will deliver written notices to the County Engineer of KANE advising KANE as to who has been assigned to perform said inspections. DEKALB, on its own behalf and on the behalf of any entity working on behalf of DEKALB pursuant to this AGREEMENT, to the extent allowable by law, agrees to indemnify and hold harmless KANE, its officers, directors, employees and agents from and against, and shall pay all damages, costs and expenses, including attorneys' fees (including the internal costs related to the State's Attorney of Kane County, Illinois) incurred by the indemnified PARTIES with respect to any claim arising out of or relating to bodily injury, including death, or property damage caused by DEKALB 's or its employees', agents' or representatives' acts or omissions in the performance of DEKALB 's obligations pursuant to this AGREEMENT.
- G.** Notices required to be delivered by either PARTY pursuant to this AGREEMENT shall be delivered as indicated in Section IX of this AGREEMENT.
- H.** No inspections or approvals of the specifications or the work by DEKALB or its employees, officers or agents shall relieve KANE's contractor(s) of responsibility and liability for the proper performance of the work as determined by KANE. KANE inspections and approvals shall not be considered a waiver of any right DEKALB may have pursuant to this AGREEMENT. All DEKALB communications and correspondence with the KANE's contractor(s) or relating to a contract shall be through KANE, unless otherwise specifically approved by the County Engineer of Kane County and the County Engineer of DeKalb County. In the event a DEKALB representative discovers DEKALB related work that is not being performed or has not been performed in accordance with the approved plans and specifications, the representative shall promptly notify in writing the County Engineer of Kane County or his duly designated representative.

## V. FINANCIAL PARTICIPATION

- A. Except as otherwise identified herein, KANE agrees to pay all PROJECT related engineering, right of way, construction engineering and construction costs subject to reimbursement by DEKALB as hereinafter stipulated.
- B. It is mutually agreed by the PARTIES that KANE shall be responsible for 88.3% and DEKALB shall be responsible for 11.7% of the entire cost of the PROJECT. DEKALB's estimated cost of the PROJECT is \$61,664.00. Notwithstanding anything herein to the contrary, the PARTIES acknowledge and agree that any estimated cost as set forth herein is subject to modification depending on the final actual cost of the PROJECT. The PARTIES' respective shares of the final cost of construction of the PROJECT as aforesaid has been determined by their respective proportionate share of the equalized assessed valuation of both Counties as follows:

The expense of the PROJECT is borne in proportion to the assessed value of the taxable property in the respective Counties of KANE and DEKALB according to their 2009 equalized assessed valuations as required by statute, (605 ILCS 5/5-503). The 2009 EAV for DEKALB is \$2,230,507,709.00. The 2009 EAV for KANE is \$16,796,711,593.00. The sum of both EAVs is \$19,027,219,302.00 of which DEKALB's EAV constitutes 11.7% thereof and KANE's EAV constitutes 88.3% thereof.

- C. DEKALB agrees that upon award of the contract for the PROJECT and receipt of an invoice from KANE, DEKALB will pay to the KANE, an amount equal to 100% of its obligation incurred under this AGREEMENT, based upon actual bid prices. DEKALB will pay to KANE the remainder of its obligation, if any, in a lump sum, upon completion of the PROJECT, based on final costs, within 45 days of receipt of an invoice therefor from KANE.
- D. DEKALB and KANE shall maintain, for a minimum of three (3) years after the completion of the PROJECT, adequate books, records, and supporting documents to verify the amounts, recipients, and uses of all disbursements of funds passing in conjunction with this AGREEMENT. All books, records, and supporting documents related to the PROJECT shall be available for review and audit by the Auditor of KANE and the Auditor of DEKALB. DEKALB and KANE agree to cooperate fully with any audit conducted by the Auditor of the other PARTY and to provide full access to all relevant materials.
- E. Either KANE or DEKALB may request, after the construction contract(s) are let by KANE, that supplemental work that increases the total cost of the PROJECT or more costly substitute work be added to the construction contract(s). KANE will cause said supplemental work or such substitute work to be added to the construction contract(s), provided that said work will not delay construction of the PROJECT. The PARTY requesting or causing said

supplemental work or more costly substitute work shall pay the entire actual cost of said supplemental work or more costly substitute work in full.

## **VI. GENERAL PROVISIONS**

- A.** It is understood and agreed by the PARTIES hereto, that DEKALB shall retain jurisdiction of that portion of the PROJECT in DeKalb County and KANE shall retain jurisdiction over that portion of the PROJECT in Kane County. For the purpose of this AGREEMENT, jurisdiction shall mean the authority and obligation to administer, control, construct, maintain, and operate.
- B.** Wherever in this AGREEMENT approval or review by either KANE or DEKALB is provided for, said approval or review shall not be unreasonably delayed or withheld.
- C.** Not later than fourteen (14) calendar days after execution of this AGREEMENT each PARTY shall designate in writing a representative who shall serve as the full time representative of the said PARTY during the carrying out of the construction of the PROJECT. Each representative shall have authority, on behalf of such PARTY, to make decisions relating to the work covered by this AGREEMENT. Representatives may be changed, from time to time, by subsequent written notice. Each representative shall be readily available to the other PARTY.
- D.** In the event of a dispute between KANE and DEKALB in the carrying out of the terms of this AGREEMENT, the County Engineer of DEKALB and the County Engineer of KANE shall meet and resolve the issue.
- E.** Any dispute concerning this AGREEMENT that is not resolved as provided above shall be resolved by decision of the Board Chairman of KANE and the Board Chairman of DEKALB, and their decision shall be final.
- F.** This AGREEMENT may be executed in two (2) or more counterparts, each of which shall be deemed an original and all of which shall be deemed one and the same instrument.
- G.** Under penalties of perjury, KANE certifies that its correct Federal Tax Identification number is 36-6006-585 and it is doing business as a governmental entity, whose mailing address is Kane County Division of Transportation, 41 W 011 Burlington Road, St. Charles, Illinois 60175.
- H.** Under penalties of perjury, DEKALB certifies that its correct Federal Tax Identification number is 36-6006-548 and it is doing business as a governmental entity, whose mailing address is DeKalb County Highway Department, 1826 Barber Greene Road, DeKalb, Illinois 60115.

- I.** This AGREEMENT may only be modified by written modification executed by duly authorized representatives of the PARTIES hereto.
- J.** This AGREEMENT and the covenants contained herein shall become null and void in the event the contract covering the construction work contemplated herein is not awarded within five (5) years subsequent to the date of execution of this AGREEMENT.
- K.** This AGREEMENT shall be binding upon and inure to the benefit of the parties hereto and their respective successors and approved assigns.
- L.** It is agreed that the laws of the State of Illinois shall apply to this AGREEMENT.
- M.** All notices shall be in writing and shall be personally delivered or mailed to the following persons at the following addresses:

To DEKALB:                      County Engineer  
DeKalb County Highway Department  
1826 Barber Greene Road  
DeKalb, Illinois 60115

To KANE:                         The KANE County Division of  
Transportation  
41 W 011 Burlington Road  
St. Charles, Illinois 60175.  
Attn: Director of Transportation/KANE  
County Engineer

- N.** The introductory recitals included at the beginning of this AGREEMENT are agreed to and incorporated into this AGREEMENT.

IN WITNESS THEREOF, the parties have executed this AGREEMENT on the dates indicated.

**THE COUNTY OF KANE**

By: \_\_\_\_\_  
County Board Chairman

Attest: \_\_\_\_\_

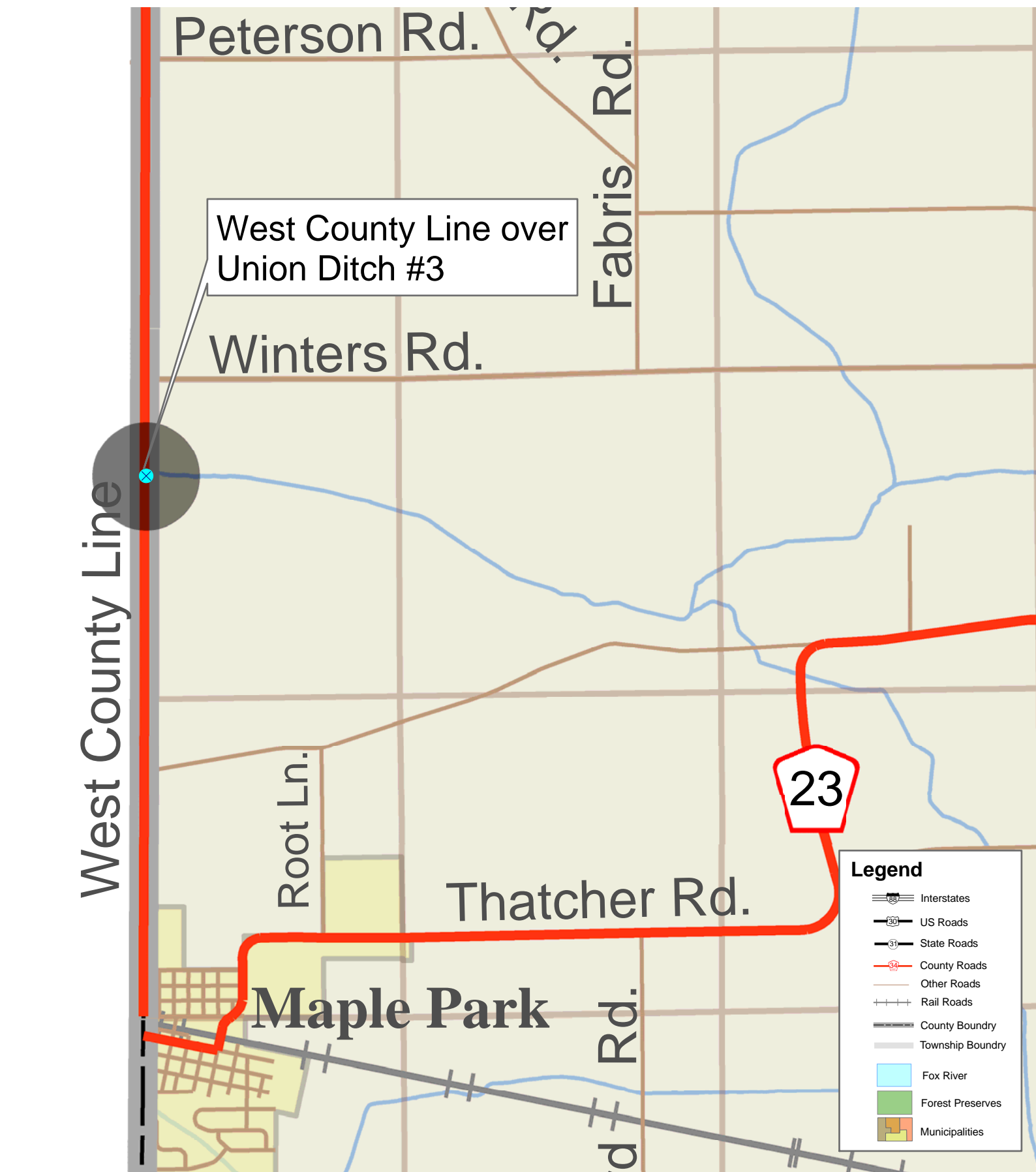
Date: \_\_\_\_\_

**THE COUNTY OF DEKALB**

By: \_\_\_\_\_  
County Board Chairperson

Attest: \_\_\_\_\_

Date: \_\_\_\_\_



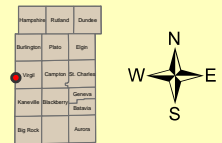
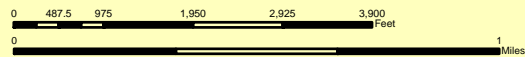
West County Line over Union Ditch #3

**Legend**

- Interstates
- US Roads
- State Roads
- County Roads
- Other Roads
- Rail Roads
- County Boundary
- Township Boundary
- Fox River
- Forest Preserves
- Municipalities

08-00024-01-BR

West County Line Rd. over Union Ditch #3



KANE COUNTY  
**Division of Transportation**

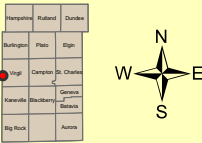
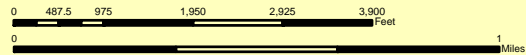


West County Line over Union Ditch #3

**Legend**

- Interstates
- US Roads
- State Roads
- County Roads
- Other Roads
- Rail Roads
- County Boundary
- Township Boundary
- Fox River
- Forest Preserves
- Municipalities

08-00024-01-BR  
 West County Line Rd. over Union Ditch #3



KANE COUNTY  
**Division of Transportation**



## AGENDA ITEM EXECUTIVE SUMMARY

Agenda Item #9B-3a

Date: September 27, 2010

Item: *Resolution: Approving a Wetland Mitigation Agreement with Land and Water Resources, Inc. for Big Timber Road over Tyler & Pingree Creeks, Kane County Section No. 98-00226-00-BR*

Presenter / Sponsor: Manny Gomez

Assigned Committee: Transportation

Budgeted:  Yes  No  N/A

*If not budgeted, explain funding source: N/A*

Appropriation: \$46,150.00

### Summary:

Phase II design engineering and right of way acquisition are currently underway for the Big Timber Road over Tyler & Pingree Creeks Bridge replacement project. Engineering has identified impacts to 0.71 acres of existing wetlands. These impacts cannot be avoided.

In order to secure the Army Corps of Engineers (ACOE) permit for construction the County is required to mitigate impacts to the existing wetlands. To accomplish this, the County is required to purchase credits from an approved wetland mitigation bank. The ACOE mandates where the credits must be purchased. Since the mitigation ratio required is 1:1 the County needs to purchase 0.71 acres (credits).

The attached agreement with Land and Water Resources, Inc. allows for the purchase of the required credits at a total cost of \$46,150.00.

Construction is planned for 2012, pending resolution of permits and land acquisition.

List Attachments: Resolution, Agreement, Location Map

Detailed information available from / at: Manny Gomez, Assistant Director of Transportation, (630) 845-7873

Staff Comments / Recommendations: Staff requests Committee approval.

STATE OF ILLINOIS

COUNTY OF KANE

RESOLUTION NO. 10 -

**APPROVING A WETLAND MITIGATION AGREEMENT  
WITH LAND AND WATER RESOURCES, INC.  
FOR BIG TIMBER ROAD OVER TYLER AND PINGREE CREEKS  
KANE COUNTY SECTION NO. 98-00226-00-BR**

WHEREAS, it is deemed to be in the best interest of the County of Kane and the motoring public to undertake the improvement of Kane County Highway No. 21 (Big Timber Road) over the Tyler and Pingree Creeks (hereinafter the "Improvement"); and

WHEREAS, due to the Improvement, approximately 0.71 acres of wetlands will be disturbed; and

WHEREAS, in order to mitigate the wetland impacts as required by the US Army Corp of Engineers permit issued in conjunction with the Improvement, a 0.71 acre of wetland will be purchased at the Jelkes Creek Wetland Bank (hereinafter the "credit"), owned and administrated by Land and Water Resources, Inc. for an amount not to exceed Forty Six Thousand One Hundred Fifty Dollars (\$46,150.00).

NOW, THEREFORE, BE IT RESOLVED by the Kane County Board that the Chairman thereof is hereby authorized to execute an agreement with Land and Water Resources, Inc. (a copy of which is on file with the County Clerk's Office) for the purchase of the credit for wetland mitigation.

BE IT FURTHER RESOLVED that the Kane County Board appropriate the not to exceed sum of Forty Six Thousand One Hundred Fifty Dollars (\$46,150.00) to pay for said credit for wetland mitigation and that said funds be paid from County Bridge Fund #301, Line Item # 73010 (Bridge Construction).

Line item	Line Item Description	Was personnel/item/service approved in original budget or a subsequent budget revision?	Are funds <u>currently</u> available for this personnel/item/service in the specified line item?	If funds are not currently available in the specified line item, where are the funds available?
301.520.521.73010	Bridge Construction	Yes	Yes	

Passed by the Kane County Board on October 12, 2010.

