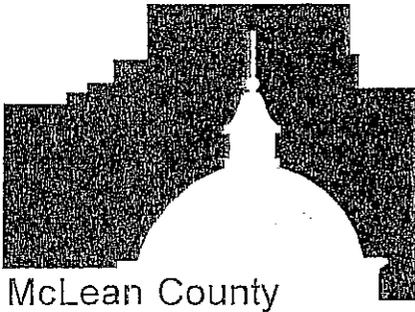


TRANSPORTATION COMMITTEE AGENDA
McLean County Government Center
115 E Washington St – Rm 404, Bloomington, IL
Tuesday, February 5, 2008
8:00 AM

1. Roll Call
2. Approval of Minutes from January 8, 2008 Meeting
3. Recommend Payment of Bills to County Board
4. Appearance by Members of the Public and County Employees
 - A. Andy Jacobs – Spring Posting 1 – 11
5. Items to be Presented for Action
 - A. Vance Emmert – Hudson Township Highway Commissioner –
Broadway St (Franklin St to Lake Spur) Jurisdictional Transfer
Request
 - B. Resolution & Letting Results from the January 29, 2008
County Equipment Purchase Letting 12 – 20
 - C. Resolution & Letting Results from the January 30, 2008
County (Jt w/ COB) 2008 MFT Construction Section &
County & Township 2008 MFT Maintenance Sections 21 – 24
 - D. Update County Highway Weight Limit Ordinance 25 – 38
 - E. Engineering Agreement – Clark Dietz – Generator (Information) 39 – 41
 - F. Structural Engineering Analysis 42 – 46
 - G. Bridge Engineering Agreement – HLR 47 – 56
Anchor Twp – Sec 01-02123-00-BR – Kerber Bridge
Bellflower Twp – Sec 08-04139-00-BR – McNulta Bridge
6. Items to be Presented for Information
 - A. Project Summary
 1. Henning & Spady Bridges – Weston Rd – CH 13
Combined Sections 05-00130-12-BR & 05-00130-11-BR 57
 - B. East Side Highway Study 58 – 61
 - C. Horizon Wind Farm Update – Phase 1 & Phase 2
 - D. Other
7. Adjournment



HIGHWAY DEPARTMENT

John E. Mitchell, County Engineer
Eric S. Schmitl, Assistant County Engineer
102 S. Towanda-Barnes Rd, Bloomington, IL 61704
(309) 663-9445 FAX (309) 662-8038
highway@mcleancountyil.gov

January 23, 2008

Mr Rick Dean
Vice Chairman, McLean County Transportation Committee
237 N 2700 East Rd
LeRoy, IL 61752

RE: Spring Posting

Dear Rick:

Jude LaCasse, with the McLean County Sheriff's Office, e-mailed me that you called her and Andy Jacobs wishes to address the Transportation Committee concerning the Spring Postings.

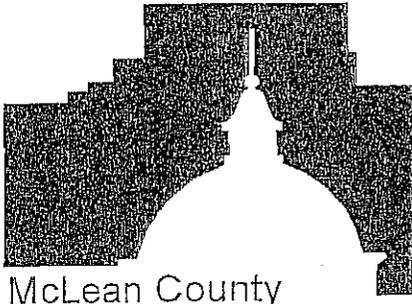
We will put him on the February Agenda.

Attached for your information is the letter I sent him on January 17, 2008, along with the minutes of the December 6, 2005 Transportation Committee meeting and my Spring Posting Report of December 1, 2005. This Report was the result of Mr Jacobs' addressing the Transportation Committee in March 2005 (pertinent minutes attached). This information will be included in the February 2008 Transportation Committee Agenda and Packet, but as you are making the request for Mr Jacobs to appear, I wanted you to have this information sooner.

Sincerely,

John E Mitchell,
McLean County Engineer

Cc: Mr Stan Hoselton, McLean County Transportation Committee Chairman



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102 S. Towanda-Barnes Rd, Bloomington, IL 61704
(309) 663-9445 FAX (309) 662-8038
highway@mcleancountyil.gov

McLean County

January 17, 2008

Mr Andrew Jacobs
7168 N 500 East Rd
McLean, IL 61754

RE: Spring Postings

Dear Mr Jacobs:

In your discussion with Eric Schmitt on Tuesday, January 15, 2008, you asked about the report to the Transportation Committee regarding the Spring Postings that we prepared after your appearance at the McLean County Transportation Committee Meeting in March 2005.

We presented this report to the Transportation Committee on December 6, 2005, prior to the 2006 Spring Posting Season. I have attached the appropriate pages of the Committee Minutes and my Spring Posting Report dated December 1, 2005. The minutes report that the Committee voted to keep the Spring Posting the same as it had been. That is, to continue posting our Seal Coat roads at 8 ton and the Hot-Mix roads at 10 ton from January 15 through April 15 each year.

While this years the weather dictated we start our posting on January 15, many years it is started later, again depending on the frost and weather. When it freezes up, so as to prevent road damage, we will write you and anyone else permits to haul.

If you have any further questions, please feel free to give me a call.

Sincerely,

John E Mitchell
McLean County Engineer

ramps. Mr. Mitchell stated that the State repaired the bridge a few years ago. He noted that the last time he drove over the bridge he thought that it was in decent shape. Mr. Mitchell stated that he will have to drive over the bridges again and check them out.

Ms. O'Connor asked if Mr. Mitchell might want to look into adding a Structural Engineer to the Highway Department staff so that this type of work can be done in-house rather than hiring another Engineering firm. Mr. Mitchell replied that is something that can be looked into during the next budget cycle.

Motion by Hoselton/Cavallini to recommend approval of an Engineering Agreement for repair work on the Lexington and Towanda Interchanges. Motion carried. Mr. Dean voted "no".

Chairman Bass stated that the next item is an Engineering Agreement for replacement of four County Bridges: the Peacock Bridge, the Spady Bridge, the Henning Bridge, and the Seegmiller Bridge. Mr. Mitchell went to the map and showed the Committee the location of each specific bridge that needs to be replaced. Mr. Mitchell stated that all of these structures were built under the State's outdated H-15 loading requirements. The State has updated their bridge requirements to an H-20 Standard. The bridges built under the H-15 Standard are not capable of handling 80,000 lb. loads. Therefore, the Highway Department recommends replacing all four of these structures. Mr. Dean asked why the engineering work is not put out for bid. Mr. Mitchell stated that it is mainly because it is against State law to bid for professional services. Ms. O'Connor asked what is the total cost for this engineering. Mr. Mitchell responded that the total cost would be approximately \$73,000.00. Ms. O'Connor reiterated that it would be a good idea to look into employing a structural engineer at the Highway Department so that these services did not have to be hired out. Chairman Bass asked if there were any other questions. Hearing none, he called for a motion.

Motion by Cavallini/O'Connor to recommend approval of an Engineering Agreement for replacement of the following bridges: Peacock Bridge, Spady Bridge, Henning Bridge, Seegmiller Bridge. Motion carried.

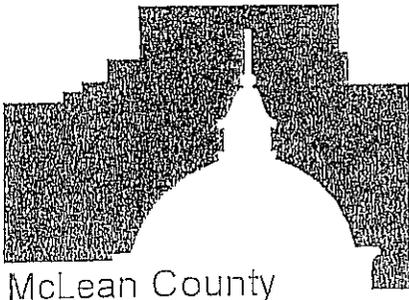
Chairman Bass stated that the next item for action is the Spring posting. Mr. Mitchell stated that, at the Committee's behest, he has prepared a report on the Spring posting. Mr. Mitchell informed the Committee that the report can be found

in the agenda packet on pages 44 – 47. Mr. Mitchell stated that the Highway Department has compared McLean County's Spring posting procedure to other County's and looked at the history of the Spring postings. Mr. Mitchell noted that McLean County's Spring postings are very similar to neighboring County's Spring postings. In looking at the history of the Spring posting procedure, the reason for the Spring posting is because the roads would be significantly damaged during the Spring thaw if they were not posted. Mr. Mitchell went through the signs that are used on County Roads during the Spring posting and the signs that are used year-round on County Roads. Mr. Mitchell stated that if farmers or other business people need to move a load during the Spring thaw, they apply for a permit through the County Highway Department. The Highway Department has one person that issues permits throughout the Spring season. The issuance of permits depends upon how much precipitation occurred during the fall and winter, and how the Spring cycle of warm days and chilly nights is leaving the ground. If there is a hard freeze, the Highway Department will issue permits for businesses to haul loads. In summation, Mr. Mitchell advised the Committee that he would recommend that the Committee leave the Spring posting and permitting process the way it is. It is in place to protect the roads and it is effective. Mr. Mitchell advised the Committee that the Townships use the same signage and they are happy with the system as well. It would be a financial hardship on the Townships to change the signs. Mr. Mitchell stated that he would be happy to answer any questions that the Committee may have.

Mr. Dean thanked Mr. Mitchell for the report and for the way that the Highway Department works with farmers and other business people during the Spring thaw in issuing permits for loads.

Motion by Dean/Hoselton to keep the Spring Posting Schedule, Signage and Permit Fees as it currently is.
Motion carried.

Mr. John Zeunik, County Administrator, informed the Committee that there have been three attempts in the Legislature to take the road posting away from Counties and Townships and to establish it in State law. There was quite a bit of support last year, but, at the end of the session, it did not pass. There has been support, in the past, from the trucking industry and the Farm Bureau. Mr. Mitchell responded that last year he attended a meeting regarding this bill. Various County and Township Officials got together and made a proposal to the legislators that if they do pass a bill to make all of the roads 80,000 lbs., the legislators need to provide the Counties and Townships with the money to upgrade all roads to 80,000 lbs. This proposal included a \$.04 increase in the



McLean County

HIGHWAY DEPARTMENT

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highway@mcleancountyil.gov

DATE: December 1, 2005

TO: Chairman Duffy Bass and Members of the McLean County Transportation Committee

FROM: John E. Mitchell, McLean County Engineer *JEM*

RE: Spring Posting

Last March, you directed me to study the Spring Posting Limits on the McLean County Highways and report back to you this fall.

McLean County has been posting their County Highways since the 1950's, which is also the same time that we began the Oil & Chip Program and the use of Bond Issues to Oil & Chip the County and Township Roads in McLean County. On the County System, many of those Oil & Chip Roads (approximately 60%) are now Hot Mix due to improvements over the years.