\_\_\_\_\_  
John A. Cunningham  
Clerk, County Board  
Kane County, Illinois

\_\_\_\_\_  
Karen McConnaughay  
Chairman, County Board  
Kane County, Illinois

Vote:  
Yes \_\_\_\_\_  
No \_\_\_\_\_  
Voice \_\_\_\_\_  
Abstentions \_\_\_\_\_

10BGTMBRWTLNDMIT.4LH

**CREDIT PURCHASE AGREEMENT**

**JELKES CREEK WETLAND MITIGATION BANK CREDIT  
PURCHASE AGREEMENT**

**PURCHASE ORDER #2010-**

**THIS CREDIT PURCHASE AGREEMENT** (hereinafter the "Agreement") is entered into as of this \_\_\_\_\_ day of October 2010, by and between Land and Water Resources, Inc., of 9575 West Higgins Road, Suite 801, Rosemont, Illinois 60018 (hereinafter referred to as the "Seller") and the County of Kane, of 719 South Batavia Avenue, a body corporate and politic of the State of Illinois (hereinafter referred to as the "Buyer"). The Buyer and the Seller are hereinafter sometimes collectively referred to as the "Parties" and sometimes individually as a "Party").

**WHEREAS**, the Chicago District of the United States Army Corps of Engineers (hereinafter the "COE"), the United States Environmental Protection Agency (hereinafter the "EPA"), and the United States Fish and Wildlife Service (hereinafter the "FWS") have entered into an Interagency Coordination Agreement on Wetland Mitigation Banking within the Regulatory Boundaries of the Chicago District of the COE (said Interagency Coordination Agreement is hereinafter referred to as the "ICA"). The COE, the EPA and the FWS are hereinafter collectively referred to as the "Federal Regulatory Agencies". The ICA is incorporated into this Agreement by reference; and

**WHEREAS**, the ICA provides for the issuance of permits by the COE in northeast Illinois to establish wetland mitigation banks owned by privately held Illinois business entities, to mitigate the filling, flooding, excavating or draining of waters of the United States; and

**WHEREAS**, the County of Kane has passed a Stormwater Ordinance requiring mitigation of wetlands filled, flooded, excavated or drained that are not otherwise regulated by the Federal Regulatory Agencies. The Buyer and the Federal Regulatory Agencies are hereinafter collectively referred to as the "Regulatory Agencies"; and

**WHEREAS**, the Seller has received from the COE a charter for the Jelkes Creek Wetland Mitigation Bank in Kane County (hereinafter "Jelkes Creek Mitigation Bank") in accordance with the ICA and the COE permit issued in connection with said ICA, COE Permit No. LRC-2008-069, (hereinafter the "Permit"). The Permit is incorporated into this Agreement by reference; and

**WHEREAS**, the Buyer has undertaken a road construction project (Section 01-00266-00-BR that requires the filling, flooding, excavating and/or draining of wetlands regulated by one or all of the Regulatory Agencies and the mitigation of the impact thereof; and

**WHEREAS**, the Buyer is impacting 0.71 acres of wetland which will be mitigated at a ratio of 1 to 1; and

**WHEREAS**, the Buyer desires to purchase certain wetland mitigation credits as otherwise described herein below in this Agreement, from the Jelkes Creek Wetland Mitigation Bank (hereinafter the "Credits") in accordance with the terms of this Agreement.

**NOW, THEREFORE**, in consideration of the above stated preambles and for other good and valuable consideration, the sufficiency of which is acknowledged by the Parties, the Buyer and the Seller mutually covenant, agree and bind themselves as follows, to wit:

1. The Parties acknowledge and agree that the preambles as set forth hereinabove are incorporated into and made a part of this Agreement.

2. The Seller represents that it has constructed and agrees to continue to operate and monitor the Jelkes Creek Wetland Mitigation Bank in strict accordance with the terms of the ICA and the Permit.

3. The Seller agrees to sell and Buyer agrees to purchase Credits as follows:
- a) Total Certified Credits Purchased: 0.71
    - i) Acres Impacted: 0.71 acres
    - ii) Ratio: 1 to 1
  - b) Price Per Acre: \$65,000.00
  - c) Total Purchase Price: \$46,150.00
  - d) Agency Permit No.: IDOT Section 01-00266-00-BR BR ACOE, LRC-2008-069.
  - e) Mitigation Bank: Jelkes Creek Wetland Mitigation Bank in Kane County.

4. The Seller represents that the Seller has, pursuant to the Permit, at least 0.71 acres of certified wetland mitigation credits remaining available for sale from the Jelkes Creek Wetland Mitigation Bank.

5. It is understood and acknowledged by the Parties that this Agreement constitutes an irrevocable commitment by Buyer to purchase and an irrevocable commitment by Seller to sell the Credits from the Jelkes Creek Wetland Mitigation Bank, in the number of acres and at the purchase price set forth above. It is also understood that the Credits stated above are for the Fox River Water Shed only.

6. The payment of the purchase price for the Credits by the Buyer shall be due and owing upon execution of this Agreement.

7. By execution of the Agreement, the Seller agrees to comply with all rules and regulations of the Regulatory Agencies in connection with the Credits purchased pursuant to this Agreement, the operation of the Jelkes Creek Wetland Mitigation Bank, the requirements of the COE, the terms of the Permit and the terms of the ICA.

8. For purposes of this Agreement, the offer by the Seller to sell the Credits to the County shall remain in effect until December 31, 2010. The Seller shall notify the Buyer in writing of the transfer of the Credits to the Buyer, within ten (10) days thereof.

9. The rights of the Parties under this Agreement shall not be assigned, conveyed, transferred, pledged, encumbered or in any way restricted without consent of the non-assigning Party.

10. All notices to the parties pursuant to this Agreement shall be personally delivered, sent by facsimile transmission or sent by certified mail, return receipt requested, to the following addresses:

If to Seller: Land and Water Resources, Inc.  
9575 West Higgins Road, Suite 801  
Rosemont, Illinois 60018  
Attention: Mr. John H. Ryan  
Phone: (847) 692-7170  
Fax: (847) 939-5214

If to Buyer: Kane County Division of Transportation  
c/o Kane County Engineer  
41W011 Burlington Road  
St. Charles, Illinois 60174  
Attention County Engineer  
Phone: (630) 584-1170  
Fax: (630) 584-5265

If any such notice is given by personal delivery, said notice shall be effective upon the date of delivery. If any such notice is sent by facsimile transmission, said notice shall be effective as of the first business day following proper transmission of said notice. If any such notice is sent by certified mail, said notice shall be effective on the third business day following the date of mailing. The Parties may change the address to which notices are to be sent under this Agreement by written notice to the other Party.

11. This Agreement shall inure to the benefit of and be binding upon the Parties and their respective successors, representatives and permitted assigns.

12. Venue for any dispute arising under the terms of this Agreement shall be in the Circuit Court of the Sixteenth Judicial Circuit, Kane County, Illinois

IN WITNESS WHEREOF, the parties have executed this Agreement to become effective as of the day and year first written above.

**BUYER:**

COUNTY OF KANE

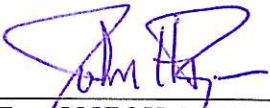
\_\_\_\_\_  
KAREN McCONNAUGHAY  
CHAIRMAN, KANE COUNTY BOARD

ATTEST:

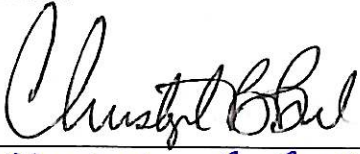
\_\_\_\_\_  
JOHN A. CUNNINGHAM  
KANE COUNTY CLERK

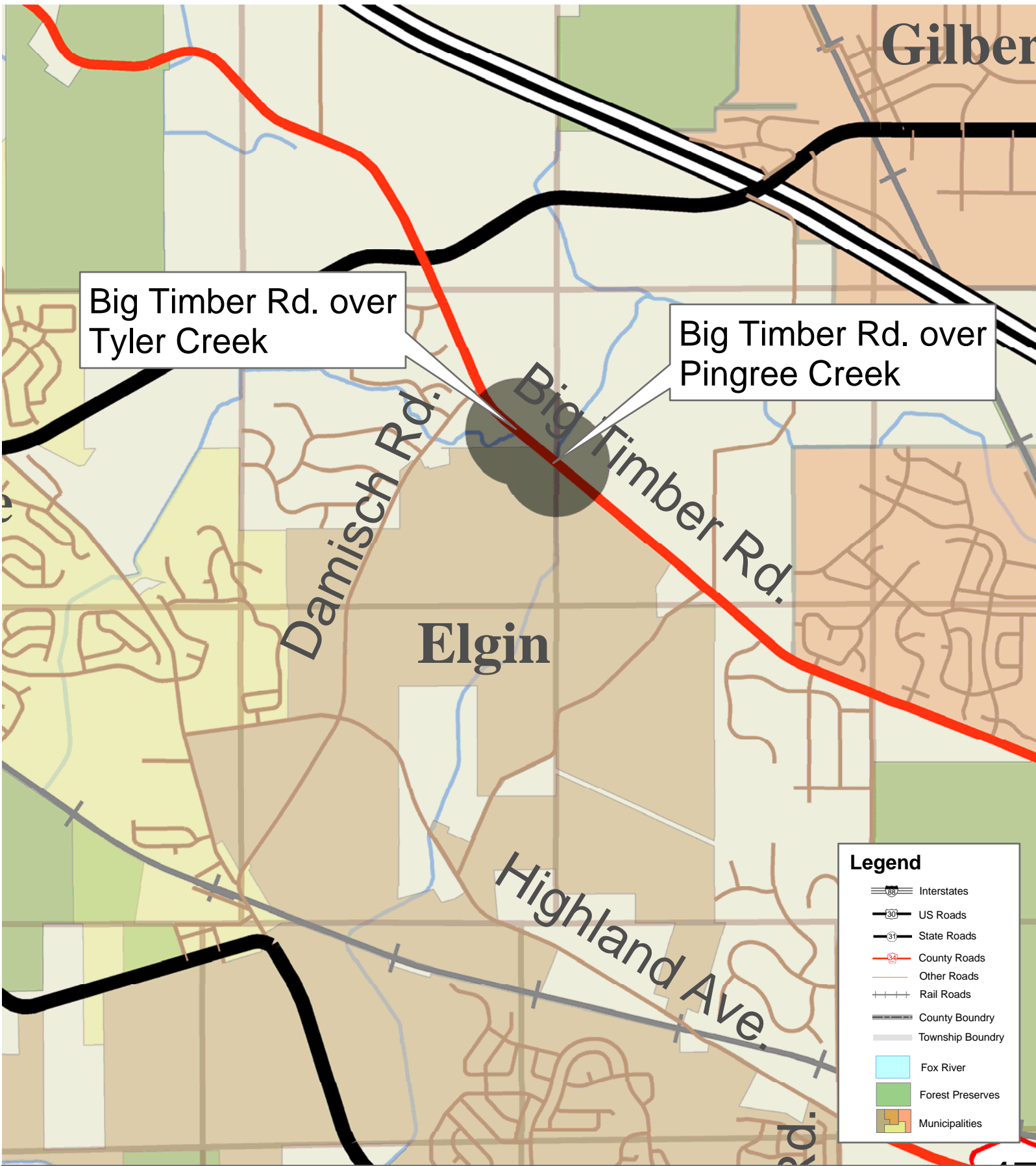
**SELLER:**

LAND AND WATER RESOURCES, INC.

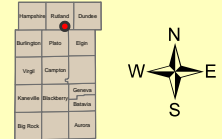
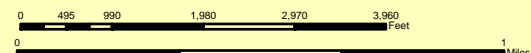
  
\_\_\_\_\_  
By: JOHN H. RYAN  
PRESIDENT

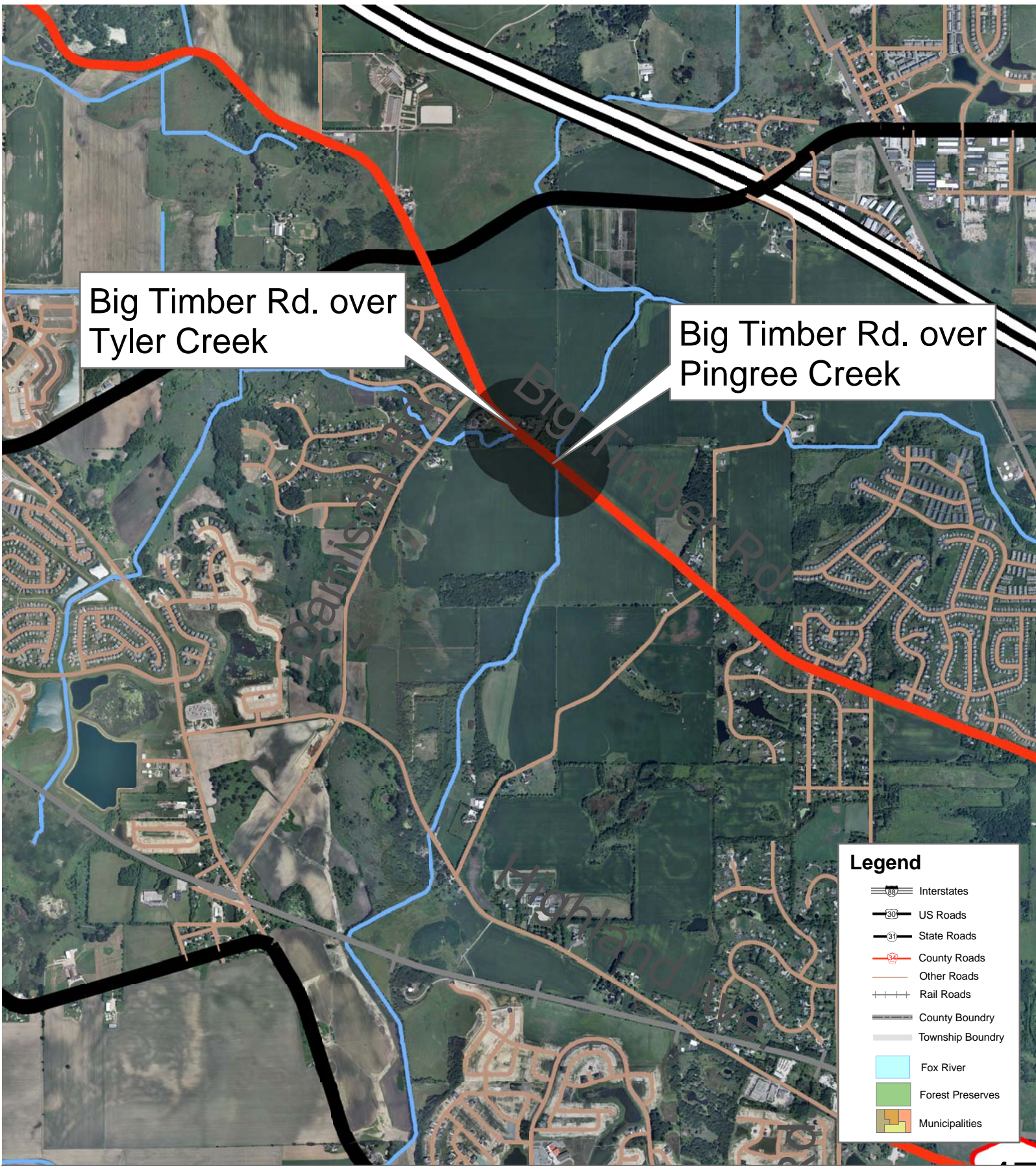
ATTEST:

  
\_\_\_\_\_  
By: Christopher B. Burke  
Secretary



Section Number 98-00266-00-BR  
 Big Timber Road over Tyler & Pingree Creeks

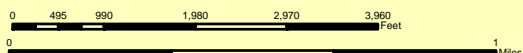
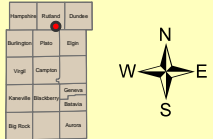




Big Timber Rd. over Tyler Creek

Big Timber Rd. over Pingree Creek

Section Number 98-00266-00-BR  
 Big Timber Road over Tyler & Pingree Creeks





**AGENDA ITEM EXECUTIVE SUMMARY**

Agenda Item # 9C-1a&b

Date: September 27, 2010

Item: *Resolution:* Approving a Phase III Engineering Services Agreement with MACTEC Engineering and Consulting, Inc. for the Randall Road and Huntley Road Traffic Signal Interconnects, Kane County Section No. 08-00379-00-TL  
*Resolution:* Approving an Intergovernmental Agreement with the State of Illinois for Phase III Construction and Construction Engineering Services for the Randall & Huntley Roads Traffic Signal Interconnects, Kane County Section No. 08-00379-00-TL

Presenter / Sponsor: Manny Gomez

Assigned Committee: Transportation

Budgeted:  Yes  No  N/A

If not budgeted, explain funding source:

Appropriation: \$145,900.15

**Summary:**

This project will interconnect traffic signals along Randall Road from Corporate Boulevard in Algonquin to Huntley Road and along Huntley Road from Square Barn Road to Sleepy Hollow Road. The interconnects will also be integrated into the County's Traffic Management System. All traffic signal installations will receive new hardware ranging from controllers, monitor units, Ethernet switches and CCTV cameras at various locations. Battery backup units are also included at all traffic signal locations to ensure power interruptions do not affect signal operations. Two (2) existing temporary span wire signal installations located on Huntley Road at Square Barn Road and at Sleepy Hollow Road will be replaced with permanent traffic signal installations.

Construction is planned to start in the spring of 2011 with a completion in the fall of the same year.

To initiate the construction engineering phase, staff has completed the consultant selection process using current QBS Procedures. The QBS Process includes:

- 136 engineering firms (Transportation's Consultant Database) were notified.
- 25 firms responded and submitted a Statement of Interest (SOI) in providing the engineering services.
- 3 prequalified firms (listed below) were requested to submit a proposal (RFP) outlining their understanding of the required services. No discussion of fees, hours or other information regarding costs per state statutes.
- 3 face to face interviews were conducted with the Proposal and Interview used to develop an overall score for each firm. The overall ranking score is provided in the table below:

Firm Name	Overall Ranking Score
MACTEC Engineering and Consulting, Inc.	155.00
Gewalt Hamilton Associates, Inc.	146.5
DLZ Illinois, Inc.	130.5

Based on the above scores, MACTEC Engineering and Consulting, Inc. was selected and a contract negotiated to provide Phase III Engineering Services. This contract is for an estimated 1492 man hours with an amount not to exceed \$145,900.15, which is approximately 13% of the pre-final construction cost estimate of \$1,107,381.28.

Also included is an Intergovernmental Agreement with IDOT which provides funding for construction engineering as well as construction. This agreement provides the following funding allocation:

Fund Type	Phase III Engineering	Construction
Federal (CMAQ) Funding	\$116,720.00	\$885,905.00
Local (Kane County) Funding	\$29,180.00	\$221,476.00

List Attachments: Resolutions, Engineering Agreement, Funding Agreement and Location Map

Detailed information available from / at: Manny Gomez, Assistant Director of Transportation, (630)845-7873; Thomas Szabo, Traffic Manager, (630) 208-3139.

Staff Comments / Recommendations: Staff requests Committee approval.

STATE OF ILLINOIS

COUNTY OF KANE

RESOLUTION NO. 10-

**APPROVING A PHASE III ENGINEERING SERVICES AGREEMENT WITH  
MACTEC ENGINEERING AND CONSULTING, INC. FOR THE  
RANDALL ROAD AND HUNTLEY ROAD TRAFFIC SIGNAL INTERCONNECTS  
KANE COUNTY SECTION NO. 08-00379-00-TL**

WHEREAS, Phase III Engineering services are needed for installation of traffic signal interconnects on Kane County Highway No. 34 (Randall Road) and Kane County Highway No. 30 (Huntley Road) (hereinafter referred to as the "Improvement"); and

WHEREAS, in order to accomplish the improvement, it is necessary that the County retain the services of a professional engineering firm to provide Phase III Engineering services; and

WHEREAS, MACTEC Engineering and Consulting, Inc., 8745 West Higgins Road, Suite 300, Chicago, IL 60631 (hereinafter referred to as "MACTEC") has experience and professional expertise in Phase III Engineering services and is willing to perform the required engineering services for an amount not to exceed One Hundred Forty Five Thousand Nine Hundred and 15/100 Dollars (\$145,900.15) with approximately eighty percent (80%) reimbursed by federal funds.

NOW, THEREFORE, BE IT RESOLVED by the Kane County Board that the Chairman thereof is hereby authorized to execute an agreement for Phase III Engineering services with MACTEC (a copy of which is on file with the County Clerk's Office) for completion of Phase III Engineering for the Improvement.

BE IT FURTHER RESOLVED that the Kane County Board appropriate the not to exceed sum of Eighty Six Thousand Five Hundred Sixty and 14/100 Dollars (\$86,560.14) for Huntley Road from Square Barn Road to Sleepy Hollow Road to be paid from Transportation Capital Fund #540, Line Item #50140 (Engineering) and Fifty Nine Thousand Three Hundred Forty and 01/100 Dollars (\$59,340.01) for Randall Road from County Line Road to Binnie Road from Motor Fuel Tax Local Option Fund #304, Line Item #50140 (Engineering) for a total sum of One Hundred Forty Five Thousand Nine Hundred and 15/100 Dollars (\$145,900.15) to pay for said Phase III Engineering services for the Improvement.

Line item	Line Item Description	Was personnel/item/service approved in original budget or a subsequent budget revision?	Are funds <u>currently</u> available for this personnel/item/service in the specified line item?	If funds are not currently available in the specified line item, where are the funds available?
540.520.525.50140	Engineering	Yes - 2011	Yes	
304.520.524.50140	Engineering	Yes - 2011	Yes	

Passed by the Kane County Board on October 12, 2010.

\_\_\_\_\_  
John A. Cunningham  
Clerk, County Board  
Kane County, Illinois

\_\_\_\_\_  
Karen McConnaughay  
Chairman, County Board  
Kane County, Illinois

Vote:  
Yes \_\_\_\_\_  
No \_\_\_\_\_  
Voice \_\_\_\_\_  
Abstentions \_\_\_\_\_

10RNDHNTLYMACTECPHIII.4LH

STATE OF ILLINOIS

COUNTY OF KANE

RESOLUTION NO. 10 - \_\_\_\_\_

**APPROVING AN INTERGOVERNMENTAL AGREEMENT WITH THE STATE OF ILLINOIS  
FOR PHASE III CONSTRUCTION AND CONSTRUCTION ENGINEERING FOR  
RANDALL ROAD AND HUNTLEY ROAD SIGNAL INTERCONNECTS  
KANE COUNTY SECTION NO. 08-00379-00-TL**

WHEREAS, the Illinois Constitution of 1970, Article VII, Section 10 and 5 ILCS 220/1, *et seq.* authorizes the County of Kane (County) and the State of Illinois (State) to cooperate in the performance of their respective duties and responsibilities by contract and other agreements; and

WHEREAS, the County and the State through the Illinois Department of Transportation desire to cooperate among themselves to accomplish traffic signal interconnects on Kane County Highway No. 34 (Randall Road) and Kane County Highway No. 30 (Huntley Road) (hereinafter referred to as the "Improvement"); and

WHEREAS, the County and the State desire to undertake Phase III Construction and Construction Engineering for the Improvement at an estimated cost of One Million Two Hundred Fifty Three Thousand Two Hundred Eighty One Dollars (\$1,253,281.00); and

WHEREAS, the Improvement is deemed by the County and the State to be of immediate benefit to the residents of the County of Kane and the State of Illinois in that it shall facilitate the safe and efficient movement of traffic and shall provide for the safety of the motoring public; and

WHEREAS, the County and the State have determined a mutually satisfactory allocation of responsibilities and costs for said Improvement as set forth in the agreement (a copy of which is on file with the County Clerk's Office), with the County share estimated to be approximately twenty percent (20%) thereof.

NOW, THEREFORE, BE IT RESOLVED by the Kane County Board that the Chairman thereof is hereby authorized to execute an intergovernmental agreement with the State of Illinois acting through the Illinois Department of Transportation for Phase III Construction and Construction Engineering for the improvement.

Passed by the Kane County Board on October 12, 2010.

\_\_\_\_\_  
John A. Cunningham  
Clerk, County Board  
Kane County, Illinois

\_\_\_\_\_  
Karen McConaughay  
Chairman, County Board  
Kane County, Illinois

Vote:  
Yes \_\_\_\_\_  
No \_\_\_\_\_  
Voice \_\_\_\_\_  
Abstentions \_\_\_\_\_

Local Agency Kane County	<b>L O C A L  A G E N C Y</b>	 <b>Illinois Department of Transportation</b>  <b>Construction Engineering Services Agreement For Federal Participation</b>	<b>C O N S U L T A N T</b>	Consultant MACTEC Engineering & Consulting, Inc.
County Kane				Address 8745 W. Higgins Road, Suite 300
Section 08-00379-00-TL				City Chicago
Project No. CMM-9003(147)				State Illinois
Job No. C-91-168-09				Zip Code 60631
Contact Name/Phone/E-mail Address David Boesch, 630-845-7875 Boeschdavid@co.kane.il.us				Contact Name/Phone/E-mail Address Jeff Druckman, 773-693-6030 Jsdruckman@mactec.com

THIS AGREEMENT is made and entered into this \_\_\_\_\_ day of \_\_\_\_\_, 2010 between the above Local Agency (LA) and Consultant (ENGINEER) and covers certain professional engineering services in connection with the PROJECT described herein. 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.

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

<b>Regional Engineer</b>	Regional Engineer, Department of Transportation
<b>Resident Engineer</b>	LA Employee directly responsible for construction of the PROJECT
<b>Contractor</b>	Company or Companies to which the construction contract was awarded

#### Project Description

Name Randall Road/Huntley Road Route CH 34&30 Length 5.06 Mi. Structure No. N/A

Termini Corporate Boulevard/Square Barn Road to Huntley Road/Sleepy Hollow Road

Description: Kane County Traffic Signal Installation - Square Barn, Randall Road and Sleepy Hollow Road at Huntley Interconnect Plan – Huntley Road From Square Barn Road to Sleepy Hollow Road  
Interconnect Plan – Randall Road From County Line Road to Binnie Road  
See attached Exhibit "C" concerning compliance with the Illinois Prevailing Wage Act.  
See attached Exhibit "D" for Insurance Addendum Requirements.

#### Agreement Provisions

#### I. THE ENGINEER AGREES,

1. To perform or be responsible for the performance of the engineering services for the LA, in connection with the PROJECT hereinbefore described and checked below:
  - a. Proportion concrete according to applicable STATE Bureau of Materials and Physical Research (BMPR) Quality Control/Quality Assurance (QC/QA) training documents or contract requirements and obtain samples and perform testing as noted below.
  - b. Proportion hot mix asphalt according to applicable STATE BMPR QC/QA training documents and obtain samples and perform testing as noted below.
  - c. For soils, to obtain samples and perform testing as noted below.
  - d. For aggregates, to obtain samples and perform testing as noted below.

NOTE: For 1a. through 1d. the ENGINEER is to obtain samples for testing according to the STATE BMPR "Project Procedures Guide", or as indicated in the specifications, or as attached herein by the LA; test according to the STATE BMPR "Manual of Test Procedures for Materials", submit STATE BMPR inspection reports; and verify compliance with contract specifications.

- e. Inspection of all materials when inspection is not provided at the sources by the STATE BMPR, and submit inspection reports to the LA and the STATE in accordance with the STATE BMPR "Project Procedures Guide" and the policies of the STATE.
  - f. For Quality Assurance services, provide personnel who have completed the appropriate STATE BMPR QC/QA trained technician classes.
  - g. Inspect, document and inform the resident engineer of the adequacy of the establishment and maintenance of the traffic control.
  - h. Geometric control including all construction staking and construction layouts.
  - i. Quality control of the construction work in progress and the enforcement of the contract provisions in accordance with the STATE Construction Manual.
  - j. Measurement and computation of pay items.
  - k. Maintain a daily record of the contractor's activities throughout construction including sufficient information to permit verification of the nature and cost of changes in plans and authorized extra work.
  - l. Preparation and submission to the LA by the required form and number of copies, all partial and final payment estimates, change orders, records, documentation and reports required by the LA and the STATE.
  - m. Revision of contract drawings to reflect as built conditions.
2. Engineering services shall include all equipment, instruments, supplies, transportation and personnel required to perform the duties of the ENGINEER in connection with the AGREEMENT.
  3. To furnish the services as required herein within twenty-four hours of notification by the resident engineer or authorized representative.
  4. To attend meetings and visit the site of the work at any reasonable time when requested to do so by representatives of the LA or STATE.
  5. That none of the services to be furnished by the ENGINEER shall be sublet, assigned or transferred to any other party or parties without the written consent of the 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.
  6. The ENGINEER shall submit invoices, based on the ENGINEER's progress reports, to the resident engineer, no more than once a month for partial payment on account for the ENGINEER's work completed to date. Such invoices shall represent the value, to the LA of the partially completed work, based on the sum of the actual costs incurred, plus a percentage (equal to the percentage of the construction engineering completed) of the fixed fee for the fully completed work.
  7. That the ENGINEER is qualified technically and is entirely conversant with the design standards and policies applicable to improvement of the SECTION; and that the ENGINEER has sufficient properly trained, organized and experienced personnel to perform the services enumerated herein.
  8. That the ENGINEER shall be responsible for the accuracy of the ENGINEER's work and correction of any errors, omissions or ambiguities due to the ENGINEER'S negligence which may occur either during prosecution or after acceptance by the LA. Should any damage to persons or property result from the ENGINEER's error, omission or negligent act, the ENGINEER shall indemnify the LA, the STATE and their employees from all accrued claims or liability and assume all restitution and repair costs arising from such negligence. The ENGINEER shall give immediate attention to any remedial changes so there will be minimal delay to the contractor and prepare such data as necessary to effectuate corrections, in consultation with and without further compensation from the LA.
  9. That the ENGINEER will comply with applicable federal statutes, state of Illinois statutes, and local laws or ordinances of the LA.
  10. The undersigned certifies neither the ENGINEER nor I have:
    - a) employed or retained for commission, percentage, brokerage, contingent fee or other considerations, any firm or person (other than a bona fide employee working solely for me or the above ENGINEER) to solicit or secure this AGREEMENT;
    - b) agreed, as an express or implied condition for obtaining this AGREEMENT, to employ or retain the services of any firm or person in connection with carrying out the AGREEMENT or
    - c) paid, or agreed to pay any firm, organization or person (other than a bona fide employee working solely for me or the above ENGINEER) any fee, contribution, donation or consideration of any kind for, or in connection with, procuring or carrying out the AGREEMENT.
    - d) are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any Federal department or agency;

- e) have not within a three-year period preceding the AGREEMENT been convicted of or had a civil judgment rendered against them for commission of fraud or criminal offense in connection with obtaining, attempting to obtain or performing a public (Federal, State or local) transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements or receiving stolen property;
- f) are not presently indicted for or otherwise criminally or civilly charged by a government entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (e) of this certification; and
- g) have not within a three-year period preceding this AGREEMENT had one or more public transactions (Federal, State or local) terminated for cause or default.

11. To pay its subconsultants for satisfactory performance no later than 30 days from receipt of each payment from the LA.
12. 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.
13. To submit BLR 05613, Engineering Payment Report, to the STATE upon completion of the work called for in the AGREEMENT.

**II. THE LA AGREES,**

1. To furnish a resident engineer to be in responsible charge of general supervision of the construction.
2. To furnish the necessary plans and specifications.
3. To notify the ENGINEER at least 24 hours in advance of the need for personnel or services.
4. To pay the ENGINEER as compensation for all services rendered in accordance with this AGREEMENT, on the basis of the following compensation formulas:

- Cost Plus Fixed Fee       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]

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                  \_\_\_\_\_

5. 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.

6. 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 Mutually Agreed,

1. That the ENGINEER and the ENGINEER's subcontractors will maintain all books, documents, papers, accounting records and other evidence pertaining to cost incurred and to make such materials available at their respective offices at all reasonable times during the AGREEMENT period and for three years from the date of final payment under this AGREEMENT, for inspection by the STATE, Federal Highway Administration or any authorized representatives of the federal government and copies thereof shall be furnished if requested.
2. That all services are to be furnished as required by construction progress and as determined by the RESIDENT ENGINEER. The ENGINEER shall complete all services specified herein within a time considered reasonable to the LA, after the CONTRACTOR has completed the construction contract.
3. That all field notes, test records and reports shall be turned over to and become the property of the LA and that 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 this AGREEMENT may be terminated by the LA upon written notice to the ENGINEER, at the ENGINEER's last known address, with the understanding that should the AGREEMENT be terminated by the LA, the ENGINEER shall be paid for any services completed and any services partially completed. The percentage of the total services which have been rendered by the ENGINEER shall be mutually agreed by the parties hereto. The fixed fee stipulated in numbered paragraph 4d of Section II shall be multiplied by this percentage and added to the ENGINEER's actual costs to obtain the earned value of work performed. All field notes, test records and reports completed or partially completed at the time of termination shall become the property of, and be delivered to, the LA.
5. That any differences between the ENGINEER and the LA concerning the interpretation of the provisions of this AGREEMENT shall be referred to a committee of disinterested parties consisting of one member appointed by the ENGINEER, one member appointed by the LA, and a third member appointed by the two other members for disposition and that the committee's decision shall be final.
6. That in the event the engineering and inspection services to be furnished and performed by the LA (including personnel furnished by the ENGINEER) shall, in the opinion of the STATE be incompetent or inadequate, the STATE shall have the right to supplement the engineering and inspection force or to replace the engineers or inspectors employed on such work at the expense of the LA.
7. That the ENGINEER has not been retained or compensated to provide design and construction review services relating to the contractor's safety precautions, except as provided in numbered paragraph 1f of Section I.
8. This certification is required by the Drug Free Workplace Act (30ILCS 580). The Drug Free Workplace Act requires that no grantee or contractor shall receive a grant or be considered for the purpose of being awarded a contract for the procurement of any property or service from the State unless that grantee or contractor will provide a drug free workplace. False certification or violation of the certification may result in sanctions including, but not limited to, suspension of contract or grant payments, termination of a contract or grant and debarment of contracting or grant opportunities with the State for at least one (1) year but no more than five (5) years.