For your information, I have included the Spring Posting Limits for various Counties in Central Illinois. This list of other Counties in Central Illinois shows that indeed, most Counties and Townships do post their roads during the Spring Thaw Period. While there are various Weight Limits associated with the posting, our current limits of 8-Ton on Seal Coat and 10-Ton on Hot Mix appeared to be in the mid range of the postings.

It is very important to realize that the *Spring Posting is the most important thing we do to prevent damage to our roads*. Without the Spring Posting, the damage would be so excessive that our Seal Coats would return to rough gravel and Hot Mix would become so rutted and cracked that there would be no way to keep up with needed resurfacings and reconstructions.

Just this morning, I met with the McLean County Township Highway Commissioners and asked them of their opinion concerning the Spring Posting. They all were adamant that the Spring Posting needs to stay on their roads and they felt the current 8-Ton Limit was the best weight to stay with.

We have checked with the Technology Transfer Center in Illinois who gave us several websites concerning Spring Postings. In checking those, we were unable to find any

magic formula to calculate Spring Posting Weights. But, the main thrust of the article was the timing of the posting, which we consider very important to us too. The way we currently handle the Spring Posting, is that the Ordinance is written to cover January 15th through April 15th of each year. However, if the roads are frozen at the beginning of that period, we do not erect our Weight Limit Signs until the thaw period has started. Throughout the thaw period, when the roads freeze back up we will write permits for people so they can haul. Also, early in the Spring Posting and again late in the Spring Posting Period, we do allow partial loads to be hauled by permit. That way people are not total restricted from loadings at that point, although predominately we go to a half-load situation. Sometimes depending upon how conditions are that varies slightly. We do let propane trucks in for heat up to 24,000 lbs. We do allow emergency usage by Utility Companies to repair their facilities, so there are no outages.

During the softest time period of the year we do not issue permits as that is when most damage is done. This time frame may last from several weeks to a month most years, sometimes longer, but rarely.

By doing the above, we feel we are cooperating with the public in trying to help them move materials that needs to go.

Any change in Posting would require considerable expense in that we have approximately 160 Posting Signs on our Hot Mixes that would need to be changed. These signs cost us approximately \$20.00 each and it would take approximately one-half hour a piece to change for the sign truck and a two (2)-man crew including travel times.

We need to keep our 8-Ton Spring Posting on the Seal Coats as it is. This makes all the Seal Coats in the County the same preventing confusion to truck drivers. It also would keep empty semis from using a few of our roads that they like to drive back empty on that in the Spring could cause severe damage because of the repetition of the loading. I would like to see our Hot Mix roads stay at the 8 Ton. If you desire to go to a per axel posting, the 3½ Ton per axel of Livingston County would make sense and that would allow empty trucks on the roads with hardly any load.

Even if we were to change the Posting, to the above amounts will not solve the several complaints we received last year. Most people over the years worked with us, and we worked with them as described above, and we have not had very many complaints. Most people realize that the Spring Posting is a necessity to keep the roads in good condition. They drive these roads and do not want them hurt.

As far as Permit Fees go, I have attached the fee schedule that we have been using. If you desire to change that, it would be up to the committee. Any increases would help our cash flow.

*SPRING POSTING LIMITS
DISTRICT #3 AND ADJACENT COUNTIES*

<u>COUNTY NAME</u>	<u>COUNTY LIMIT</u>	<u>TOWNSHIP LIMIT</u>
Ford	10 Ton (Hot Mix) 6 Ton (Seal Coat)	6 Ton
Grundy	9 Ton (Seal Coat)	8 Ton
Iroquois	5 – 15 Ton	Vary
Kankakee.....	10 Ton	5 Ton
Kendall.....	12 Ton	6 Ton
LaSalle	15 Ton	6 Ton
Livingston	3 ½ Ton per axle	Vary
McLean	8 Ton (Seal Coat); 10 Ton (Hot Mix)	8 Ton
Marshall	70% of axle weights	
Woodford.....	5 Ton per axle	
Tazewell.....	50,000 #.....	8 Ton
Logan	7 Ton Single / 10 Ton Combination	Vary
DeWitt.....	Not Posted (Have built up from	4 Ton / Axle
	Nuclear Taxes)	
Piatt	Not Posted	4 Ton

JEM 2/25/05

Minutes of the Transportation Committee

The Transportation Committee of the McLean County Board met on Tuesday, March 1, 2005 at 8:00 a.m. in Room 404 of the Government Center, 115 E. Washington Street, Bloomington, Illinois.

Members Present: Chairman Bass, Members Cavallini, Dean, Baggett and O'Connor

Members Absent: Member Hoselton

Other Members Present: Member Bostic

Staff Members Present: Mr. John Zeunik, County Administrator; Mr. Terry Lindberg, Assistant County Administrator, Ms. Christine Northcutt, Recording Secretary, County Administrator's Office

Department Heads Present: Mr. Jack Mitchell, County Engineer; Mr. Eric Schmitt, Assistant County Engineer

Others Present: Mr. Lafe Epperson, Fleet Manager, County Highway Department, Mr. Mark Leake, Highway Maintenance Coordinator, County Highway Department; Ms. Christine Brauer, Regional Planning Commission; Mr. Jason Lay, Mr. Andrew Jacobs, Mr. Larry Heck, Ms. Jeanne Morris, League of Women Voters

Chairman Bass called the meeting to order at 8:00 a.m. Chairman Bass stated that first item for business is the approval of the Minutes from the February 1, 2005 Meeting of the Transportation Committee. Chairman Bass asked if there was a motion to approve the minutes of the February 1, 2005 meeting.

Motion by Dean/Cavallini to approve the Minutes of the February 1, 2005 meeting of the Transportation Committee. Motion carried.

Chairman Bass informed the Committee that there are several members of the public present at today's meeting. Chairman Bass stated that he is aware that the group is here to express concerns about weight limits on the roads. He asked if there was a spokesman for the group that would like to make a brief presentation.

Mr. Andrew Jacobs stated that he would like to address the Committee.

**Member O'Connor entered the Meeting at 8:07 a.m.

Mr. Jacobs stated that as a concerned farmer, he wanted to address the issue of lack of fairness between all residents in McLean County. Mr. Jacobs stated that he obtains permits whenever necessary throughout the course of operating his business. Mr. Jacobs stated that he and others are upset with the weight limits that are posted on the County roads during the Spring thaw. Mr. Jacobs sited that, for instance, he began a project on February 7, 2005 in which he was trying to receive a load of seed. He is a licensed seed dealer in McLean County. Mr. Jacobs stated that he knew that the roads are posted this time of year, so he didn't push the issue. Later that same day he saw a load of fuel traveling toward Olympia High School to be delivered, so he assumed that the County Highway Department was writing permits or changed the limits. Mr. Jacobs stated that he called the County Highway Department the next day and spoke to Mr. Eric Schmitt, Assistant County Engineer and Mr. Keith Franz. They informed him that the Highway Department is not issuing any overweight permits at this time. Mr. Jacobs asked why Olympia High School was able to receive a truckload of fuel just the day before. Mr. Jacobs stated that he was advised that the Highway Department made an exception for the fuel truck, but that he was not allowed the same exception. As a result, Mr. Jacobs load of seed had to be pushed back to a later date. Mr. Jacobs stated that the sooner he is able to receive loads, as a dealer the more bonuses he is eligible to receive. Mr. Jacobs informed the Committee that he finally received a permit on February 15, 2005 to use his pick up truck and trailer with his forklift to meet the semi-trailer at the Tazewell County border. The idea was to manually shuffle the individual pallets of seed from the Tazewell County border to a holding area. Mr. Jacobs stated that he was not able to get the truck and forklift organized to get the load in that day. Mr. Jacobs did say he was able to get one load in that manner a bit later that week. This process took approximately two hours. This was the only way in which he could receive a load and maintain compliance with the law.

Mr. Jacobs stated that the County needs to maintain a level of fairness. The County should either inform all residents and/or business people that they cannot use the roads unless they stay under the posted limits or they need to make exceptions for everyone. Mr. Jacobs stated that he is aware that school busses are overweight and travel on County roads five days a week whether the roads are posted or not. He provided a picture to the Committee with the empty weight posted on it.

Chairman Bass asked Mr. Jacobs how long he has owned and operated his seed dealership. Mr. Jacobs replied that he has been in business for nine years. He stated that he has always been able to work and get permits through the McLean County Highway Department in the past. Mr. Jacobs stated that he does not understand why there is less leeway this year.

Chairman Bass asked if there was any other member of the audience that wanted to address the Committee. Mr. Jason Lay stated that he is also a farmer in rural McLean County. Mr. Lay asked if there should be a more rational way to go about figuring weight limits on the County roads. Mr. Lay stated that, for example, he has a wagon that he can legally pull, but will do more damage to the road because it has smaller tires and fewer axles. Mr. Lay asked for clarification on how the weight limits are decided and asked if the Committee could review some of the current policies and weight limits.

Chairman Bass asked if Mr. Mitchell could respond to these questions. Mr. Mitchell stated that first and foremost, weight limits are in place to protect the roads. Mr. Mitchell stated that as the frost lifts and the ground thaws, the roads and ground become very soft. Mr. Mitchell stated that this particular year has been both very warm and very wet. These conditions have made it very difficult for the Highway Department to allow loads between the time of January 15th through April 15th. Mr. Mitchell explained that the County Ordinance states that the roads be posted during that time, but many years the roads do not get posted until the end of February because it stays cold. Therefore, the Highway Department doesn't put the signs up and doesn't enforce the posting until the thaw starts. Mr. Mitchell stated the posting has never lasted until April 15th during the time that he has been the County Engineer. Mr. Mitchell stated that the weather has made things difficult this year. Mr. Mitchell added that if the County did not post weight limits on its roads, then the roads would deteriorate very quickly. Mr. Mitchell stated that it may have been an error on the Highway Department's behalf to allow the fuel truck into the school. Mr. Mitchell stated that the Highway Department attempts to keep school buses running each year.

Mr. Mitchell stated that the Highway Department did a survey of its neighboring Counties. Several Counties have higher weight limits and some of those Counties have additional funds available to fix the roads, such as DeWitt County due to the Clinton Nuclear Plant being located in the County. Tazewell County's limits are also higher. Mr. Mitchell stated that he spoke with the Tazewell County Engineer. Mr. Mitchell stated that his counterpart at Tazewell County has stated that they have done some additional work on some of their hot-mix roads and their drainage issues are much different than they are in McLean County.

Mr. Mitchell stated that this is a condition that happens each spring. Mr. Mitchell asked Mr. Jacobs if he could work with his distributors so that they could make deliveries in December. Mr. Jacobs stated that under normal circumstances he could do that, but this year everyone was behind. Mr. Jacobs stated that he cannot take deliveries until allocations are met. This year, allocations were not completed until after January 15th.

Chairman Bass asked if there are any comments from any Committee Members.

Mr. Baggett asked if the farmers/residents would be willing to help defray the costs via higher permit fees or a bond of some sort.

Mr. Dean stated that it would be unsafe to shut down the school busses. Mr. Dean stated that as Mr. Mitchell stated, some of what is happening here is beyond the Committee's control. It is due to the very warm and wet January and February. Mr. Dean asked if Mr. Jacobs still has some loads yet to be delivered. Mr. Jacobs stated that he does still have approximately two loads left.

Ms. O'Connor stated that when the County's Ordinances are impacting the livelihood of farmers in the area, the County needs to take a look at its policies and Ordinances.

Chairman Bass asked if there was any way that Mr. Jacobs could take additional trips with less weight in order for the loads to remain legal. Mr. Jacobs stated that there is a load that needs to be delivered to St. Louis, Missouri. Mr. Jacobs stated that the cost to take more than one trip to St. Louis would be very high. Chairman Bass stated that he respects Mr. Jacobs and the Committee sympathizes with his dilemma, but his business costs are really not the Committee's main concern. The Committee is charged with maintaining the County roads first and foremost.

Mr. Lay asked why the County would not consider examining their weight Ordinances, especially because they have been in effect for a long time. Mr. Mitchell stated that, with the Committee's direction, the County Highway Department would be delighted to examine the Weight Limit Ordinance and bring a proposal to the Committee in the fall of this year.

Ms. Bostic stated that she would like to see the County Highway Department look into the possibility of revamping its current Weight Limit Ordinance.

Motion by O'Connor/Cavallini to direct the County Highway Department to study the County's Weight Limit Ordinance with the possibility of raising permit fees and revising the weight limits to weight per axle.
Motion carried.

Mr. Larry Heck stated that he wanted to quickly inform the Committee that he has been farming in McLean County for 30 plus years and has not had any problems with the Highway Department in the past. Mr. Heck added that he would be agreeable to paying a higher fee to acquire a permit.

Chairman Bass thanked the members of the public for sharing their concerns with the Committee.

RESOLUTION BY THE MCLEAN COUNTY BOARD
FOR HIGHWAY DEPARTMENT PURCHASE OF EQUIPMENT

WHEREAS, the McLean County Board's 2008 Budget for the McLean County Highway Fund 0120, includes the purchase of one (1) 2008 Tandem Cab & Chassis, one (1) 2008 Stainless Steel Dump Body & Hoist, one (1) 2008 Semi Tractor, two (2) 2008 4-Wheel Drive Utility Tractors, one (1) 2008 Rubberized Crack Sealer Kettle, one (1) 2008 ¾-Ton Pickup Truck and two (2) ½-Ton Extended Cab Short-bed Pickup Trucks; and

WHEREAS, McLean County Highway Department receive sealed bids on January 29, 2008; and

WHEREAS, the Transportation Committee duly approved the bids on February 05, 2008; and

WHEREAS, the Transportation Committee of the McLean County Board has reviewed the bids and recommended the below bids be awarded as follows:

NOW THEREFORE BE IT RESOLVED by the McLean County Board that the McLean County Highway Department purchase from the lowest responsible bidder:

- 1 – 2008 International 7400 SFA Tandem Cab & Chassis with
Injector Coverage for \$76,635.00 Prairie-Archway International
808 W Bradley Ave
Champaign, IL 61820

- 1 – 2008 Henderson Mark E 304SS Stainless Steel Dump Body
& Hoist for \$25,956.00 Koenig Body & Equipment
2428 Farmington Rd
Peoria, IL 61604

- 1 – 2008 Kenworth T800 Semi Tractor with addition of Stainless
Tank Straps & Tilt Grill for \$68,153.00 Central Illinois Trucks, Inc
200 W Northtown Rd
Normal, IL 61761

- 2 – 2008 Case IH Farmall 95C 4-Wheel Drive Utility Tractors with
Larger Optional Tires for \$71,627 less Trade-In of \$14,950 for the
895 Tractor and Trade-In of \$14,800 for the 4240 Tractor for a
Total of \$41,877 from Birkey's Farm Store, Inc
102 W Walnut St – PO Box 319
Hudson, IL 61748-0319

- 1 – 2008 Marathon Kera 260HD Rubberized Crack Sealer Kettle for
\$60,500 less Trade-In of \$7,000 for 2005 Marathon Kera 145H
for a Total of \$53,500 from..... Wissmiller & Evans Road Equip
102 S Jeffrey St – PO Box 87
Cooksville, IL 61730

- 1 – 2008 Ford F-250 ¾-Ton Pickup Truck for \$22,817.89
 from Geiser Ford
 217 Husserman
 Roanoke, IL 61561

- 2 – 2008 Ford F-150 ½-Ton Extended Cab Short-bed Pickup
 Trucks for \$35,489.90 from Geiser Ford
 217 Husserman
 Roanoke, IL 61561

Approved by the County Board on February 19, 2008

 Matt Sorensen (date)
 McLean County Board

STATE OF ILLINOIS]
] SS
 COUNTY OF MCLEAN]

I, Peggy Ann Milton, County Clerk in and for said county in the State aforesaid and keeper of the records and files thereof, as provided by statute, do hereby certify the foregoing to be a true, perfect and complete copy of the resolution adopted by the McLean County Board at its monthly meeting held at Bloomington, Illinois on February 19, 2008.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seal of said County at my office in Bloomington, Illinois is said County this 19th day of February, A.D., 2008.

[SEAL]

 Peggy Ann Milton
 McLean County Clerk

McLEAN COUNTY HIGHWAY DEPARTMENT

Equipment Bid Tabulation

Date of Bids : 1/29/2008 Time: 10:00 am Item: 1 Tandem Cab and Chassis

Trade-In: None Present: Jack, Eric, Mark, Lafe

Replaces: _____ Date Advertised: 1/15/2008

Bidder:	Peterbuilt Central Illinois	Chicago International		Central Illinois Truck
Address:	Bloomington, Il	Normal, Il		Normal, Il
Make:	Peterbuilt	International		Kenworth
Model:	340	7400 SFA		
Outright Price:	\$80,200.00	\$76,150.00		NO BID
Delivery:	6/1/2008	90 DAYS		
Complies Spec's:	YES	YES		
Does Not Meet Spec's.				
Successful Bidder:		X		

Comments: Additional injector warranty for 84 months and 150,000 miles is available for an additional \$485.00

Recommended by Highway Department: Recommend purchase of 7400 SFA from Prairie Archway International adding the injector coverage for a total purchase price of \$76,635.00

Accepted by Transportation Committee:

Date:

McLEAN COUNTY HIGHWAY DEPARTMENT

Equipment Bid Tabulation

Date of Bids (Quotes): 1/29/2008 Time: 10:00 AM Item: Dump Body

Trade-In: n/a Present: Jack, Eric, Lafe and Mark

Replaces: For new Tandem Cab and Chassis Date Advertised: 1/15/2008

Bidder:	Koenig		Peterbuilt Central II	
Address:	Peoria, IL		Bloomington, IL	
Make:	Henderson		Heil	
Model:	Mark-E 304 SS		HPT316	
Outright Price:	\$25,956.00		\$27,607.00	
Delivery:	30 days from order		12-14 Weeks	
Complies Spec's:				
Does Not Meet Spec's.				

Comments:

Recommended by Highway Department: Recommend purchase of one Mark-E 304SS
from Koenig body for a purchase price of \$25,956.00.

Accepted by Transportation Committee:

Date:

McLEAN COUNTY HIGHWAY DEPARTMENT

Equipment Bid Tabulation

Date of Bids : 1/29/2008 Time: 10:00 AM Item: 1 Semi Tractor
 Trade-In: 213 Present: Jack, Eric, Lafe and Mark
 Replaces: above semi tractor Date Advertised: 1/15/2008

Bidder:	Peterbuilt Central Illinois	Chicago International		Central Illinois Truck
Address:	Bloomington, Il	Normal, Il		Normal, Il
Make:	Peterbuilt	International		Kenworth
Model:	384	7600SFA		T800
Outright Price:	\$93,096.00	\$98,750.00		\$95,500.00
Less Trade In:	\$18,000.00	\$16,000.00		\$27,000.00
Net Price:	\$75,096.00	\$82,750.00		\$68,500.00
Delivery:	6/1/2008	90 days from order		6 weeks from order
Complies Spec's:	yes	yes		yes
Does Not Meet Spec's.				
Successful Bidder:				X

Comments: Central Illinois Trucks recommends stainless steel tank straps for an additional \$35.00
 Also recommends omit stationary grill and substitute tilt grill with hood for a savings of \$382.00
 11R.22.5 "H" range tires available at no charge

Recommended by Highway Department: Recommend the purchase of one new T800 semi Tractor with
 addition of stainless tank straps and tilt grill for a purchase price of \$68153.00

Accepted by Transportation Committee:

Date:

McLEAN COUNTY HIGHWAY DEPARTMENT

Equipment Bid Tabulation

Date of Bids : 1/29/2008

Time: 10:00 AM Item: 2 Tractors

Trade-In: 4240 and 895 Case Tractors

Present: Jack, Eric, Lefe and Mark

Replaces: above Tractors

Date Advertised: 1/15/2008

Bidder:	Birkey's Farm Store	Central II Ag	Martin Bros.	Nord Outdoor Power
Address:	Hudson, Il	Atlanta, Il	Lexington, Il	Bloomington, Il
Make:	Case IH	Case IH	John Deere	Kubota
Model:	Farmall 95C	Farmall 95C	5525 w/Cab	M8540HDC12
Outright Price:	\$36,450.00	\$38,800.00	\$37,900.00	\$38,000.00
Outright Price for 2:	\$71,363.00	\$76,000.00	\$75,800.00	\$73,600.00
Less Trade of 895:	\$14,950.00	\$15,000.00	\$14,000.00	\$9,600.00
Less Trade of 4240:	\$14,800.00	\$15,000.00	\$12,500.00	\$11,000.00
Net Price:	\$41,613.00	\$46,000.00	\$49,300.00	\$53,000.00
Delivery:	120 days from order	6/2/2008	ASAP	90 days from order
Complies Spec's:	yes	yes	yes	yes
Does Not Meet Spec's.				
Successful Bidder:	X			