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

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

(a) Publishing a statement:

- (1) Notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance, including cannabis, is prohibited in the grantee's or contractor's workplace.
- (2) Specifying the actions that will be taken against employees for violations of such prohibition.
- (3) Notifying the employee that, as a condition of employment on such contract or grant, the employee will:
  - (A) abide by the terms of the statement; and
  - (B) notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five (5) days after such conviction.

- (b) Establishing a drug free awareness program to inform employees about:
    - (1) the dangers of drug abuse in the workplace;
    - (2) the grantee's or contractor's policy of maintaining a drug free workplace;
    - (3) any available drug counseling, rehabilitation and employee assistance program; and
    - (4) the penalties that may be imposed upon an employee for drug violations.
  - (c) Providing a copy of the statement required by subparagraph (a) to each employee engaged in the performance of the contract or grant and to post the statement in a prominent place in the workplace.
  - (d) Notifying the contracting or granting agency within ten (10) days after receiving notice under part (B) of paragraph (3) of subsection (a) above from an employee or otherwise receiving actual notice of such conviction.
  - (e) Imposing a sanction on, or requiring the satisfactory participation in a drug abuse assistance or rehabilitation program by, any employee who is convicted, as required by section S of the Drug Free Workplace Act.
  - (f) Assisting employees in selecting a course of action in the event drug counseling, treatment and rehabilitation is required and indicating that a trained referral team is in place.
  - (g) Making a good faith effort to continue to maintain a drug free workplace through implementation of the Drug Free Workplace Act.
9. The ENGINEER or subconsultant shall not discriminate on the basis of race, color, national origin or sex in the performance of this AGREEMENT. The ENGINEER shall carry out applicable requirements of 49 CFR part 26 in the administration of DOT-assisted contracts. Failure by the ENGINEER to carry out these requirements is a material breach of this AGREEMENT, which may result in the termination this AGREEMENT or such other remedy as the LA deems appropriate.

**Agreement Summary**

Prime Consultant:	TIN Number	Agreement Amount
MACTEC Engineering & Consulting	68-0146861	\$145,900.15

Sub-Consultants:	TIN Number	Agreement Amount
Chicago Testing Laboratory (CTL)	36-4199051	\$5,000.00
Engineering Services Group (ESG)	20-5353961	\$5,000.00
	Sub-Consultant Total:	\$10,000.00
	Prime Consultant Total:	135,900.15
	Total for all Work:	\$145,900.15

Executed by the LA:

County of Kane

(Municipality/Township/County)

ATTEST:

By: \_\_\_\_\_

By: \_\_\_\_\_

John A. Cunningham Clerk

Title: Chairman, County Board

(SEAL)

Executed by the ENGINEER:

MACTEC Engineering & Consulting

ATTEST:

By: \_\_\_\_\_

By: \_\_\_\_\_

Title: Project Manager

Title: Vice President

**Exhibit A - Construction Engineering**

Route: Randall\ Huntley Roads  
 Local Agency: Kane  
 (Municipality/Township/County)  
 Section: 08-00379-00-TL  
 Project: CMM-9003(147)  
 Job No.: C-91-168-09

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

Overhead Rate (OH) 154.84 %  
 Complexity Factor (R) 0.00  
 Calendar Days 365

Method of Compensation:

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

**Cost Estimate of Consultant's Services in Dollars**

Element of Work	Employee Classification	Man-Hours	Payroll Rate	Payroll Costs (DL)	Overhead*	Services by Others	In-House Direct Costs (IHDC)	Profit	Total
Project Manager		56.00	\$51.75	\$2,898.00	\$4,487.26			\$1,008.50	\$8,393.76
Resident Engineer		1156.00	\$31.68	\$36,622.08	\$56,705.62			<b>\$12,744.48</b>	\$106,072.18
Inspector		96.00	\$34.77	\$3,337.92	\$5,168.43			\$1,161.60	\$9,667.95
Utility Coordinator		16.00	\$41.82	\$669.12	\$1,036.06			\$232.85	\$1,938.03
Electrical Engineer		8.00	\$52.11	\$416.88	\$645.49			\$145.07	\$1,207.44
Cadd		16.00	\$25.92	\$414.72	\$642.15			\$144.32	\$1,201.19
Vehicle\ Day		144.00					\$6,480.00	939.60	\$7,419.60
Material Testing (CTL)						\$5,000.00			\$5,000.00
Survey (ESG)						\$5,000.00			\$5,000.00
<b>Totals</b>		1,492.00		\$44,358.72	\$68,685.01	\$10,000.00	\$6,480.00		\$145,900.15



EXHIBIT "C"

**PREVAILING WAGE RATES**

It is the policy of the State of Illinois as declared in the Illinois Prevailing Wage Act (820 ILCS 130/1 *et seq.*) "that a wage of no less than the general prevailing hourly rate as paid for work of a similar character in the locality in which the work is performed, shall be paid to all laborers, workers and mechanics employed by or on behalf of any and all public bodies engaged in public works".

The CONSULTANT agrees to pay, when applicable, the current Illinois Department of Labor Prevailing Wage Rates for all County of Kane projects. Current prevailing wage rates are available from the Illinois Department of Labor at their website: <http://www.state.il.us/agency/idol/rates/rates.HTM>.

Prevailing wage rates are subject to revision monthly. The CONSULTANT acknowledges its responsibility, for payment of any applicable future adjustment thereof.

The CONSULTANT further acknowledges its responsibility to notify any sub-consultant of the applicability of the Prevailing Wage Act.

When applicable, the CONSULTANT agrees to provide the Kane County Division of Transportation "certified payrolls" as required by the Prevailing Wage Act

\_\_\_\_\_  
Company Name

\_\_\_\_\_  
Signature of Officer of Company

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

## EXHIBIT “D”

The LA and the ENGINEER further covenant and agree as follows:

### 1.0 ENGINEER’S INSURANCE

1.1 The ENGINEER shall maintain, at its sole expense, insurance coverage including:

- a) Worker’s Compensation Insurance in the statutory amounts.
- b) Employer’s Liability Insurance in an amount not less than five hundred thousand (\$500,000) dollars each accident/injury and five hundred thousand dollars (\$500,000.00) each employee/disease.
- c) Commercial (Comprehensive) General Liability Insurance, (including contractual liability) with limits of not less than one million (\$1,000,000) dollars per occurrence bodily injury/property damage combined single limit; two million (\$2,000,000) dollars excess liability coverage in the aggregate injury/property damage combined single limit.
- d) Comprehensive Automobile Liability Insurance with minimum limits of at least one million (\$1,000,000) dollars for any one person and one million (\$1,000,000) dollars for any one occurrence of bodily injury or property damage.
- e) Professional Errors and Omissions Insurance with a minimum limit of two million dollars (\$2,000,000.00).
- f) The insurance required to be purchased and maintained by ENGINEER shall be provided by an insurance company acceptable to the LA, and licensed to do business in the State of Illinois; shall name the LA as additional named insured; shall include at least the specific coverage and be written for not less than the limits of the liability specified herein or required by law or regulation whichever is greater; and shall contain a provision or endorsement that the coverage afforded will not be canceled, materially changed, nor renewal refused until at least thirty (30) days prior written notice has been given to LA.
- g) It shall be the duty of the ENGINEER to provide to the LA, copies of the ENGINEER’S Certificates of Insurance before issuance of a Notice to

Proceed.

## 2.0 INDEMNIFICATION

- 2.1 Nothing contained herein shall be construed as prohibiting the LA, its officials, directors, officers, agents, and employees, from defending through the selection and use of their own agents, attorneys and experts, to defend any claims, actions or suits brought against them.
- 2.2 If any errors, omissions, intentional or negligent acts are made by the ENGINEER or sub-consultant in any phase of the work, the correction of which requires additional field or office work, the ENGINEER shall be required to perform such additional work as may be necessary to remedy same without undue delay and without charge to the L.A.
- 2.3 Acceptance of the work by LA will not relieve the ENGINEER of the responsibility for the quality of its work, nor of its liability for any loss or any damage to property or any injury to persons resulting therefrom.
- 2.4 To the fullest extent permitted by law, the ENGINEER shall indemnify and hold harmless the LA and any of their respective agents and employees from and against any and all claims, damages, losses, economic losses and expenses, including but not limited to attorney's fees, arising out of or resulting from performance of any services by the ENGINEER, provided that such claim, loss or expense is attributable to bodily injury, sickness, disease or death, or to injury to or destruction of tangible property (other than the work itself), including loss of use resulting therefrom, but only to the extent caused in whole or in part by negligent acts or omissions of the ENGINEER, a subcontractor of the ENGINEER, anyone directly or indirectly employed by them or anyone for whose acts they may be liable, excluding any proportionate amount of any claim, damage, loss or expense which is caused by a party indemnified hereunder. Such obligation shall not be construed to negate, abridge or reduce other rights or obligations of indemnity, which would otherwise exist as to a party or person described in this paragraph. In claims against any person or entity indemnified under this paragraph by an employee of the ENGINEER, a subcontractor of the ENGINEER, anyone directly or indirectly employed by them or anyone for whose acts they may be liable, the indemnification obligation under this paragraph shall not be limited by a limitation on the amount or type of damages, compensation or benefits payable by or for the ENGINEER or the ENGINEER'S subcontractor under worker's or workmen's compensation acts, disability benefit acts or any other employment benefit acts.

2.5 The additional insured endorsement included on the ENGINEER'S policy will provide the following:

- a) That the coverage afforded the additional insured will be primary insurance for the additional insured with respect to claims arising out of operations performed by or on behalf of the ENGINEER;
- b) That if the additional insured have other insurance which is applicable to the loss, such other insurance will be on an excess or contingent basis;
- c) That the amount of company's liability under the insurance policy will not be reduced by the existence of such other insurance; and
- d) That the additional insured will be given not less than 30 days prior to written notice of any cancellation thereof.

LA

ENGINEER

The County of Kane


\_\_\_\_\_

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Title

\_\_\_\_\_  
Title

 <b>Illinois Department of Transportation</b> <b>Local Agency Agreement for Federal Participation</b>	Local Agency Kane County	State Contract X	Day Labor	Local Contract	RR Force Account
	Section 08-00379-00-TL	Fund Type STA	ITEP Number		
Construction		Engineering		Right-of-Way	
Job Number	Project Number	Job Number	Project Number	Job Number	Project Number
C-91-168-09	CMM-9003(147)				

This Agreement 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".

#### Location

Local Name Randall Road / Huntley Road Route CH 34 & 30 Length 5.06 Miles  
Termini Corporate Boulevard / Square Barn Road to Huntley Road / Sleepy Hollow Road

Current Jurisdiction LA Existing Structure No N/A

#### Project Description

Construction of traffic signal interconnect proejct.

#### Division of Cost

Type of Work	FHWA	%	STATE	%	LA	%	Total
Participating Construction	885,905	( * )		( )	221,476	( BAL )	1,107,381
Non-Participating Construction		( )		( )		( )	
Preliminary Engineering		( )		( )		( )	
Construction Engineering	116,720	( * )		( )	29,180	( BAL )	145,900
Right of Way		( )		( )		( )	
Railroads		( )		( )		( )	
Utilities		( )		( )		( )	
Materials							
<b>TOTAL</b>	<b>\$ 1,002,625</b>		<b>\$</b>		<b>\$ 250,656</b>		<b>\$ 1,253,281</b>

\*Maximum FHWA (STA) Participation 80% Not to Exceed \$1,002,625.00.

**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.

#### Local Agency Appropriation

By execution of this Agreement, the LA is indicating sufficient funds have been set aside to cover the local share of the project cost and additional funds will be appropriated, if required, to cover the LA's total cost.

#### Method of Financing (State Contract Work)

METHOD A---Lump Sum (80% of LA Obligation) \_\_\_\_\_

METHOD B--- \_\_\_\_\_ Monthly Payments of \_\_\_\_\_

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

(See page two for details of the above methods and the financing of Day Labor and Local Contracts)

## Agreement Provisions

### THE LA AGREES:

- (1) To acquire in its name, or in the name of the state if on the state highway system, all right-of-way necessary for this project in accordance with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and established state policies and procedures. Prior to advertising for bids, the **LA** shall certify to the **STATE** that all requirements of Titles II and III of said Uniform Act have been satisfied. The disposition of encroachments, if any, will be cooperatively determined by representatives of the **LA**, and **STATE** and the **FHWA**, if required.
- (2) To provide for all utility adjustments, and to regulate the use of the right-of-way of this improvement by utilities, public and private, in accordance with the current Utility Accommodation Policy for Local Agency Highway and Street Systems.
- (3) To provide for surveys and the preparation of plans for the proposed improvement and engineering supervision during construction of the proposed improvement.
- (4) To retain jurisdiction of the completed improvement unless specified otherwise by addendum (addendum should be accompanied by a location map). If the improvement location is currently under road district jurisdiction, an addendum is required.
- (5) To maintain or cause to be maintained, in a manner satisfactory to the **STATE** and **FHWA**, the completed improvement, or that portion of the completed improvement within its jurisdiction as established by addendum referred to in item 4 above.
- (6) To comply with all applicable Executive Orders and Federal Highway Acts pursuant to the Equal Employment Opportunity and Nondiscrimination Regulations required by the U.S. Department of Transportation.
- (7) To maintain, for a minimum of 3 years after 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 department; and the **LA** agrees to cooperate fully with any audit conducted by the Auditor General and the department; and to provide full access to all relevant materials. Failure to maintain the books, records and supporting documents required by this section shall establish a presumption in favor of the **STATE** for the recovery of any funds paid by the **STATE** under the contract for which adequate books, records and supporting documentation are not available to support their purported disbursement.
- (8) To provide if required, for the improvement of any railroad-highway grade crossing and rail crossing protection within the limits of the proposed improvement.
- (9) To comply with Federal requirements or possibly lose (partial or total) Federal participation as determined by the **FHWA**.
- (10) (State Contracts Only) That the method of payment designated on page one will be as follows:
  - Method A - Lump Sum Payment. Upon award of the contract for this improvement, the **LA** will pay to the **STATE**, in lump sum, an amount equal to 80% of the **LA**'s estimated obligation incurred under this Agreement, and will pay to the **STATE** the remainder of the **LA**'s obligation (including any nonparticipating costs) in a lump sum, upon completion of the project based upon final costs.
  - Method B - Monthly Payments. Upon award of the contract for this improvement, the **LA** will pay to the **STATE**, a specified amount each month for an estimated period of months, or until 80% of the **LA**'s estimated obligation under the provisions of the Agreement has been paid, and will pay to the **STATE** the remainder of the **LA**'s obligation (including any nonparticipating costs) in a lump sum, upon completion of the project based upon final costs.
  - Method C - Progress Payments. Upon receipt of the contractor's first and subsequent progressive bills for this improvement, the **LA** will pay to the **STATE**, an amount equal to the **LA**'s share of the construction cost divided by the estimated total cost, multiplied by the actual payment (appropriately adjusted for nonparticipating costs) made to the contractor until the entire obligation incurred under this Agreement has been paid.
- (11) (Day Labor or Local Contracts) To provide or cause to be provided all of the initial funding, equipment, labor, material and services necessary to construct the complete project.
- (12) (Preliminary Engineering) In the event that right-of-way acquisition for, or actual construction of the project for which this preliminary engineering is undertaken with Federal participation is not started by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the **LA** will repay the **STATE** any Federal funds received under the terms of this Agreement.
- (13) (Right-of-Way Acquisition) In the event that the actual construction of the project on this right-of-way is not undertaken by the close of the twentieth fiscal year following the fiscal year in which this Agreement is executed, the **LA** will repay the **STATE** any Federal Funds received under the terms of this Agreement.
- (14) (Railroad Related Work Only) The estimates and general layout plans for at-grade crossing improvements should be forwarded to the Rail Safety and Project Engineer, Room 204, Illinois Department of Transportation, 2300 South Dirksen Parkway, Springfield, Illinois, 62764. Approval of the estimates and general layout plans should be obtained prior to the commencement of railroad related work. All railroad related work is also subject to approval by the Illinois Commerce Commission (ICC). Final inspection for railroad related work should be coordinated through appropriate IDOT District Bureau of Local Roads and Streets office.

Plans and preemption times for signal related work that will be interconnected with traffic signals shall be submitted to the ICC for review and approval prior to the commencement of work. Signal related work involving interconnects with state maintained traffic signals should also be coordinated with the IDOT's District Bureau of Operations.

The **LA** is responsible for the payment of the railroad related expenses in accordance with the **LA**/railroad agreement prior to requesting reimbursement from IDOT. Requests for reimbursement should be sent to the appropriate IDOT District Bureau of Local Roads and Streets office.

Engineer's Payment Estimates in accordance with the Division of Cost on page one.

- (15) And certifies to the best of its knowledge and belief its officials:
- (a) are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any Federal department or agency;
  - (b) have not within a three-year period preceding this Agreement been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements receiving stolen property;
  - (c) are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, local) with commission of any of the offenses enumerated in item (b) of this certification; and
  - (d) have not within a three-year period preceding the Agreement had one or more public transactions (Federal, State, local) terminated for cause or default.
- (16) To include the certifications, listed in item 15 above and all other certifications required by State statutes, in every contract, including procurement of materials and leases of equipment.
- (17) (State Contracts) That execution of this agreement constitutes the **LA's** concurrence in the award of the construction contract to the responsible low bidder as determined by the **STATE**.
- (18) That for agreements exceeding \$100,000 in federal funds, execution of this Agreement constitutes the **LA's** certification that:
- (a) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress or any employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any cooperative agreement, and the extension, continuation, renewal, amendment or modification of any Federal contract, grant, loan or cooperative agreement;
  - (b) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress or an employee of a Member of Congress, in connection with this Federal contract, grant, loan or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying", in accordance with its instructions;
  - (c) The **LA** shall require that the language of this certification be included in the award documents for all subawards at all ties (including subcontracts, subgrants and contracts under grants, loans and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.
- (19) To regulate parking and traffic in accordance with the approved project report.
- (20) To regulate encroachments on public right-of-way in accordance with current Illinois Compiled Statutes.
- (21) To regulate the discharge of sanitary sewage into any storm water drainage system constructed with this improvement in accordance with current Illinois Compiled Statutes.
- (22) That the **LA** may invoice the **STATE** monthly for the **FHWA** and/or **STATE** share of the costs incurred for this phase of the improvement. The **LA** will submit supporting documentation with each request for reimbursement from the **STATE**. Supporting documentation is defined as verification of payment, certified time sheets, vendor invoices, vendor receipts, and other documentation supporting the requested reimbursement amount.
- (23) To complete this phase of the project within three years from the date this agreement is approved by the **STATE** if this portion of the project described in the Project Description does not exceed \$1,000,000 (five years if the project costs exceed \$1,000,000).
- (24) Upon completion of this phase of the improvement, the **LA** will submit to the **STATE** a complete and detailed final invoice with all applicable supporting supporting documentation of all incurred costs, less previous payments, no later than one year from the date of completion of this phase of the improvement. If a final invoice is not received within one year of completion of this phase of the improvement, the most recent invoice may be considered the final invoice and the obligation of the funds closed.
- (25) (Single Audit Requirements) That if the **LA** receives \$500,000 or more a year in federal financial assistance they shall have an audit made in accordance with the Office of Management and Budget (OMB) Circular No. A-133. **LA's** that receive less than \$500,000 a year shall be exempt from compliance. A copy of the audit report must be submitted to the **STATE** with 30 days after the completion of the audit, but no later than one year after the end of the **LA's** fiscal year. The CFDA number for all highway planning and construction activities is 20.205.

**THE STATE AGREES:**

- (1) To provide such guidance, assistance and supervision and to monitor and perform audits to the extent necessary to assure validity of the **LA's** certification of compliance with Titles II and III requirements.
- (2) (State Contracts) To receive bids for the construction of the proposed improvement when the plans have been approved by the **STATE** (and **FHWA**, if required) and to award a contract for construction of the proposed improvement, after receipt of a satisfactory bid.
- (3) (Day Labor) To authorize the **LA** to proceed with the construction of the improvement when Agreed Unit Prices are approved and to reimburse the **LA** for that portion of the cost payable from Federal and/or State funds based on the Agreed Unit Prices and Engineer's Payment Estimates in accordance with the Division of Cost on page one.
- (4) (Local Contracts) That for agreements with Federal and/or State funds in engineering, right-of-way, utility work and/or construction work:

- (a) To reimburse the **LA** for the Federal and/or State share on the basis of periodic billings, provided said billings contain sufficient cost information and show evidence of payment by the **LA**;
- (b) To provide independent assurance sampling, to furnish off-site material inspection and testing at sources normally visited by **STATE** inspectors of steel, cement, aggregate, structural steel and other materials customarily tested by the **STATE**.

**IT IS MUTUALLY AGREED:**

- (1) That this Agreement and the covenants contained herein shall become null and void in the event that the **FHWA** does not approve the proposed improvement for Federal-aid participation or the contract covering the construction work contemplated herein is not awarded within three years of the date of execution of this Agreement.
- (2) This Agreement shall be binding upon the parties, their successors and assigns.
- (3) For contracts awarded by the **LA**, the **LA** shall not discriminate on the basis of race, color, national origin or sex in the award and performance of any USDOT – assisted contract or in the administration of its DBE program or the requirements of 49 CFR part 26. The **LA** shall take all necessary and reasonable steps under 49 CFR part 26 to ensure nondiscrimination in the award and administration of USDOT – assisted contracts. The **LA**'s DBE program, as required by 49 CFR part 26 and as approved by USDOT, is incorporated by reference in this Agreement. Upon notification to the recipient of its failure to carry out its approved program, the 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.). In the absence of a USDOT – approved **LA** DBE Program or on State awarded contracts, this Agreement shall be administered under the provisions of the **STATE**'s USDOT approved Disadvantaged Business Enterprise Program.
- (4) In cases where the **STATE** is reimbursing the **LA**, obligations of the **STATE** shall cease immediately without penalty or further payment being required if, in any fiscal year, the Illinois General Assembly or applicable Federal Funding source fails to appropriate or otherwise make available funds for the work contemplated herein.
- (5) All projects for the construction of fixed works which are financed in whole or in part with funds provided by this Agreement and/or amendment shall be subject to the Prevailing Wage Act (820 ILCS 130/0.01 et seq.) unless the provisions of that Act exempt its application.

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**ADDENDA**

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

Number 1 Location Map

(Insert addendum numbers and titles as applicable)

---

The **LA** further agrees, as a condition of payment, that it accepts and will comply with the applicable provisions set forth in this Agreement and all addenda indicated above.

**APPROVED**

Local Agency

Karen McConnaughay

(Print or Type Name)

Chairman, County Board

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

(Signature)

Date

**APPROVED**

State of Illinois  
Department of Transportation

Gary Hannig, Secretary of Transportation

Date

By:

(Delegate's Signature)

(Delegate's Name - Printed)

Christine M. Reed, Director of Highways/Chief Engineer

Date

Ellen J. Schanzle-Haskins, Chief Counsel

Date

Ann L. Schneider, Director of Finance and Administration

Date

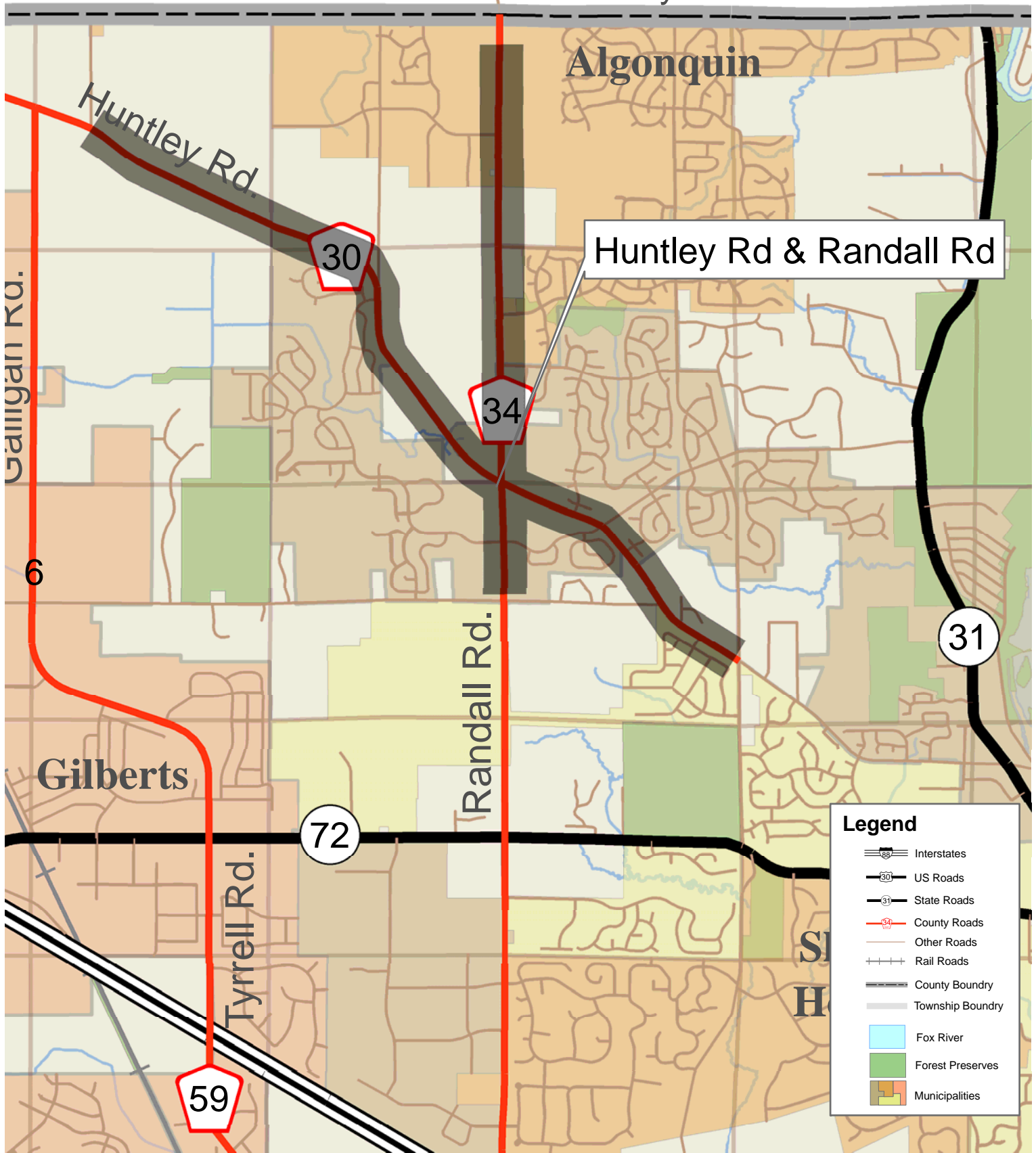
The above signature certifies the agency's TIN number is 36-6006585 conducting business as a Governmental Entity.

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

N. County Line Rd.

Algonquin

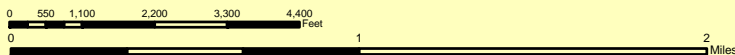
Huntley Rd & Randall Rd



**Legend**

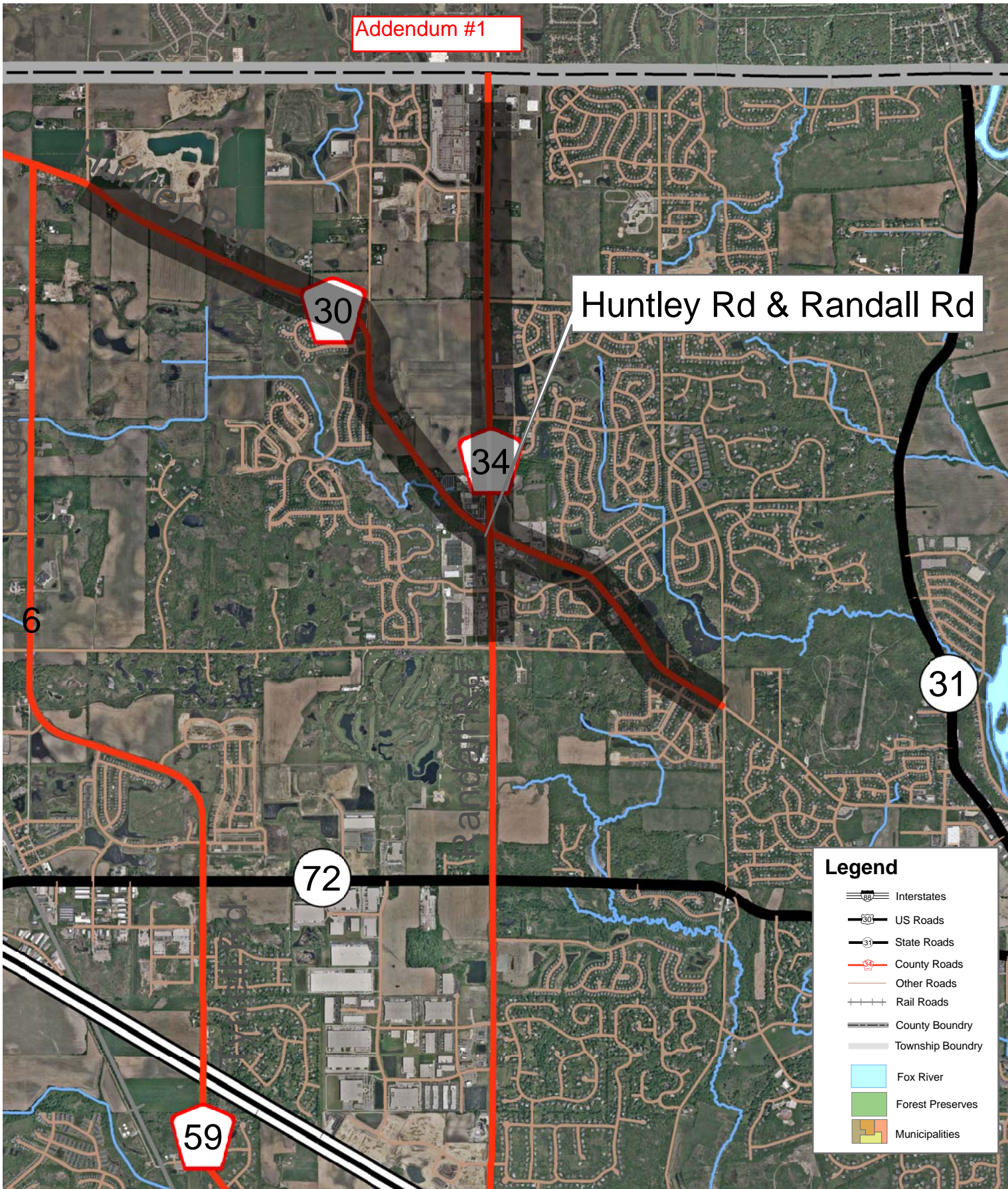
- Interstates
- US Roads
- State Roads
- County Roads
- Other Roads
- Rail Roads
- County Boundary
- Township Boundary
- Fox River
- Forest Preserves
- Municipalities

Section Number 08-00379-00-TL  
 Huntley Rd - Square Barn Rd to Sleepy Hollow Rd  
 Randall Rd - Binnie Rd to Corporate Blvd



KANE COUNTY  
**Division of Transportation**

Addendum #1



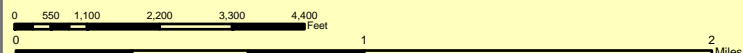
Huntley Rd & Randall Rd

**Legend**

- Interstates
- US Roads
- State Roads
- County Roads
- Other Roads
- Rail Roads
- County Boundary
- Township Boundary
- Fox River
- Forest Preserves
- Municipalities

Section Number 08-00379-00-TL  
 Huntley Rd - Square Barn Rd to Sleepy Hollow Rd  
 Randall Rd - Binnie Rd to Corporate Blvd

A north arrow is located to the right of the text. Below it is a grid of municipalities with a red dot indicating the project location. The municipalities listed are Huntley, Randall, Dundee, Huntley Park, Elgin, Huntley Commons, Huntley Commons West, Huntley Commons East, Huntley Commons South, Huntley Commons North, Huntley Commons West, Huntley Commons East, Huntley Commons South, Huntley Commons North, Huntley Commons West, Huntley Commons East, Huntley Commons South, Huntley Commons North.