Comments: tractor is equipped with 16.9 x 24 R4 tires, Larger 19.5L x 24 are available for \$132.00/ Tractor

Recommended by Highway Department: Recommend purchase of 2 new Farmall 95C tractors with larger optional tires for a price of \$41,877.00

Accepted by Transportation Committee:

Date:

MCLEAN COUNTY HIGHWAY DEPARTMENT

Equipment Bid Tabulation page 1

Date of Bids (Quotes): 1/29/2008

Time: 10:00 AM

Item: Crack Sealer

Trade-In: 2005 Kera 145H

Present: Jack, Eric S, Lefe, Mark

Replaces: trade in

Date Advertised: 1/15/2008

Bidder:	Stepp Manufacturing	Rahn Equipment	Marathon	W.E.R.E.
Address:	North Branch, Mn.	Darville, Il	Ontario, Canada	Cooksville, Il
Make:	Stepp Manufacturing	Stepp Manufacturing	Marathon	Marathon
Model:			Kera 260HD	Kera 260HD
Outright Price:	no bid	no bid	\$60,350.00	\$60,500.00
Less Trade In:			no trade	\$7,000.00
Net Price :				\$53,500.00
Delivery:			6-8 weeks from order	6 weeks from order
Meets Specs:			yes	yes
Does Not Meet Spec's.				
Successful Bidder:				X

Comments:

Recommended by Highway Department: Purchase one new Kera 260HD Crack Sealer Kettle from WERE trading

2005 Kera 145H for a net price of \$53500.00

Accepted by Transportation Committee:

Date:

MCLEAN COUNTY HIGHWAY DEPARTMENT

Equipment Bid Tabulation

Date of Bids : 1/29/2008 Time: 10:00 AM Item: 3/4 Ton Pickup
 Trade-In: n/a Present: Lafe, Jack, Mark and Eric
 Replaces: 117 Date Advertised: 1/15/08

Bidder:	Dennison Corp.	Lexington Ford	Barker Motor co	Heller's	Geiser Ford
Address:	Bloomington, IL	Lexington, IL	Bloomington, IL	Chenoa	Roanoke, IL
Make:	Ford	Ford	GMC	Chevrolet	Ford
Model:		F-250	Sierra		F-250
Net Price:	no bid	\$23,878.00	\$26,062.00	no bid	\$22,817.89
Delivery:		90 days from order	6 weeks from order		8-10 weeks from order
Complies Spec's:		yes	yes		yes
Does Not Meet Spec's.					
Successful Bidder:					X

Comments: Truck has a rear axle ratio of 3.55 with limited slip instead of 3.73

Recommended by Highway Department: Recommend the purchase of one new Ford F-250 from Geiser Ford for a Purchase price of \$22,817.89

Accepted by Transportation Committee:

Date:

McLEAN COUNTY HIGHWAY DEPARTMENT

Equipment Bid Tabulation

Date of Bids : 1/29/2008 Time: 10:00 AM Item: 1/2 Ton Extended Cab Pickups
 Trade-In: n/a Present: Eric, Lafa, Jack, Mark
 Replaces: 105,114 Date Advertised: 1/15/2008

Bidder:	Dennison Corp.	Lexington Ford	Barker Motor Co	Heller's	Geiser Ford
Address:	Bloomington, IL	Lexington, IL	Bloomington	Chenoa, IL	Roanoke, IL
Make:		Ford	GMC		Ford
Model:		F-150	Sierra		F-150
Price Each:	no bid	\$17,810.00	\$20,313.00	no bid	\$17,799.95
Price for 2:		\$35,620.00	\$40,626.00		\$35,489.90
Delivery:		90 days	6 weeks from order		6-8 weeks from order
Complies Spec's:		no	yes		yes
Does Not Meet Spec's.					
Successful Bidder:					X

Comments:

Recommended by Highway Department: Recommend Purchase of 2 new F-150 Ford pickups from Geiser Ford in Roanoke IL for a purchase price of \$35,489.90

Accepted by Transportation Committee:

Date:

RESOLUTION BY THE COUNTY BOARD OF MCLEAN COUNTY

WHEREAS, the bids were reviewed by the Transportation Committee of the McLean County Board at their meeting on February 5, 2008, for a letting held on January 30, 2008, for three (3) McLean County and two (2) Township MFT Maintenance Sections and one (1) McLean County MFT Construction Section joint with the City of Bloomington, and,

WHEREAS, the Transportation Committee duly approved the bids on February 5, 2008,

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

2008 MFT MAINTENANCE SECTIONS:

McLean County..... Sec 08-00000-00-GM..... GR 4

The successful bidders on the above section were:

Carri Scharf Materials (Heyworth)	\$70,000.00
7 Carri Dr, Bloomington, IL 61704	
Rowe Construction Co (Carmichael).....	\$80,000.00
1523 N Cottage Ave, PO Box 609, Bloomington, IL 61702-0609	
Valley View Industries (Fairbury)	\$55,200.00
8785 E 2500 North Rd, Cornell, IL 61319	
Prairie Materials (Yard 88 -- Eppards Point Twp)	\$56,000.00
15887 E 1200 North Rd, Pontiac, IL 61764	

McLean County..... Sec 08-00000-00-GM..... GR 4A

The successful bidders on the above section were:

Carri Scharf Materials (Rte 9, Blm).....	\$6,000.00
7 Carri Dr, Bloomington, IL 61704	
Rowe Construction Co (Downs & Northtown Rd).....	\$4,500.00
1523 N Cottage Ave, PO Box 609, Bloomington, IL 61702-0609	

McLean County..... Sec 08-00000-00-GM..... Crack Sealer

The successful bidder on the above section was:

Sherwin Industries, Inc	\$35,230.00
2129 W Morgan Ave, Milwaukee, WI 53221	

Cheney's Grove RD Sec 08-08000-00-GM..... GR 14

The successful bidder on the above section was:

Crane Trucking	\$16,980.00
25575 E 825 North Rd, Forrest, IL 61741	

Dawson RD Sec 08-13000-00-GM..... GR 14

The successful bidder on the above section was:

Crane Trucking	\$17,930.00
25575 E 825 North Rd, Forrest, IL 61741	

Slope Wall Removal	Sq Yd	8	\$20.00	\$150.00	\$47.75	\$382.00
Pipe Culvert Removal	Foot	14	\$10.00	\$140.00	\$27.29	\$382.06
Pipe Culvert, Class C, Type 1 18"	Foot	650	\$32.00	\$17,600.00	\$27.29	\$14,993.00
Pipe Culvert, Class C, Type 1 24"	Foot	360	\$55.00	\$12,600.00	\$38.41	\$13,927.60
Precast Reinforced Concrete Flared End Sections 15"	Each	2	\$600.00	\$1,200.00	\$798.73	\$1,597.46
Metal End Sections 18"	Each	2	\$325.00	\$650.00	\$270.81	\$541.62
Metal End Sections 24"	Each	1	\$350.00	\$350.00	\$309.33	\$309.33
Storm Sewers, Class A, Type 1 15"	Foot	120	\$45.00	\$5,400.00	\$48.09	\$5,770.80
Storm Sewers, Class A, Type 1 18"	Foot	230	\$30.00	\$6,900.00	\$36.99	\$10,724.20
Manholes, Type A, 5-Diameter, Type 8 Grate	Each	3	\$1,800.00	\$5,400.00	\$1,779.38	\$5,338.14
Manholes, Type A, 5-Diameter, Type 30 Frame and Grate Inlets, Type A, Type 8 Grate	Each	1	\$2,000.00	\$2,000.00	\$2,153.21	\$2,153.21
Inlets, Type Special, Type 30 Frame and Grate	Each	1	\$750.00	\$750.00	\$887.22	\$887.22
Combination Concrete Curb and Gutter, Type B-6 12	Foot	5	\$1,200.00	\$6,000.00	\$1,424.28	\$7,121.45
Combination Concrete Curb and Gutter, Type B-6 18	Foot	85	\$40.00	\$3,400.00	\$73.38	\$6,235.60
Concrete Curb and Gutter Outlet, Special	Each	1,535	\$22.00	\$33,550.00	\$27.35	\$41,708.75
Field Tile Junction Valves, 2 Diameter	Each	12	\$750.00	\$9,000.00	\$671.50	\$8,058.00
Field Tile Junction Valves, 3 Diameter	Each	3	\$800.00	\$2,400.00	\$1,170.95	\$3,512.85
Storm Sewers, Special 6"	Foot	3	\$1,000.00	\$3,000.00	\$1,519.45	\$4,558.35
Storm Sewers, Special 8"	Foot	150	\$26.00	\$3,900.00	\$16.13	\$2,419.50
Storm Sewers, Special 10"	Foot	150	\$28.00	\$4,200.00	\$14.81	\$2,221.50
Traffic Control Complete	Foot	150	\$30.00	\$4,500.00	\$19.44	\$2,916.00
Sign Panel - Type 1	L Sum	1	\$9,000.00	\$9,000.00	\$15,361.65	\$15,361.65
Sign Panel - Type 2	Sq Ft	40	\$45.00	\$1,800.00	\$37.95	\$1,518.00
Thermoplastic Pavement Marking - Letters and Symbols	Sq Ft	55	\$45.00	\$2,475.00	\$60.50	\$3,327.50
Thermoplastic Pavement Marking - Line 4"	Sq Ft	450	\$4.50	\$2,025.00	\$6.00	\$2,940.00
Thermoplastic Pavement Marking - Line 6"	Foot	12,000	\$1.50	\$18,000.00	\$0.83	\$9,960.00
Thermoplastic Pavement Marking - Line 12"	Foot	1,510	\$3.00	\$4,530.00	\$1.99	\$3,004.90
Thermoplastic Pavement Marking - Line 24"	Foot	580	\$4.50	\$2,610.00	\$2.99	\$1,674.40
Raised Reflective Pavement Marker	Foot	185	\$9.00	\$1,665.00	\$5.92	\$1,095.20
Pavement Marking Removal	Sq Ft	96	\$40.00	\$3,840.00	\$46.20	\$4,435.20
Service Installation, Type A	Sq Ft	650	\$5.00	\$3,250.00	\$8.50	\$4,225.00
Conduit in Trench, 2" Dia., Galvanized Steel	Foot	2	\$1,000.00	\$2,000.00	\$1,628.00	\$3,256.00
Conduit in Trench, 1 1/4" Dia., PVC	Foot	140	\$10.00	\$1,400.00	\$7.70	\$1,078.00
Conduit in Trench, 2" Dia., PVC	Foot	284	\$3.50	\$994.00	\$5.50	\$1,562.00
Conduit in Trench, 2 1/2" Dia., PVC	Foot	1,120	\$3.75	\$4,200.00	\$7.70	\$8,624.00
Conduit in Trench, 4" Dia., PVC	Foot	193	\$5.50	\$1,061.50	\$8.25	\$1,592.25
Conduit Pushed, 2" Dia., Galvanized Steel	Foot	12	\$35.00	\$420.00	\$13.20	\$155.40
Conduit Pushed, 3" Dia., PVC	Foot	310	\$25.00	\$7,750.00	\$9.50	\$3,069.00
Conduit Pushed, 4" Dia., PVC	Foot	192	\$21.00	\$4,032.00	\$14.30	\$2,745.60
Handhole	Foot	138	\$22.00	\$3,036.00	\$15.40	\$2,125.20
Double Handhole	Foot	7	\$950.00	\$6,650.00	\$1,320.00	\$9,240.00
Electric Cable in Conduit, 20-3C, Twisted, Shielded	Foot	4	\$1,400.00	\$5,600.00	\$1,485.00	\$5,940.00
Electric Cable in Conduit, 3-1/2C, No. 8	Foot	475	\$2.00	\$950.00	\$783.75	\$783.75
Trench and Backfill for Electric Work	Foot	1,600	\$4.00	\$7,200.00	\$2.20	\$3,560.00
Luminaire, Sodium Vapor, Horizontal Mount, 250 Watt	Each	4	\$500.00	\$2,000.00	\$610.50	\$2,442.00
Lighting Controller, Special	Each	1	\$10,000.00	\$10,000.00	\$770.00	\$770.00
Full-Actuated Controller and Type IV Cabinet, Special	Each	1	\$17,000.00	\$17,000.00	\$13,492.60	\$13,492.60
Electric Cable in Conduit, Signal No. 14 5C	Foot	1,581	\$2.75	\$4,347.75	\$1.55	\$2,608.55
Electric Cable in Conduit, Lead-In, No. 14 1 Pair	Foot	2,657	\$3.00	\$8,061.00	\$1.76	\$4,729.12
Electric Cable in Conduit, Service, No. 6 2 C	Foot	6,919	\$2.00	\$13,838.00	\$0.99	\$6,849.81
Electric Cable in Conduit, Grounding, No. 6 1 C	Foot	27	\$7.50	\$202.50	\$4.40	\$118.80
Electric Cable in Conduit, No. 20 3C, Twisted, Shielded	Foot	686	\$5.35	\$3,659.10	\$1.10	\$732.60
Electric Cable in Conduit, No. 20 3C, Twisted, Shielded	Foot	1,020	\$5.00	\$5,100.00	\$1.32	\$1,346.40
Steel Mast Arm Assembly and Pole, 38 Ft	Each	4	\$660.00	\$2,640.00	\$935.00	\$3,740.00
Steel Mast Arm Assembly and Pole, 50 Ft	Each	2	\$11,250.00	\$22,500.00	\$9,350.00	\$18,700.00
Concrete Foundation, Type A	Foot	2	\$12,750.00	\$25,500.00	\$10,067.20	\$20,134.40
Concrete Foundation, Type D	Foot	12	\$180.00	\$2,160.00	\$192.50	\$2,310.00
Concrete Foundation, Type E 36-Inch Diameter	Foot	3.5	\$175.00	\$612.50	\$165.00	\$577.50
Signal Head, Polycarbonate, LED, 1-Face, 3-Section, Mast Arm Mounted	Foot	52	\$175.00	\$9,100.00	\$156.20	\$8,122.40
Signal Head, Polycarbonate, LED, 1-Face, 3-Section, Mast Arm Mounted	Each	6	\$1,075.00	\$6,450.00	\$1,012.00	\$6,072.00
Signal Head, Polycarbonate, LED, 1-Face, 4-Section, Backler Mounted	Each	6	\$1,400.00	\$8,400.00	\$1,207.60	\$7,246.80
Signal Head, Polycarbonate, LED, 1-Face, 4-Section, Mast Arm Mounted	Each	6	\$1,400.00	\$8,400.00	\$0.00	\$0.00
Traffic Signal Backplate, Louvered, Formed Plastic	Each	18	\$135.00	\$2,430.00	\$1,241.90	\$7,451.40
Inductive Loop Detector	Each	26	\$250.00	\$6,500.00	\$110.00	\$1,980.00
Detector Loop, Type I	Foot	1,224	\$14.00	\$17,136.00	\$9.52	\$11,652.48
Traffic Signal Battery Backup	Each	1	\$7,000.00	\$7,000.00	\$3,611.50	\$3,611.50
Emergency Vehicle Priority System	Each	1	\$10,000.00	\$10,000.00	\$4,372.50	\$4,372.50
Construction Layout	L Sum	1	\$11,000.00	\$11,000.00	\$12,000.00	\$12,000.00
			Total	\$909,682.35	\$794,681.64	\$794,681.64

-100.00%

-3.09%

ORDINANCE IMPOSING WEIGHT LIMITATIONS UPON TRUCKS AND
COMMERCIAL VEHICLES AND PROVIDING A PENALTY FOR
A VIOLATION THEREOF

WHEREAS, the State of Illinois, by its General Assembly, has enacted "The Illinois Vehicle Code" effective July 1, 1970, with amendments thereto, which act is now in full force and effect, and,

WHEREAS, Section 625 ILCS 5/15-316 of the Illinois Compiled Statutes provides that local authorities, with respect to highways under their jurisdiction, may by ordinance or resolution, prohibit the operation of trucks and other commercial vehicles, or may impose limitations as to the weight thereof on designated highways, which prohibitions and limitations shall be designated by appropriate signs placed on such highways, and

WHEREAS, certain highways under the jurisdiction of the County of McLean, State of Illinois, have been seriously damaged and deteriorated by the operation of certain vehicles of excessive weight thereon, and

WHEREAS, the continued use of trucks and commercial vehicles on said roads in excess of certain weights will in the future seriously damage and deteriorate said roads,

NOW, THEREFORE, BE IT ORDAINED by the Board of McLean County, in regular session, by virtue of the Act of hereinabove referred to, that referred to, that the weight of trucks and commercial vehicles operated upon the particular Class "A" roads hereinafter set forth shall be limited as follows:

From January 15th until April 15th of each year the operation of trucks and commercial vehicles upon said highways of a gross weight of more than twenty thousand (20,000) pounds shall be prohibited.

From the period of April 15th to the 15th day of the following January in each year, the operation of the following described trucks and commercial vehicles shall be prohibited on said highways.

Trucks and commercial vehicles with one front axle and two rear tandem axles with dual tires, of a gross weight over thirty-eight thousand (38,000) pounds.

Trucks and commercial vehicles with one front axle and two rear axles, including trailer axles, more than seventy-two inches (72") apart with dual tires, of a gross weight over forty-two thousand (42,000) pounds.

Trucks and commercial vehicle with one front axle and three rear axles including trailer axles, each rear axle having dual tires, of a gross weight over fifty-four thousand (54,000) pounds.

Trucks and commercial vehicles with one front axle and four rear axles including trailer axles, each rear axle having dual tires, a gross weight over sixty-four thousand (64,000) pounds.

The weight referred to above means the overall weight of vehicle and its load.

Single flotation type tires will be recognized in lieu of dual tires if certified equivalent by the manufacturer.

BE IT FURTHER ORDAINED that the highways upon which the operation of said trucks and commercial vehicles of the weights herein set forth are as follows:

COUNTY HIGHWAY 17: (Cooksville Road) beginning at Route 9 at the SW corner of the SE ¼ of Sec. 35, T 24 N, R 4 E, of the 3rd P.M. and extending northerly approximately 3 ½ miles to the South Corporate Limits of Cooksville at approximately the SW corner of the NE ¼ of Sec. 14, T 24 N, R 4 E of the 3rd P.M.

COUNTY HIGHWAY 21: (LeRoy Road) beginning at the SE corner of Sec. 33, T 22 N, R 4 E of the 3rd P.M. at Route 136 and extending northerly and westerly approximately 2 ½ miles to the LeRoy Spur near the SW corner of the SE ¼ of the NE ¼ of Sec. 29, T 22 N, R 4 E of the 3rd P.M.

COUNTY HIGHWAY 21: (Lexington – LeRoy Road) beginning at Route 165 at the SE corner of Sec. 8, T 24 N, R 4 E of the 3rd P.M. and extending northerly 6 ½ miles to the NW corner of the SW ¼ of Sec. 9, T 25 N, R 4 E of the 3rd P.M.

COUNTY HIGHWAY 29: (Gillium Road) beginning at the SW corner of Sec. 32, T 22 N., R 3 E of the 3rd P.M. at Route 136 and extending northerly approximately 5 miles to the NW corner of Sec. 8, T 22 N., R 3 E of the 3rd P.M.

NOW THEREFORE, BE IT ORDAINED by the Board of McLean County, in regular session, by virtue of the Act hereinabove referred to, that the weight of trucks and com-

mercial vehicles operated upon the particular Class "B" roads hereinafter set forth shall be limited as follows:

From January 15th until April 15th of each year the operation of trucks and commercial vehicles upon said highways of a gross weight of more than sixteen thousand (16,000) pounds shall be prohibited.

From the period of April 15th to the 15th day of the following January in each and every year, the operation of the following described trucks and commercial vehicles shall be prohibited on said highways.

Trucks and commercial vehicles with one front and one rear axle with dual tires, of a gross weight of twenty-six thousand (26,000) pounds or over.

Trucks and commercial vehicles with one front and two rear axles with dual tires, of a gross weight of thirty-six thousand (36,000) pounds or over.

Trucks and commercial vehicles with one front axle and three or more rear axles, and rear axle having dual tires, of a gross weight of forty-six thousand (46,000) pounds or over.

The maximum load weight of any truck or commercial vehicle shall not exceed forty-six thousand (46,000) pounds.

The weights referred to above mean the overall weight of vehicle and its load.

Single floatation type tires will be recognized in lieu of dual tires if certified equivalent by the manufacturer.

BE IT FURTHER ORDAINED that the Class "B" highways upon which the operation of said trucks and commercial vehicles of the weights hereinabove set forth are prohibited as follows:

COUNTY HIGHWAY 3: (Mansfield Road) beginning at the NE corner of Sec. 3, T 21 N, R 6 E of the 3rd P.M. at Route 136 and extending southerly approximately two miles to the SE corner of Sec. 10, T 21 N, R 6 E of the 3rd P.M. at the Piatt County line.

COUNTY HIGHWAY 6: (Kappa Road) beginning at the NW corner of Sec. 34, T 26 N, R 2 E of the 3rd P.M. at the Woodford County line and extending easterly approximately five miles to the NE corner of the SW ¼ of Sec. 32, T 26 N, R 3 E of the 3rd P.M.

COUNTY HIGHWAY 8: (Lexington East Road) beginning at Cargill Hybrid Seeds Entrance a point near the NW corner of the SW ¼ of Sec. 9, T 25 N, R 4 E of the 3rd P.M. and extending easterly approximately ten and one-quarter miles to the SE corner of the NE ¼ of the NE ¼ of Sec. 12, T 25 N, R 5 E of the 3rd P.M. at the Livingston County line.

COUNTY HIGHWAY 11: (Farmer City Road) beginning at the NE corner of the NW ¼ of Sec. 4, T 21 N, R 5 E of the 3rd P.M. at Route 136 and extending southerly approximately two miles to the SW ¼ of Sec. 9, T 21 N, R 5 E of the 3rd P.M. on the DeWitt County line.

COUNTY HIGHWAY 12: (Hudson Road) beginning at the NE corner of the SW ¼ of the SW ¼ of Sec. 20, T 25 N, R 1 E of the 3rd P.M. at the Woodford County line and extending easterly approximately five miles to the NE corner of the SE ¼ of Sec. 24, T 25 N, R 1 E of the 3rd P.M. Also beginning at the NW corner of Sec. 30, T 25 N, R 2 E of the 3rd P.M. and extending easterly to the SE corner of Sec. 20, T 25 N, R 2 E of the 3rd P.M. at I-39. Also beginning at the NW corner of Sec. 25, T 25 N, R 2 E of the 3rd P.M. and extending two miles to the NE corner of Sec. 30, T 25 N, R 3 E of the 3rd P.M. Also beginning at the NW corner of the NE ¼ of Sec. 29, T 25 N, R 3 E of the 3rd P.M. extending in an easterly direction approximately three and one-quarter miles to the SW corner of the SE ¼ of the SE ¼ of Sec. 23, T 25 N, R 3 E of the 3rd P.M.

COUNTY HIGHWAY 15: (Sabina Road) beginning at the SW corner of Sec. 33, T 22 N, R 5 E of the 3rd P.M. at Route 136 and extending northerly and easterly approximately nine miles to the NE corner of Sec. 28, T 23 N, R 5 E of the 3rd P.M.

COUNTY HIGHWAY 19: (Chenoa Road) beginning at Route 66 near the north corporate limit of Chenoa a point near the SW corner of the NW ¼ of Sec. 1, T 23 N, R 4 E of the 3rd P.M. and extending in a northerly direction approximately ¼ mile to the NW corner of Sec. 1, T 26 N, R 4 E of the 3rd P.M. at the Livingston County line.

COUNTY HIGHWAY 19: (Chenoa Road) beginning at the SW corner of the NW ¼ of Sec. 11, T 25 N, R 4 E of the 3rd P.M. and extending northerly and easterly approximately seven miles to the south corporate limits of Chenoa near the NW corner of the SW ¼ of Sec. 12, T 26 N, R 4 E of the 3rd P.M.

COUNTY HIGHWAY 21: (*Horse Farm Road*) beginning at the SE corner of Sec. 9, T 21 N, R 4 E of the 3rd P.M. at the DeWitt County line and extending northerly approximately two miles to the NW corner of Sec. 3, T 21 N, R 4 E of the 3rd P.M. at Route 136.

COUNTY HIGHWAY 23: (Meadows Road) beginning near the SE corner of the NE ¼ of the NW ¼ of Sec. 7, T 25 N, R 4 E of the 3rd P.M. and extending northerly approximately seven and three-quarters miles to the NE corner of Sec. 6, T 26 N, R 4 E of the 3rd P.M. at the Livingston County line.

COUNTY HIGHWAY 25: (Holder Road) beginning at the SW corner of Sec. 18, T 23 N, R 4 E of the 3rd P.M. and extending northerly approximately one-half miles to the railroad tracks at Holder near NW corner of the SW ¼ of Sec. 18, T 23 N, R 4 E of the 3rd P.M.

COUNTY HIGHWAY 27: (South Downs Road) beginning at the SE corner of Sec. 9, T 21 N, R 3 E of the 3rd P.M. at the DeWitt County line and extending northerly approximately seven and three-quarters miles to a point near the SE corner of the SW ¼ of the SW ¼ of Sec. 4, T 22 N, R 3 E of the 3rd P.M.

COUNTY HIGHWAY 28: (Ireland Grove Road) beginning at the NW corner of Sec. 15, T 23, N, R 3 E of the 3rd P.M. and extending easterly approximately *twelve* miles to the NE corner of Sec. 16, T 23 N, R 5 E of the 3rd P.M.

COUNTY HIGHWAY 30: (Colonial Motel Road) beginning at approximately the SW corner of the NW ¼ of the NE ¼ Sec. 26, T 23 N, R 2 E, 3rd P.M. and extending easterly and northerly approximately 1 ¾ miles to Route 150 a point near the NE corner of the SW ¼ of Sec. 24, T 23 N, R 2 E of the 3rd P.M.

COUNTY HIGHWAY 34: (Shirley Road) beginning at the SW corner of Sec. 34, T 23 N, R 1 W and extending easterly and northerly approximately eight miles to the SW corner of the NE ¼ of Sec. 35, T 23 N, R 1 E of the 3rd P.M. at Rt. 66. Also beginning at the intersection of CH 41 and CH 34 a point near the SW corner of the NE ¼ of Sec. 37, T 23 N, R 1 E of the 3rd P.M. and extending easterly approximately two and one-quarter miles to the SE corner of the NW ¼ of Sec. 32, T 23 N, R 2 E of the 3rd P.M.

COUNTY HIGHWAY 36: (Funks Grove Road) beginning at the SW corner of Sec. 10, T 22 N, R 1 W of the 3rd P.M. and extending easterly approximately twelve and three-quarter miles to a point approximately six hundred feet north of the SW corner of the SE ¼ of Sec. 9, T 22 N, R 2 E of the 3rd P.M. at Route 51. Also (Thomas Craft Road) beginning at the SW corner of the SE ¼ of Sec. 33, T 23 N, R 3 E of the 3rd P.M. at Route 150 and extending easterly approximately five and one-half miles to the SE corner of Sec. 32, T 23 N, R 4 E of the 3rd P.M. Also (Dawson Lake Road) beginning at the SW corner of the NW ¼ of the NW ¼ of Sec. 33, T 23 N, R 4 E of the 3rd P.M. and extending easterly and northerly approximately eight and three-quarter miles to the NE corner of Sec. 28, T 23 N, R 5 E of the 3rd P.M.

COUNTY HIGHWAY 40: (Rock Road) beginning at the SW corner of Sec. 16, T 22 N, R 5 E of the 3rd P.M. and extending easterly approximately six and one-half miles to the NE corner of the NW ¼ of Sec. 21, T 22 N, R 6 E of the 3rd P.M.

COUNTY HIGHWAY 45: (Waynesville Road) beginning at the SW corner of Sec. 8, T 21 N, R 1 E of the 3rd P.M. at the DeWitt County line and extending northerly approximately one and three-quarters miles to a point near the SW corner of the NW ¼ of the NW ¼ of Sec. 5, T 21 N, R 1 E of the 3rd P.M. approximately ¼ mile south of Route 136.

COUNTY HIGHWAY 49: (Carlock-Secor Road) beginning near the SE corner of the NW ¼ of Sec. 20, T 25 N, R 1 E of the 3rd P.M. at County Highway 12 (Hudson-Carlock Road) and extending northerly approximately ¼ mile to the Woodford County Line a point near the NE corner of the NW ¼ of Sec. 20, T 25 N, R 1 E of the 3rd P.M.

COUNTY HIGHWAY 55: (Congerville Road) beginning at the SE corner of the SW ¼ of Sec. 14, T 24 N, R 1 W of the 3rd P.M. at the West Corporate Limit of Danvers and extending westerly and northerly approximately five and one-half miles to the NW corner of the SE ¼ of Sec. 27, T 25 N, R 1 W of the 3rd P.M. at the Woodford County line.

COUNTY HIGHWAY 65: (Sweeney Road) beginning at the SW corner of SE ¼ of the SE ¼ of Sec. 23, T 25 N, R 3 E of the 3rd P.M. and extending northerly ¼ mile to the NW corner of the SE ¼ of the SE ¼ of Sec. 23, T 25 N, R 3 E, of the 3rd P.M. at Route 66

NOW THEREFORE, BE IT ORDAINED by the Board of McLean County, in regular session, by virtue of the Act hereinabove referred to, that the weight of trucks and commercial vehicles operated upon the particular Class "C" roads hereinafter set forth shall be limited as follows:

From January 15th until April 15th of each year the operation of trucks and commercial vehicles upon said highways of a gross weight of more than twenty thousand (20,000) pounds shall be prohibited.

From the period of April 15th to the 15-day of the following January in each year, the operation of the following described trucks and commercial vehicles shall be prohibited on said highways.