KANE COUNTY  
**Division of Transportation**



## AGENDA ITEM EXECUTIVE SUMMARY

Agenda Item #9C-2a

Date: September 27, 2010

Item: *Resolution:* Approving an Intergovernmental Agreement with the State of Illinois for Phase III Construction of Randall Road from Dean Street to Main Street Traffic Signal Interconnects, Kane County Section No. 09-00237-02-TL

Presenter / Sponsor: Manny Gomez

Assigned Committee: Transportation

Budgeted:  Yes  No  N/A

If not budgeted, explain funding source:

Appropriation: N/A

### Summary:

This project will integrate Two (2) existing traffic signal interconnect systems located along Randal Road from Main Street (Batavia) to Dean Street, including traffic signals located on IL 38 and Fabyan Parkway into the County's countywide Advance Traffic Management System (ATMS) network. Twenty-Three (23) traffic signal installations will receive new hardware ranging from controllers, monitor units, Ethernet switches and CCTV cameras at various locations. These improvements will allow for real-time monitoring and control of traffic operations on Randall Road. Battery backup units are also included at various locations to ensure power interruptions do not affect signal operations.

An Intergovernmental Agreement with IDOT provides funding for construction. This agreement provides the following funding allocation:

Fund Type	Construction
Federal (CMAQ) Funding	\$721,500.00
Local (Kane County) Funding	\$464,948.00

This project has a target letting date of January 21, 2011. Construction is planned to start in the spring of 2011 with a completion in the fall of the same year. Approval for appropriation of funds will be presented after project bids are opened and approved.

List Attachments: Resolution, Funding Agreement and Location Map

Detailed information available from / at: Manny Gomez, Assistant Director of Transportation, (630) 845-7873; Thomas Szabo, Traffic Manager, (630) 208-3139.

Staff Comments / Recommendations: Staff requests Committee approval.

STATE OF ILLINOIS

COUNTY OF KANE

RESOLUTION NO. 10 - \_\_\_\_\_

**APPROVING AN INTERGOVERNMENTAL AGREEMENT WITH THE STATE OF ILLINOIS  
FOR PHASE III CONSTRUCTION OF  
RANDALL ROAD FROM DEAN STREET TO MAIN STREET  
TRAFFIC SIGNAL INTERCONNECTS  
KANE COUNTY SECTION NO. 09-00237-02-TL**

WHEREAS, the Illinois Constitution of 1970, Article VII, Section 10 and 5 ILCS 220/1, *et seq.*, authorizes the County of Kane (County) and the State of Illinois (State) to cooperate in the performance of their respective duties and responsibilities by contract and other agreements; and

WHEREAS, the County and the State, acting through its Illinois Department of Transportation desire to cooperate among themselves to accomplish traffic signal interconnects on Kane County Highway No. 34 (Randall Road) from Dean Street to Main Street (hereinafter referred to as the "Improvement"); and

WHEREAS, the County and the State desire to undertake Construction for the Improvement at an estimated cost of One Million One Hundred Eighty Six Thousand Four Hundred Forty Eight Dollars (\$1,186,448.00); and

WHEREAS, the Improvement is deemed by the County and the State to be of immediate benefit to the residents of the County of Kane and the State of Illinois in that it shall facilitate the safe and efficient movement of traffic and shall provide for the safety of the motoring public; and

WHEREAS, the County and the State have determined a mutually satisfactory allocation of responsibilities and costs for said Improvement as set forth in the agreement (a copy of which is on file with the County Clerk's Office), with the County share of the costs estimated to be approximately thirty Nine percent (39%) thereof.


NOW, THEREFORE, BE IT RESOLVED by the Kane County Board that the Chairman thereof is hereby authorized to execute an intergovernmental agreement with the State of Illinois acting through the Illinois Department of Transportation for Construction of the improvement.

Passed by the Kane County Board on October 12, 2010.

\_\_\_\_\_  
John A. Cunningham  
Clerk, County Board  
Kane County, Illinois

\_\_\_\_\_  
Karen McConnaughay  
Chairman, County Board  
Kane County, Illinois

Vote:  
Yes \_\_\_\_\_  
No \_\_\_\_\_  
Voice \_\_\_\_\_  
Abstentions \_\_\_\_\_

 <b>Illinois Department of Transportation</b> <b>Local Agency Agreement for Federal Participation</b>	Local Agency Kane County	State Contract X	Day Labor	Local Contract	RR Force Account
	Section 09-00237-02-TL	Fund Type STA	ITEP Number		

Construction		Engineering		Right-of-Way	
Job Number	Project Number	Job Number	Project Number	Job Number	Project Number
C-91-264-09	CMM-9003(209)				

This Agreement 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".

**Location**

Local Name Randall Road Route FAP 336 Length 5.0 miles  
Termini Dean Street to Main Street

Current Jurisdiction LA Existing Structure No N/A

**Project Description**

Construction of traffic signal interconnect project.

**Division of Cost**

Type of Work	FHWA	%	STATE	%	LA	%	Total
Participating Construction	721,500	( * )		( )	464,948	( BAL )	1,186,448
Non-Participating Construction		( )		( )		( )	
Preliminary Engineering		( )		( )		( )	
Construction Engineering		( )		( )		( )	
Right of Way		( )		( )		( )	
Railroads		( )		( )		( )	
Utilities		( )		( )		( )	
Materials							
<b>TOTAL</b>	<b>\$ 721,500</b>		<b>\$</b>		<b>\$ 464,948</b>		<b>\$ 1,186,448</b>

\*Maximum FHWA (STA) Participation 80% Not to Exceed \$721,500.00.

**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.

**Local Agency Appropriation**

By execution of this Agreement, the LA is indicating sufficient funds have been set aside to cover the local share of the project cost and additional funds will be appropriated, if required, to cover the LA's total cost.

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

METHOD A---Lump Sum (80% of LA Obligation) \_\_\_\_\_

METHOD B--- \_\_\_\_\_ Monthly Payments of \_\_\_\_\_

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

(See page two for details of the above methods and the financing of Day Labor and Local Contracts)

## Agreement Provisions

### THE LA AGREES:

- (1) To acquire in its name, or in the name of the state if on the state highway system, all right-of-way necessary for this project in accordance with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and established state policies and procedures. Prior to advertising for bids, the **LA** shall certify to the **STATE** that all requirements of Titles II and III of said Uniform Act have been satisfied. The disposition of encroachments, if any, will be cooperatively determined by representatives of the **LA**, and **STATE** and the **FHWA**, if required.
- (2) To provide for all utility adjustments, and to regulate the use of the right-of-way of this improvement by utilities, public and private, in accordance with the current Utility Accommodation Policy for Local Agency Highway and Street Systems.
- (3) To provide for surveys and the preparation of plans for the proposed improvement and engineering supervision during construction of the proposed improvement.
- (4) To retain jurisdiction of the completed improvement unless specified otherwise by addendum (addendum should be accompanied by a location map). If the improvement location is currently under road district jurisdiction, an addendum is required.
- (5) To maintain or cause to be maintained, in a manner satisfactory to the **STATE** and **FHWA**, the completed improvement, or that portion of the completed improvement within its jurisdiction as established by addendum referred to in item 4 above.
- (6) To comply with all applicable Executive Orders and Federal Highway Acts pursuant to the Equal Employment Opportunity and Nondiscrimination Regulations required by the U.S. Department of Transportation.
- (7) To maintain, for a minimum of 3 years after 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 department; and the **LA** agrees to cooperate fully with any audit conducted by the Auditor General and the department; and to provide full access to all relevant materials. Failure to maintain the books, records and supporting documents required by this section shall establish a presumption in favor of the **STATE** for the recovery of any funds paid by the **STATE** under the contract for which adequate books, records and supporting documentation are not available to support their purported disbursement.
- (8) To provide if required, for the improvement of any railroad-highway grade crossing and rail crossing protection within the limits of the proposed improvement.
- (9) To comply with Federal requirements or possibly lose (partial or total) Federal participation as determined by the **FHWA**.
- (10) (State Contracts Only) That the method of payment designated on page one will be as follows:
  - Method A - Lump Sum Payment. Upon award of the contract for this improvement, the **LA** will pay to the **STATE**, in lump sum, an amount equal to 80% of the **LA**'s estimated obligation incurred under this Agreement, and will pay to the **STATE** the remainder of the **LA**'s obligation (including any nonparticipating costs) in a lump sum, upon completion of the project based upon final costs.
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- (11) (Day Labor or Local Contracts) To provide or cause to be provided all of the initial funding, equipment, labor, material and services necessary to construct the complete project.
- (12) (Preliminary Engineering) In the event that right-of-way acquisition for, or actual construction of the project for which this preliminary engineering is undertaken with Federal participation is not started by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the **LA** will repay the **STATE** any Federal funds received under the terms of this Agreement.
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- (14) (Railroad Related Work Only) The estimates and general layout plans for at-grade crossing improvements should be forwarded to the Rail Safety and Project Engineer, Room 204, Illinois Department of Transportation, 2300 South Dirksen Parkway, Springfield, Illinois, 62764. Approval of the estimates and general layout plans should be obtained prior to the commencement of railroad related work. All railroad related work is also subject to approval by the Illinois Commerce Commission (ICC). Final inspection for railroad related work should be coordinated through appropriate IDOT District Bureau of Local Roads and Streets office.

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The **LA** is responsible for the payment of the railroad related expenses in accordance with the **LA**/railroad agreement prior to requesting reimbursement from IDOT. Requests for reimbursement should be sent to the appropriate IDOT District Bureau of Local Roads and Streets office.

Engineer's Payment Estimates in accordance with the Division of Cost on page one.

- (15) And certifies to the best of its knowledge and belief its officials:
- (a) are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any Federal department or agency;
  - (b) have not within a three-year period preceding this Agreement been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements receiving stolen property;
  - (c) are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, local) with commission of any of the offenses enumerated in item (b) of this certification; and
  - (d) have not within a three-year period preceding the Agreement had one or more public transactions (Federal, State, local) terminated for cause or default.
- (16) To include the certifications, listed in item 15 above and all other certifications required by State statutes, in every contract, including procurement of materials and leases of equipment.
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- (18) That for agreements exceeding \$100,000 in federal funds, execution of this Agreement constitutes the **LA's** certification that:
- (a) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress or any employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any cooperative agreement, and the extension, continuation, renewal, amendment or modification of any Federal contract, grant, loan or cooperative agreement;
  - (b) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress or an employee of a Member of Congress, in connection with this Federal contract, grant, loan or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying", in accordance with its instructions;
  - (c) The **LA** shall require that the language of this certification be included in the award documents for all subawards at all ties (including subcontracts, subgrants and contracts under grants, loans and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.
- (19) To regulate parking and traffic in accordance with the approved project report.
- (20) To regulate encroachments on public right-of-way in accordance with current Illinois Compiled Statutes.
- (21) To regulate the discharge of sanitary sewage into any storm water drainage system constructed with this improvement in accordance with current Illinois Compiled Statutes.
- (22) That the **LA** may invoice the **STATE** monthly for the **FHWA** and/or **STATE** share of the costs incurred for this phase of the improvement. The **LA** will submit supporting documentation with each request for reimbursement from the **STATE**. Supporting documentation is defined as verification of payment, certified time sheets, vendor invoices, vendor receipts, and other documentation supporting the requested reimbursement amount.
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**THE STATE AGREES:**

- (1) To provide such guidance, assistance and supervision and to monitor and perform audits to the extent necessary to assure validity of the **LA's** certification of compliance with Titles II and III requirements.
- (2) (State Contracts) To receive bids for the construction of the proposed improvement when the plans have been approved by the **STATE** (and **FHWA**, if required) and to award a contract for construction of the proposed improvement, after receipt of a satisfactory bid.
- (3) (Day Labor) To authorize the **LA** to proceed with the construction of the improvement when Agreed Unit Prices are approved and to reimburse the **LA** for that portion of the cost payable from Federal and/or State funds based on the Agreed Unit Prices and Engineer's Payment Estimates in accordance with the Division of Cost on page one.
- (4) (Local Contracts) That for agreements with Federal and/or State funds in engineering, right-of-way, utility work and/or construction work:

- (a) To reimburse the **LA** for the Federal and/or State share on the basis of periodic billings, provided said billings contain sufficient cost information and show evidence of payment by the **LA**;
- (b) To provide independent assurance sampling, to furnish off-site material inspection and testing at sources normally visited by **STATE** inspectors of steel, cement, aggregate, structural steel and other materials customarily tested by the **STATE**.

**IT IS MUTUALLY AGREED:**

- (1) That this Agreement and the covenants contained herein shall become null and void in the event that the **FHWA** does not approve the proposed improvement for Federal-aid participation or the contract covering the construction work contemplated herein is not awarded within three years of the date of execution of this Agreement.
- (2) This Agreement shall be binding upon the parties, their successors and assigns.
- (3) For contracts awarded by the **LA**, the **LA** shall not discriminate on the basis of race, color, national origin or sex in the award and performance of any USDOT – assisted contract or in the administration of its DBE program or the requirements of 49 CFR part 26. The **LA** shall take all necessary and reasonable steps under 49 CFR part 26 to ensure nondiscrimination in the award and administration of USDOT – assisted contracts. The **LA**'s DBE program, as required by 49 CFR part 26 and as approved by USDOT, is incorporated by reference in this Agreement. Upon notification to the recipient of its failure to carry out its approved program, the 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.). In the absence of a USDOT – approved **LA** DBE Program or on State awarded contracts, this Agreement shall be administered under the provisions of the **STATE**'s USDOT approved Disadvantaged Business Enterprise Program.
- (4) In cases where the **STATE** is reimbursing the **LA**, obligations of the **STATE** shall cease immediately without penalty or further payment being required if, in any fiscal year, the Illinois General Assembly or applicable Federal Funding source fails to appropriate or otherwise make available funds for the work contemplated herein.
- (5) All projects for the construction of fixed works which are financed in whole or in part with funds provided by this Agreement and/or amendment shall be subject to the Prevailing Wage Act (820 ILCS 130/0.01 et seq.) unless the provisions of that Act exempt its application.

---

**ADDENDA**

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

Number 1 Location Map

(Insert addendum numbers and titles as applicable)

---

The **LA** further agrees, as a condition of payment, that it accepts and will comply with the applicable provisions set forth in this Agreement and all addenda indicated above.