Trucks and commercial vehicles of a gross weight over seventy-three thousand two hundred eighty pounds (73,280) as provided in Section 625 ILCS 5/15-111 of the Illinois Compiled Statutes.

COUNTY HIGHWAY 1: (Cropsey Road) beginning at Yates street in Cropsey near the SE corner of the NE ¼ of Sec. 23, T 25 N, R 6 E of the 3rd P.M. and extending northerly and westerly approximately one and one-half miles to the NW corner of Sec. 23, T 25 N, R 6 E of the 3rd P.M.

COUNTY HIGHWAY 5: (Saybrook – Bellflower Road) beginning at the North Corporate limits of Bellflower at the approximate NW corner of the SE ¼ of Sec. 21, T 22 N, R 6 E of the 3rd P.M. and extending northerly approximately five and one-quarter miles to the South Corporate limits at Saybrook at the SE corner of the NW ¼ of Sec. 28, T 23 N, R 5 E of the 3rd P.M.

COUNTY HIGHWAY 7: (Anchor Road) beginning at Route 9 at the SE corner of Sec. 32, T 24 N, R 6 E of the 3rd P.M. and extending northerly approximately five and one-half miles to the South Corporate limits of Anchor at the NE corner of the SE ¼ of Sec. 5, T 24 N, R 6 E of the 3rd P.M.

COUNTY HIGHWAY 8: (Comlara Park Road) beginning at the Woodford County line near the NW corner of Sec. 7, T 25 N, R 2 E of the 3rd P.M. and extending easterly approximately 2 miles to the West on/off ramps of I-39 near the NE corner of Sec. 8, T 25 N, R 2 E of the 3rd P.M.

COUNTY HIGHWAY 8: (P.J. Keller Highway) beginning near SE corner of the NW ¼ of Sec. 1, T 25 N, R 2 E of the 3rd P.M. at the entrance to the City of Bloomington filtration plant located on the west side of Lake Bloomington and extending easterly approximately seven and one-half miles to the west on/off ramps of I-55 near the SW corner of the NE ¼ of the NE ¼ of Sec. 12, T 25 N, R 3 E of the 3rd P.M.

COUNTY HIGHWAY 12: (Hudson *East* Road) beginning at the east corporate limits of Hudson a point near the NW corner of Sec. 27, T 25 N, R 2 E of the 3rd P.M. and extending in an easterly direction for two miles to the NE corner of Sec. 26, T 25 N, R 2 E of the 3rd P.M.

COUNTY HIGHWAY 13: (Colfax-Weston Road) beginning at Route 165 in Colfax at the SE corner of Sec. 34, T 25 N, R 5 E of the 3rd P.M. and extending northerly approximately 12 miles to Route 24 at the NE corner of Sec. 10, T 26 N, R 5 E of the 3rd P.M. Also beginning at approximately the SW corner Sec. 3, T 24 N, R 5 E of the 3rd P.M. and extending easterly approximately 1 mile and northerly ¼ mile to the south corporate limits of Colfax.

COUNTY HIGHWAY 14: (Towanda-East Road) beginning at the intersection of Jefferson & Hely streets in Towanda a point near the SW corner of Sec. 5 and extending easterly and southerly 4 ¾ miles to a point near the SE corner of Sec. 11, T 24 N, R 3 E of the 3rd P.M. at Route 165.

COUNTY HIGHWAY 15: (Colfax Road) beginning at the SE corner of Sec. 33, T 24 N, R 5 E of the 3rd P.M. at Route 9 and extending in a northerly direction approximately five and one-quarter miles to the NE corner of the SE ¼ of the SE ¼ of Sec. 4, T 24 N, R 5 E of the 3rd P.M. at Route 165.

COUNTY HIGHWAY 18: (Danvers-Yuton Road) beginning at the East Corporate Limits of Danvers at the NW corner of the NE ¼ of Sec. 24, T 24 N, R 1 W of the 3rd P.M. and extending easterly approximately 5 ¼ miles to a point near the NW corner of the NE ¼ of the NE ¼ of Sec. 23, T 24 N, R 1 E of the 3rd P.M. (Elevator Entrance).

COUNTY HIGHWAY 21: (Lexington-Leroy Road) beginning near the NE corner of Sec. 20, T 22 N, R 4 E of the 3rd P.M. at Rt 150 *in Leroy* and extending in a northerly direction approximately 7 ¾ miles to the NW corner of the SW ¼ Sec. 9, T 23 N, R 4 E of the 3rd P.M. Also beginning at Route 9 at the SE corner of Sec. 32, T 24 N, R 4 E of the 3rd P.M. and extending northerly approximately four miles to Route 165 near the NE corner of Sec. 17, T 24 N, R 4 E of the 3rd P.M.

COUNTY HIGHWAY 24: (Sec. V) beginning at the NW corner of Sec. 6, T 23 N, R 1 W of the 3rd P.M. the Tazwell County line and extending easterly ap-

proximately 4 miles to Route 122 at the NE corner of Sec. 3, T 23 N, R 1 W of the 3rd P.M.

COUNTY HIGHWAY 29: (Gillium Road) beginning at the NW corner of Sec. 8, T 22 N, R 3 E of the 3rd P.M. and extending northerly approximately 2 ¼ miles to Rt. 150.

COUNTY HIGHWAY 29: (Towanda-Barnes Road) beginning at the SW corner of Sec. 20, T 24 N, R 3 E of the 3rd P.M. and extending northerly approximately three and one-fourth miles to County Highway 14.

COUNTY HIGHWAY 29: (Towanda – Gridley Road) beginning at approximately the SE corner of the NE ¼ of Sec. 31, T 25 N, R 3 E, of the 3rd P.M. and extending northerly and easterly approximately 12 miles to the South Corporate Limits of Gridley at the SW corner of the NW ¼ of the NE ¼ of Sec. 9, T 26 N, R 3 E of the 3rd P.M.

COUNTY HIGHWAY 30: (Colonial Motel Road) beginning at the SW Corner of the SE ¼ of Sec. 21, T 23 N, R 2 E, of the 3rd P.M. at Route 51 and extending easterly 2 miles to SW corner of the NW ¼ of the NE ¼ of Sec. 26, T 23 N, R 2 E or the 3rd P.M.

COUNTY HIGHWAY 31: (Pipeline Road) beginning at Northtown Road near the SW corner of Sec. 12, T 24 N, R 2 E of the 3rd P.M. and extending in a northerly direction approximately eight miles to County Highway 8 near the NE corner of the NW ¼ of Sec. 12, T 25 N, R 2 E of the 3rd P.M.

COUNTY HIGHWAY 32: (Stringtown Road) beginning at the SW corner of the SE ¼ of Sec. 21, T 23 N, R 1 W of the 3rd P.M. and extending in an easterly direction approximately 6 ½ miles to a point near the SE corner of Sec. 21, T 23 N, R 1 E of the 3rd P.M.

COUNTY HIGHWAY 33: (Comlara Park Road) beginning at the SW corner of Sec. 8, T 25 N, R 2 E of the 3rd P.M. and extending northerly approximately 1 ¼ miles to County Highway 8 near the NE corner of Sec. 7, T 25 N, R 2 E of the 3rd P.M.

COUNTY HIGHWAY 34: (Olympia School Road) beginning at the Tazewell County Line near the SW corner of Sec. 31, T 23 N, R 1 W of the 3rd P.M. and extending easterly to the SE corner of Sec. 33, T 23 N, R 1 W of the 3rd P.M.

COUNTY HIGHWAY 36: (Downs Road) beginning at The Kickapoo Creek Bridge a point near the NE corner of the NW ¼ of Sec. 11, T 22 N, R 2 E of the 3rd P.M. and extending easterly 2 ½ miles to County Highway 29 a point near the NE corner of Sec. 7, T 22 N, R 3 E, of the 3rd P.M..

COUNTY HIGHWAY 36: (Saybrook Road) beginning at the SW corner of Sec. 22, T 23 N, R 5 E of the 3rd P.M. and extending easterly approximately five miles to the SE corner of Sec. 20, T 23 N, R 6 E near the Saybrook corporate limits.

COUNTY HIGHWAY 37: (Linden Street) beginning at Northtown Road a point near the SE corner of Sec. 9 and extending in a northerly and westerly direction 4 ¼ miles to County Highway 12 a point near the NW corner of the NE ¼ of the NE ¼ of Sec. 28, T 25 N, R 2 E of the 3rd P.M.

COUNTY HIGHWAY 39: (Ropp Road) beginning at County Highway 70 a point near the SW corner of Sec. 19, T 24 N, R 2 E of the 3rd P.M. at extending northerly approximately 8 ½ miles to Evergreen Lake near the SW corner of the NW ¼ of Sec. 7, T 25 N, R 2 E of the 3rd P.M.

COUNTY HIGHWAY 40: (Leroy School Road) beginning at County Highway 21 a point near the SW corner of Sec. 16, T 22 N, R 4 E of the 3rd P.M. and extending easterly 6 miles to the SW corner of Sec. 16, T 22 N, R 5 E of the 3rd P.M.

COUNTY HIGHWAY 53: (*Danvers – Carlock Road*) beginning at the north corporate limits of Danvers near the SW corner of the SE ¼ of the NE ¼ of Sec 14, T 24 N, R 1 W of the 3rd P.M. and extending in a northerly and easterly direction approximately five miles to the East On/Off Ramps of I-74 at Carlock near the SW corner of the NE ¼ of Sec. 31, T 25 N, R 1 E of the 3rd P.M.

COUNTY HIGHWAY 59: (Stanford – McLean Road) beginning at Route 136 near the SE corner of Sec. 34, T 22, R 1 W of the 3rd P.M. and extending in a northerly and westerly direction approximately 7 miles to a point near the NE corner of Sec. 4, T 22 N, R 1 W. Also beginning at the SW corner of the SE1/4 of Sec. 33, T 23 N, R 1 W, of the 3rd P.M. and extending northerly for 2 miles to the NW corner of the NE1/4 of Sec. 28, T 23 N, R 1 W, of the 3rd P.M.

COUNTY HIGHWAY 63: (Ron Smith Memorial Highway) beginning at County Highway 31 near the SW corner of the NE ¼ of Sec. 13, T 25 N, R 2 E of the 3rd P.M. and extending in an easterly and northerly direction 4 ¼ miles to a point near the NW corner of the SW ¼ of Sec. 6, T 25 N, R 3 E of the 3rd P.M. at County Highway 8.