**APPROVED**

Local Agency

Karen McConnaughay

(Print or Type Name)

Chairman, County Board

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

(Signature)

Date

**APPROVED**

State of Illinois  
Department of Transportation

Gary Hannig, Secretary of Transportation

Date

By:

(Delegate's Signature)

(Delegate's Name - Printed)

Christine M. Reed, Director of Highways/Chief Engineer

Date

Ellen J. Schanzle-Haskins, Chief Counsel

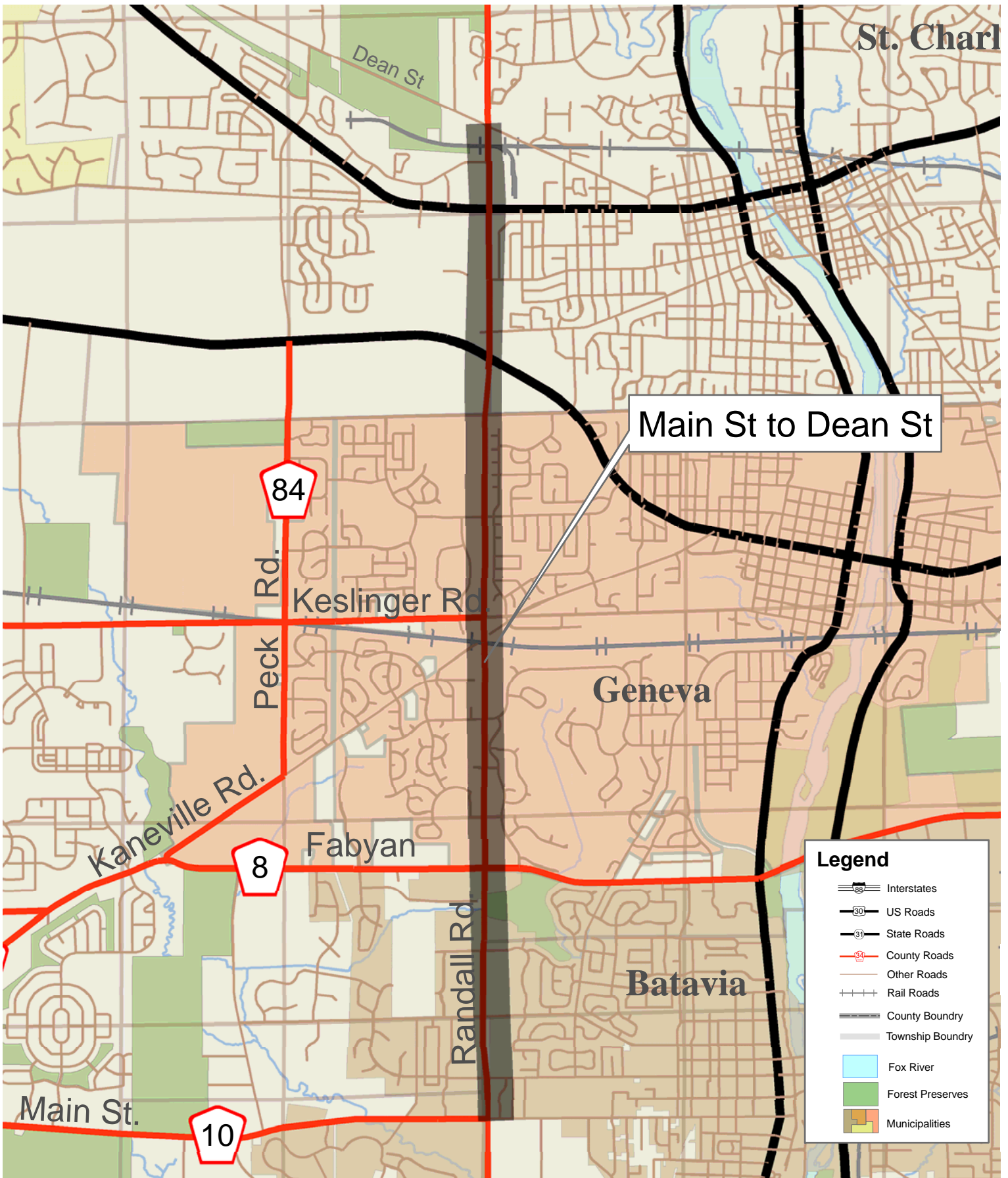
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Ann L. Schneider, Director of Finance and Administration

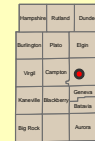
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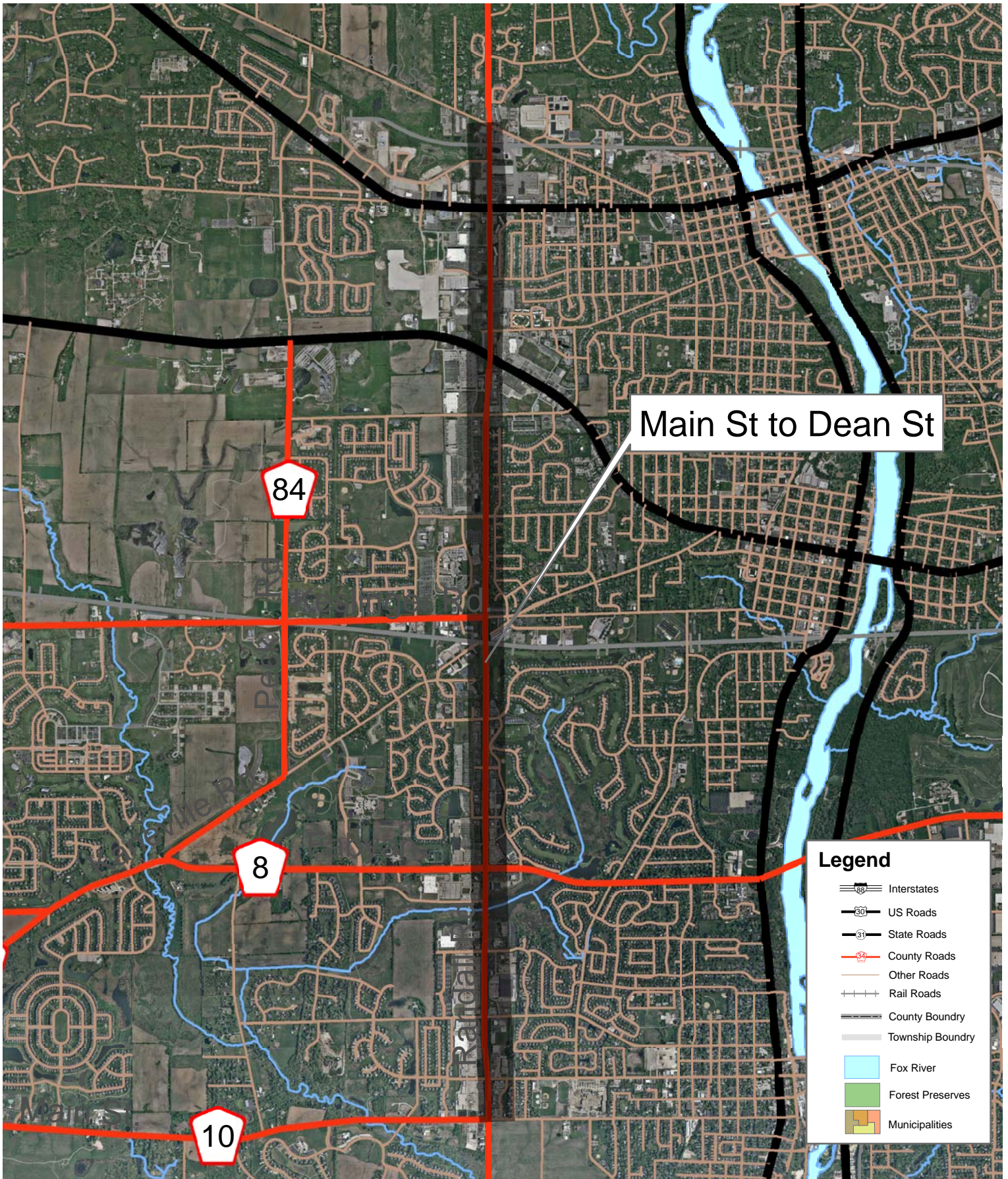
The above signature certifies the agency's TIN number is 36 600 6585 conducting business as a Governmental Entity.

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



Section Number 09-00237-02-TL  
 Traffic Signal Interconnect  
 Randall Rd - Main St to Dean St





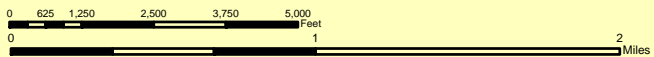
Main St to Dean St

**Legend**

- Interstates
- US Roads
- State Roads
- County Roads
- Other Roads
- Rail Roads
- County Boundary
- Township Boundary
- Fox River
- Forest Preserves
- Municipalities

Section Number 09-00237-02-TL  
 Traffic Signal Interconnect  
 Randall Rd - Main St to Dean St

Monticello	Rubicon	Dundee
Burlington	Paris	Elgin
Utopia	Camden	Geneseo
Kanawha	Blackburn	Streator
Big Rock	Aurora	



KANE COUNTY  
**Division of Transportation**



## AGENDA ITEM EXECUTIVE SUMMARY

Agenda Item # 9C-3a

Date: September 27, 2010

Item: *Resolution:* Approving an Intergovernmental Agreement with the State of Illinois for Phase III Construction of Orchard Road from Randall Road to Rochester Road Traffic Signal Interconnects, Kane County Section No. 09-00272-01-TL

Presenter / Sponsor: Manny Gomez

Assigned Committee: Transportation

Budgeted:  Yes  No  N/A

If not budgeted, explain funding source:

Appropriation: N/A

### Summary:

This project will integrate an existing traffic signal interconnect system located along Orchard Road from Jericho Road to Randall Road into the County's Traffic Management System. Eighteen traffic signal installations will receive new hardware ranging from controllers, monitor units, Ethernet switches and CCTV cameras at various locations. These improvements will allow for real-time monitoring and control of traffic operations on Orchard Road. Battery backup units are also included at various locations to ensure power interruptions do not affect signal operations.

An Intergovernmental Agreement with IDOT provides funding for construction. This agreement provides the following funding allocation.

Fund Type	Construction
Federal (CMAQ) Funding	\$484,400.00
Local (Kane County) Funding	\$241,439.00

This project has a target letting date of January 21, 2011. Construction is planned to start in the spring of 2011 with a completion in the fall of the same year. Approval for appropriation of funds will be presented after project bids are opened and approved.

List Attachments: Resolution, Funding Agreement and Location Map

Detailed information available from / at: Manny Gomez, Assistant Director of Transportation, (630)845-7873; Thomas Szabo, Traffic Manager, (630)208-3139

Staff Comments / Recommendations: Staff requests Committee approval.

STATE OF ILLINOIS

COUNTY OF KANE

RESOLUTION NO. 10 - \_\_\_\_\_

**APPROVING AN INTERGOVERNMENTAL AGREEMENT WITH THE STATE OF ILLINOIS  
FOR PHASE III CONSTRUCTION OF  
ORCHARD ROAD FROM RANDALL ROAD TO ROCHESTER ROAD  
TRAFFIC SIGNAL INTERCONNECTS  
KANE COUNTY SECTION NO. 09-00272-01-TL**

WHEREAS, the Illinois Constitution of 1970, Article VII, Section 10 and 5 ILCS 220/1, *et seq.*, authorizes the County of Kane (County) and the State of Illinois (State) to cooperate in the performance of their respective duties and responsibilities by contracts and other agreements; and

WHEREAS, the County and the State, acting through its Illinois Department of Transportation, desire to cooperate among themselves to accomplish traffic signal interconnects on Kane County Highway No. 83 (Orchard Road) from Randall Road to Rochester Road (hereinafter referred to as the "Improvement"); and

WHEREAS, the County and the State desire to undertake Construction for the Improvement at an estimated cost of Seven Hundred Twenty Five Thousand Eight Hundred Thirty Nine Dollars (\$725,839.00); and

WHEREAS, the Improvement is deemed by the County and the State to be of immediate benefit to the residents of the County of Kane and the State of Illinois in that it shall facilitate the safe and efficient movement of traffic and shall provide for the safety of the motoring public; and

WHEREAS, the County and the State have determined a mutually satisfactory allocation of responsibilities and costs for said Improvement as set forth in the agreement (a copy of which is on file with the County Clerk's Office), with the County share of the cost estimated to be approximately thirty three percent (33%) thereof.


NOW, THEREFORE, BE IT RESOLVED by the Kane County Board that the Chairman thereof is hereby authorized to execute an intergovernmental agreement with the State of Illinois acting through the Illinois Department of Transportation for Construction of the Improvement.

Passed by the Kane County Board on October 12, 2010.

\_\_\_\_\_  
John A. Cunningham  
Clerk, County Board  
Kane County, Illinois

\_\_\_\_\_  
Karen McConnaughay  
Chairman, County Board  
Kane County, Illinois

Vote:  
Yes \_\_\_\_\_  
No \_\_\_\_\_  
Voice \_\_\_\_\_  
Abstentions \_\_\_\_\_

 <b>Illinois Department of Transportation</b> <b>Local Agency Agreement for Federal Participation</b>	Local Agency Kane County	State Contract X	Day Labor	Local Contract	RR Force Account
	Section 09-00272-01-TL	Fund Type STA	ITEP Number		
Construction		Engineering		Right-of-Way	
Job Number	Project Number	Job Number	Project Number	Job Number	Project Number
C-91-263-09	CMM-9003(207)				

This Agreement 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".

#### Location

Local Name Orchard Road Route CH 83 Length 6.17 Miles  
 Termini Randall Road to Rochester Road

Current Jurisdiction LA Existing Structure No N/A

#### Project Description

Construction of a traffic signal interconnect improvement.

#### Division of Cost

Type of Work	FHWA	%	STATE	%	LA	%	Total
Participating Construction	484,400	( * )		( )	241,439	( BAL )	725,839
Non-Participating Construction		( )		( )		( )	
Preliminary Engineering		( )		( )		( )	
Construction Engineering		( )		( )		( )	
Right of Way		( )		( )		( )	
Railroads		( )		( )		( )	
Utilities		( )		( )		( )	
Materials							
<b>TOTAL</b>	<b>\$ 484,400</b>		<b>\$</b>		<b>\$ 241,439</b>		<b>\$ 725,839</b>

\*Maximum FHWA (STA) Participation 80% Not to Exceed \$484,400.00.

**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.

#### Local Agency Appropriation

By execution of this Agreement, the LA is indicating sufficient funds have been set aside to cover the local share of the project cost and additional funds will be appropriated, if required, to cover the LA's total cost.

#### Method of Financing (State Contract Work)

METHOD A---Lump Sum (80% of LA Obligation) \_\_\_\_\_

METHOD B--- \_\_\_\_\_ Monthly Payments of \_\_\_\_\_

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

(See page two for details of the above methods and the financing of Day Labor and Local Contracts)

## Agreement Provisions

### THE LA AGREES:

- (1) To acquire in its name, or in the name of the state if on the state highway system, all right-of-way necessary for this project in accordance with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and established state policies and procedures. Prior to advertising for bids, the **LA** shall certify to the **STATE** that all requirements of Titles II and III of said Uniform Act have been satisfied. The disposition of encroachments, if any, will be cooperatively determined by representatives of the **LA**, and **STATE** and the **FHWA**, if required.
- (2) To provide for all utility adjustments, and to regulate the use of the right-of-way of this improvement by utilities, public and private, in accordance with the current Utility Accommodation Policy for Local Agency Highway and Street Systems.
- (3) To provide for surveys and the preparation of plans for the proposed improvement and engineering supervision during construction of the proposed improvement.
- (4) To retain jurisdiction of the completed improvement unless specified otherwise by addendum (addendum should be accompanied by a location map). If the improvement location is currently under road district jurisdiction, an addendum is required.
- (5) To maintain or cause to be maintained, in a manner satisfactory to the **STATE** and **FHWA**, the completed improvement, or that portion of the completed improvement within its jurisdiction as established by addendum referred to in item 4 above.
- (6) To comply with all applicable Executive Orders and Federal Highway Acts pursuant to the Equal Employment Opportunity and Nondiscrimination Regulations required by the U.S. Department of Transportation.
- (7) To maintain, for a minimum of 3 years after 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 department; and the **LA** agrees to cooperate fully with any audit conducted by the Auditor General and the department; and to provide full access to all relevant materials. Failure to maintain the books, records and supporting documents required by this section shall establish a presumption in favor of the **STATE** for the recovery of any funds paid by the **STATE** under the contract for which adequate books, records and supporting documentation are not available to support their purported disbursement.
- (8) To provide if required, for the improvement of any railroad-highway grade crossing and rail crossing protection within the limits of the proposed improvement.
- (9) To comply with Federal requirements or possibly lose (partial or total) Federal participation as determined by the **FHWA**.
- (10) (State Contracts Only) That the method of payment designated on page one will be as follows:
  - Method A - Lump Sum Payment. Upon award of the contract for this improvement, the **LA** will pay to the **STATE**, in lump sum, an amount equal to 80% of the **LA**'s estimated obligation incurred under this Agreement, and will pay to the **STATE** the remainder of the **LA**'s obligation (including any nonparticipating costs) in a lump sum, upon completion of the project based upon final costs.
  - Method B - Monthly Payments. Upon award of the contract for this improvement, the **LA** will pay to the **STATE**, a specified amount each month for an estimated period of months, or until 80% of the **LA**'s estimated obligation under the provisions of the Agreement has been paid, and will pay to the **STATE** the remainder of the **LA**'s obligation (including any nonparticipating costs) in a lump sum, upon completion of the project based upon final costs.
  - Method C - Progress Payments. Upon receipt of the contractor's first and subsequent progressive bills for this improvement, the **LA** will pay to the **STATE**, an amount equal to the **LA**'s share of the construction cost divided by the estimated total cost, multiplied by the actual payment (appropriately adjusted for nonparticipating costs) made to the contractor until the entire obligation incurred under this Agreement has been paid.
- (11) (Day Labor or Local Contracts) To provide or cause to be provided all of the initial funding, equipment, labor, material and services necessary to construct the complete project.
- (12) (Preliminary Engineering) In the event that right-of-way acquisition for, or actual construction of the project for which this preliminary engineering is undertaken with Federal participation is not started by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the **LA** will repay the **STATE** any Federal funds received under the terms of this Agreement.
- (13) (Right-of-Way Acquisition) In the event that the actual construction of the project on this right-of-way is not undertaken by the close of the twentieth fiscal year following the fiscal year in which this Agreement is executed, the **LA** will repay the **STATE** any Federal Funds received under the terms of this Agreement.
- (14) (Railroad Related Work Only) The estimates and general layout plans for at-grade crossing improvements should be forwarded to the Rail Safety and Project Engineer, Room 204, Illinois Department of Transportation, 2300 South Dirksen Parkway, Springfield, Illinois, 62764. Approval of the estimates and general layout plans should be obtained prior to the commencement of railroad related work. All railroad related work is also subject to approval by the Illinois Commerce Commission (ICC). Final inspection for railroad related work should be coordinated through appropriate IDOT District Bureau of Local Roads and Streets office.

Plans and preemption times for signal related work that will be interconnected with traffic signals shall be submitted to the ICC for review and approval prior to the commencement of work. Signal related work involving interconnects with state maintained traffic signals should also be coordinated with the IDOT's District Bureau of Operations.

The **LA** is responsible for the payment of the railroad related expenses in accordance with the **LA**/railroad agreement prior to requesting reimbursement from IDOT. Requests for reimbursement should be sent to the appropriate IDOT District Bureau of Local Roads and Streets office.

Engineer's Payment Estimates in accordance with the Division of Cost on page one.

- (15) And certifies to the best of its knowledge and belief its officials:
- (a) are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any Federal department or agency;
  - (b) have not within a three-year period preceding this Agreement been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements receiving stolen property;
  - (c) are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, local) with commission of any of the offenses enumerated in item (b) of this certification; and
  - (d) have not within a three-year period preceding the Agreement had one or more public transactions (Federal, State, local) terminated for cause or default.
- (16) To include the certifications, listed in item 15 above and all other certifications required by State statutes, in every contract, including procurement of materials and leases of equipment.
- (17) (State Contracts) That execution of this agreement constitutes the **LA's** concurrence in the award of the construction contract to the responsible low bidder as determined by the **STATE**.
- (18) That for agreements exceeding \$100,000 in federal funds, execution of this Agreement constitutes the **LA's** certification that:
- (a) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress or any employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any cooperative agreement, and the extension, continuation, renewal, amendment or modification of any Federal contract, grant, loan or cooperative agreement;
  - (b) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress or an employee of a Member of Congress, in connection with this Federal contract, grant, loan or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying", in accordance with its instructions;
  - (c) The **LA** shall require that the language of this certification be included in the award documents for all subawards at all ties (including subcontracts, subgrants and contracts under grants, loans and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.
- (19) To regulate parking and traffic in accordance with the approved project report.
- (20) To regulate encroachments on public right-of-way in accordance with current Illinois Compiled Statutes.
- (21) To regulate the discharge of sanitary sewage into any storm water drainage system constructed with this improvement in accordance with current Illinois Compiled Statutes.
- (22) That the **LA** may invoice the **STATE** monthly for the **FHWA** and/or **STATE** share of the costs incurred for this phase of the improvement. The **LA** will submit supporting documentation with each request for reimbursement from the **STATE**. Supporting documentation is defined as verification of payment, certified time sheets, vendor invoices, vendor receipts, and other documentation supporting the requested reimbursement amount.
- (23) To complete this phase of the project within three years from the date this agreement is approved by the **STATE** if this portion of the project described in the Project Description does not exceed \$1,000,000 (five years if the project costs exceed \$1,000,000).
- (24) Upon completion of this phase of the improvement, the **LA** will submit to the **STATE** a complete and detailed final invoice with all applicable supporting supporting documentation of all incurred costs, less previous payments, no later than one year from the date of completion of this phase of the improvement. If a final invoice is not received within one year of completion of this phase of the improvement, the most recent invoice may be considered the final invoice and the obligation of the funds closed.
- (25) (Single Audit Requirements) That if the **LA** receives \$500,000 or more a year in federal financial assistance they shall have an audit made in accordance with the Office of Management and Budget (OMB) Circular No. A-133. **LA's** that receive less than \$500,000 a year shall be exempt from compliance. A copy of the audit report must be submitted to the **STATE** with 30 days after the completion of the audit, but no later than one year after the end of the **LA's** fiscal year. The CFDA number for all highway planning and construction activities is 20.205.

**THE STATE AGREES:**

- (1) To provide such guidance, assistance and supervision and to monitor and perform audits to the extent necessary to assure validity of the **LA's** certification of compliance with Titles II and III requirements.
- (2) (State Contracts) To receive bids for the construction of the proposed improvement when the plans have been approved by the **STATE** (and **FHWA**, if required) and to award a contract for construction of the proposed improvement, after receipt of a satisfactory bid.
- (3) (Day Labor) To authorize the **LA** to proceed with the construction of the improvement when Agreed Unit Prices are approved and to reimburse the **LA** for that portion of the cost payable from Federal and/or State funds based on the Agreed Unit Prices and Engineer's Payment Estimates in accordance with the Division of Cost on page one.
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- (b) To provide independent assurance sampling, to furnish off-site material inspection and testing at sources normally visited by **STATE** inspectors of steel, cement, aggregate, structural steel and other materials customarily tested by the **STATE**.

**IT IS MUTUALLY AGREED:**

- (1) That this Agreement and the covenants contained herein shall become null and void in the event that the **FHWA** does not approve the proposed improvement for Federal-aid participation or the contract covering the construction work contemplated herein is not awarded within three years of the date of execution of this Agreement.
- (2) This Agreement shall be binding upon the parties, their successors and assigns.
- (3) For contracts awarded by the **LA**, the **LA** shall not discriminate on the basis of race, color, national origin or sex in the award and performance of any USDOT – assisted contract or in the administration of its DBE program or the requirements of 49 CFR part 26. The **LA** shall take all necessary and reasonable steps under 49 CFR part 26 to ensure nondiscrimination in the award and administration of USDOT – assisted contracts. The **LA**'s DBE program, as required by 49 CFR part 26 and as approved by USDOT, is incorporated by reference in this Agreement. Upon notification to the recipient of its failure to carry out its approved program, the 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.). In the absence of a USDOT – approved **LA** DBE Program or on State awarded contracts, this Agreement shall be administered under the provisions of the **STATE**'s USDOT approved Disadvantaged Business Enterprise Program.
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**ADDENDA**

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Number 1 Location Map

(Insert addendum numbers and titles as applicable)

---

The **LA** further agrees, as a condition of payment, that it accepts and will comply with the applicable provisions set forth in this Agreement and all addenda indicated above.

**APPROVED**

Local Agency

\_\_\_\_\_  
Karen McConnaughay

(Print or Type Name)

\_\_\_\_\_  
County Board Chairperson

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

\_\_\_\_\_  
(Signature)

\_\_\_\_\_  
Date

**APPROVED**

State of Illinois  
Department of Transportation

\_\_\_\_\_  
Gary Hannig, Secretary of Transportation

\_\_\_\_\_  
Date

By: \_\_\_\_\_

(Delegate's Signature)

\_\_\_\_\_  
(Delegate's Name - Printed)

\_\_\_\_\_  
Christine M. Reed, Director of Highways/Chief Engineer

\_\_\_\_\_  
Date

\_\_\_\_\_  
Ellen J. Schanzle-Haskins, Chief Counsel

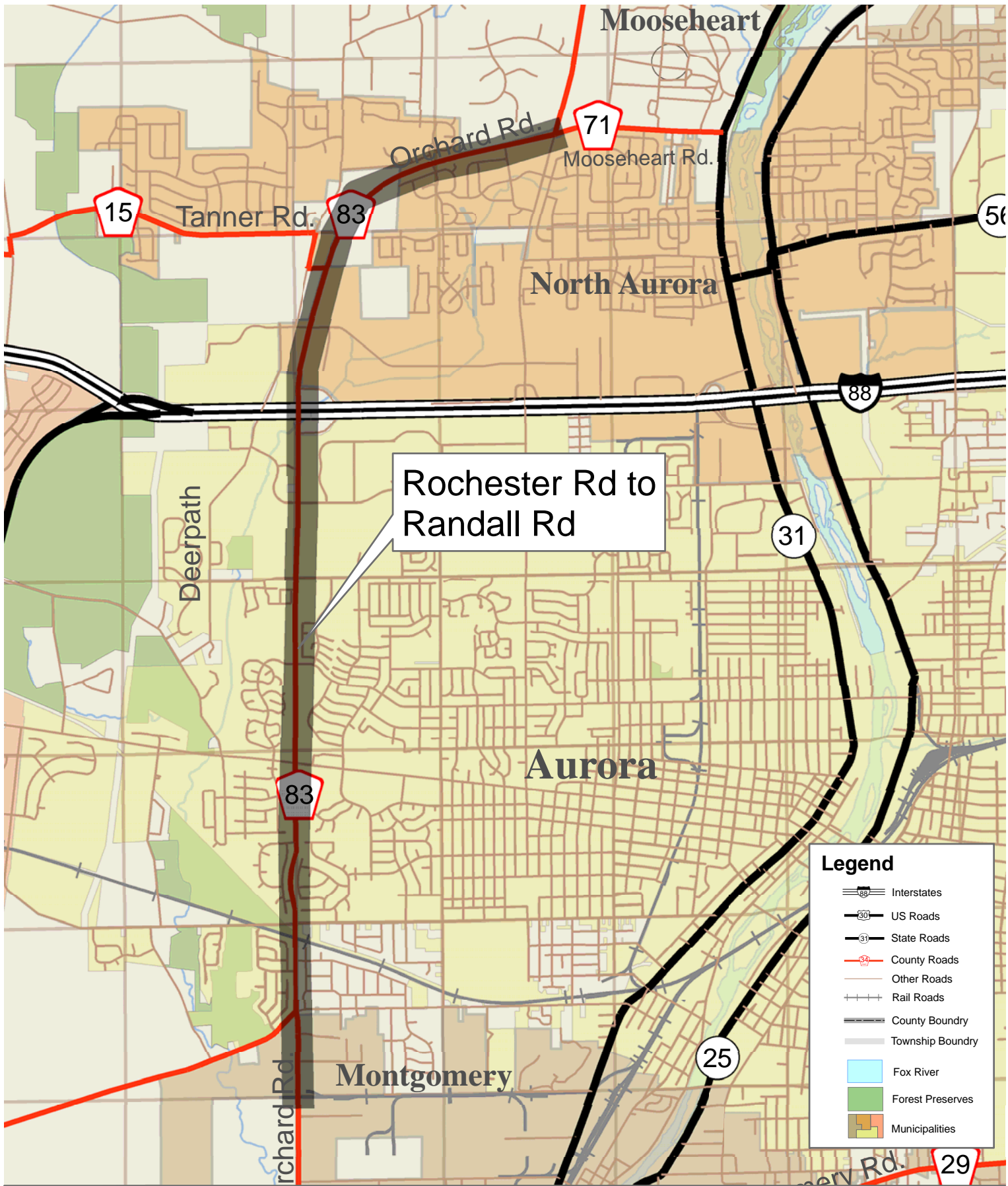
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Ann L. Schneider, Director of Finance and Administration

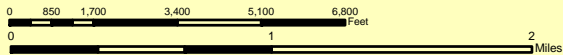
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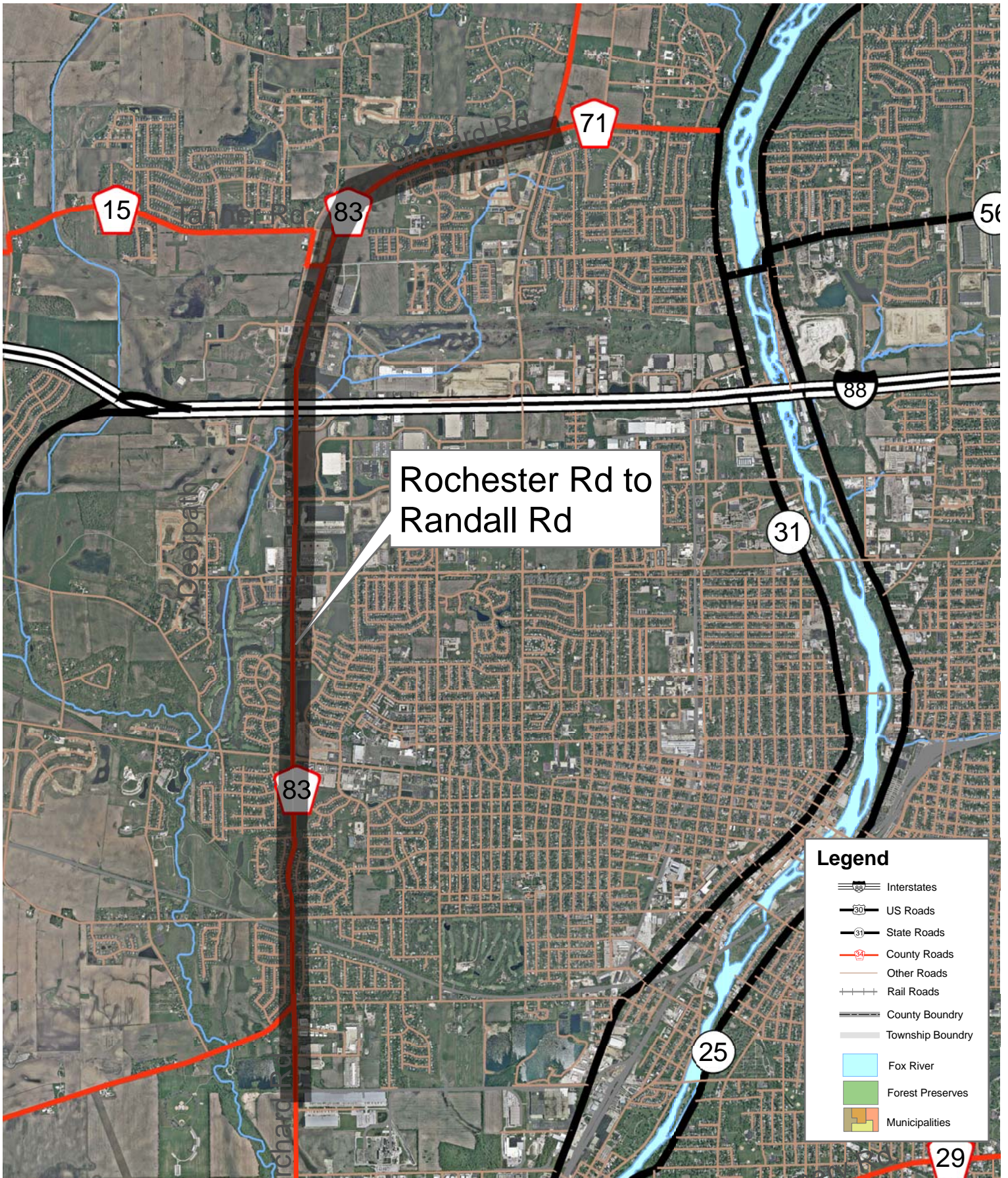
The above signature certifies the agency's TIN number is 36-6006585 conducting business as a Governmental Entity.

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



Section Number 09-00272-01-TL  
 Orchard Road Interconnect  
 Rochester Road to Randall Road

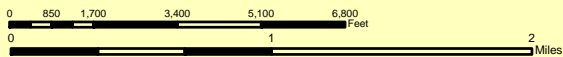




**Legend**

- Interstates
- US Roads
- State Roads
- County Roads
- Other Roads
- Rail Roads
- County Boundary
- Township Boundary
- Fox River
- Forest Preserves
- Municipalities

Section Number 09-00272-01-TL  
 Orchard Road Interconnect  
 Rochester Road to Randall Road



Interpines	Rubid	Durbin
Burlington	Paris	Elgin
Ugah	Campton	
Kaneville	Blackburn	Geneseo
Big Rock		Bellevue