COUNTY HIGHWAY 67: (Gridley Road) beginning at the Railroad tracks in Gridley and extending northerly 7/8 mile to the Livingston County line near the NW corner of Sec. 3, T 26 N, R 3 E of the 3rd P.M.

NOW THEREFORE, BE IT ORDAINED by the Board of McLean County, in regular session, by virtue of the Act hereinabove referred to, that the weight of trucks and commercial vehicles operated upon the particular Class "D" roads hereinafter set forth shall be limited as follows:

The operation of trucks and commercial vehicles upon said highways of a gross weight of more than Seventy three thousand two hundred eighty (73,280) pounds as provided for in Section 625 ILCS 5/15-111 of the Illinois Compiled Statutes shall be prohibited

BE IT FURTHER ORDAINED that the Class "D" highways upon which the operation of said trucks and commercial vehicles of the weights hereinabove set forth are prohibited as follows:

COUNTY HIGHWAY 5: (Bellflower Spur) beginning at Route 136 near the SW corner of the SE ¼ of Sec. 33, T 22 N, R 6 E of the 3rd P.M. and extending northerly for two and ½ miles to the north corporate limits of Bellflower. Also beginning at the south corporate limits of Saybrook and extending northerly for approximately 3/8 mile to a point approximately 512 feet north of the railroad crossing (Lincoln Street) of County Highway 5 in Saybrook.

COUNTY HIGHWAY 7: (Anchor Road) beginning at the south corporate limits of Anchor and extending north for approximately ½ mile to Illinois Route 165.

COUNTY HIGHWAY 12: (Hudson Road) beginning at the SW corner of Sec. 21, T 25 N, R 2 E, 3rd P.M. (west on/off ramps of I-39) and extending easterly for 1 mile to the east corporate limits of Hudson.

COUNTY HIGHWAY 13: (Colfax Road) beginning at the south corporate limits of Colfax and extending northerly approximately ¾ mile to Illinois Route 165.

COUNTY HIGHWAY 17: (Cooksville Road) beginning at the south corporate limits of Cooksville and extending northerly approximately ½ mile to Illinois Route 165.

COUNTY HIGHWAY 18: (Danvers-Yuton Road) beginning at the intersection of West Street and North Street in Danvers and extending easterly for ¾ mile to the east corporate limits of Danvers.

COUNTY HIGHWAY 19: (Chenoa Road) beginning at the south corporate limits of Chenoa and extending northerly approximately 1 ¼ miles to Route 66 near the north corporate limits of Chenoa.

COUNTY HIGHWAY 25: (Holder Road) beginning at the railroad near the NW corner of the SW ¼ of Sec. 18, T 23 N, R 4 E of the 3rd P.M. and extending northerly 2 ½ miles to Illinois Route 9.

COUNTY HIGHWAY 27: (Downs Road) beginning at Franklin Street in Downs and extending northerly ½ mile to Route 150.

COUNTY HIGHWAY 29: (Towanda-Barnes Road) beginning at the intersection of CH 29 (Jefferson Street) and CH 14 (Hely Street) near the south corporate limits of Towanda and extending northerly $\frac{1}{2}$ mile to Route 66.

COUNTY HIGHWAY 29: (Gridley Road) beginning at the south corporate limits of Gridley and extending north $\frac{1}{4}$ mile to Route 24 in Gridley.

COUNTY HIGHWAY 34: (Shirley Road) beginning at the SE corner of the NW $\frac{1}{4}$ of Sec. 32, T 23 N, R 2 E, of the 3rd P.M. and extending easterly one mile to Illinois route 51. Also beginning at Old 66 a point near the SE corner of the NE $\frac{1}{4}$ of Sec. 35, T 23 N, R 1 E of the 3rd P.M. to the intersection of Ch 34 and Ch 41 a point near the NE corner of the SW $\frac{1}{4}$ of Sec. 36, T 23 N, R 1 E of the 3rd P.M.

COUNTY HIGHWAY 36: (Downs Road) beginning at the NW corner of Sec. 8, T 22 N, R 3 E of the 3rd P.M. (intersection of CH 29 and CH 36) and extending easterly $1\frac{1}{2}$ mile to the intersection of CH 36 and CH 27. Also beginning at the intersection of Seminary and Washington Streets in Downs and extending easterly $\frac{1}{2}$ mile to Route 150.

COUNTY HIGHWAY 36: (Saybrook Road) beginning at the West Corporate Limits of Saybrook a point near the SE Coner of Sec 20, T 23 N, R 6 E of the 3rd P.M. and extending easterly $\frac{1}{2}$ mile to the Saybrook slab.

COUNTY HIGHWAY 41: (Funk Farm Road) beginning at the NW corner of the SW $\frac{1}{4}$ of Sec. 13, T 22 N, R 1 E, 3rd P.M. and extending northerly $3\frac{1}{2}$ miles to CH 34 (Shirley Road) near the I-55 overpass at Shirley.

COUNTY HIGHWAY 44: (McLean Road) beginning at the intersection of Route 136 and West Street in McLean and extending northerly $\frac{1}{2}$ mile thence westerly $\frac{1}{2}$ mile to County Highway 59 a point near the SW corner of the NW $\frac{1}{4}$ of Sec. 35, T 22 N, R 1 W of the 3rd P.M.

COUNTY HIGHWAY 45: (Waynesville Road) beginning at the NW corner of the SW $\frac{1}{4}$ of the NW $\frac{1}{4}$ of Sec. 5, T 21 N, R 1 W of the 3rd P.M. and extending northerly $\frac{1}{4}$ mile to Route 136.

COUNTY HIGHWAY 53: (Danvers-Carlock Road) beginning at the intersection of West Street (CH 53) and North Street (CH 18) and extending northerly $\frac{1}{2}$ mile to the north corporate limits of Danvers. Also beginning at the east on/off ramps of I-74 at Carlock and extending easterly $\frac{1}{4}$ mile to Rt. 150 in Carlock.

COUNTY HIGHWAY 55: (Congerville Road) beginning at the west corporate limits of Danvers and extending easterly $\frac{1}{2}$ mile to the intersection of West Street (CH 53) and North Street (CH 18) in Danvers.

COUNTY HIGHWAY 59: (Stanford-McLean Road) beginning at the NW corner of the NE $\frac{1}{4}$ of Sec. 28, T 23 N, R 1 W of the 3rd P.M. and extending northerly $\frac{1}{2}$ mile to Main Street in Stanford.

COUNTY HIGHWAY 67: (Gridley Road) beginning at the intersection of Ford Street (CH 67) and Rt. 24 and extending northerly $\frac{1}{8}$ mile to the Railroad tracks in Gridley.

NOW THEREFORE, BE IT ORDAINED by the Board of McLean County, in regular session, by virtue of the Act hereinabove referred to, that the weight of trucks and commercial vehicles operated upon the particular Class "III" roads hereinafter set forth shall be limited as follows:

The operation of trucks and commercial vehicles upon said highways of a gross weight of more than Eighty Thousand (80,000) as provided for in Section 625 ILCS 5/15-111 of the Illinois Compiled Statutes shall be prohibited.

BE IT FURTHER ORDAINED that the Class "III" highways upon which the operation of said trucks and commercial vehicles of the weights hereinabove set forth are prohibited as follows:

COUNTY HIGHWAY 1: (Cropsey Road) beginning at Route 165 and extending northerly to Yates Street in Cropsey.

COUNTY HIGHWAY 8: (Lake Spur) beginning at I-39 and extending easterly to Lake Bloomington Dam.

COUNTY HIGHWAY 8: (Lexington Road) beginning at Interstate 55 and extending easterly to Cargill Hybrid Seeds entrance.

COUNTY HIGHWAY 13: (Weston Road) beginning at U.S. 24 and extending northerly approximately 1 mile to the Livingston County Line

COUNTY HIGHWAY 15: (Arrowsmith Road) beginning at Route 9 and extending southerly approximately 4 miles to the SW corner of Sec. 22, T 23 N, R 5 E of the 3rd P.M.

COUNTY HIGHWAY 17: (Ellsworth Road) beginning at the SE corner of the NE ¼ of the NW ¼ of Sec. 26, T 23 N, R 4 E of the 3rd P.M. and extending northerly approximately 1 ½ miles to the South Corporate limits of Ellsworth a point near the NE corner of the SE ¼ of Sec. 14, T 23 N, R 4 E of the 3rd P.M.

COUNTY HIGHWAY 18: (Danvers-Yuton Road) beginning at the Yuton Elevator entrance off CH 18 west of the railroad tracks and extending easterly for ¼ mile to Whiteoak Road (CH 70).

COUNTY HIGHWAY 21: (Lexington-Leroy Road) beginning at Rt. 9 and extending southerly approximately 1 ½ miles to the NW corner of the SW Quarter of Sec. 9, T 23 N, R 4 E of the 3rd P.M.

COUNTY HIGHWAY 29: (Towanda-Barnes Road) beginning at Rt. 150 and extending northerly 6 ¾ miles to Ft. Jesse Road.

COUNTY HIGHWAY 29: (Towanda-Barnes Road) beginning at the I-55 interchange and extending north approximately 2,150 feet to Reeve's Farm North Entrance.

COUNTY HIGHWAY 32: (Stringtown Road) beginning at Covell Road (CH 43) and extending easterly to Route 66 a distance of 3.15 miles.

COUNTY HIGHWAY 36: (Downs Road) beginning at Rt. 51 and extending easterly 2 miles to the Kickapoo Creek Bridge.

COUNTY HIGHWAY 43: (Covell Road) beginning at IL Route 9 southerly to Stringtown Road (C.H. 32) a distance of 4.03 miles.

COUNTY HIGHWAY 59: (Stanford-McLean Road) beginning at Main Street in Stanford and extending northerly ½ mile to Illinois Rt. 122.

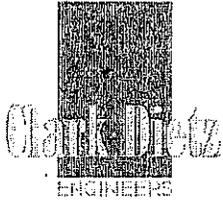
COUNTY HIGHWAY 70: (Whiteoak Road) beginning at the intersection of Locust street and Whiteoak Road (CH 70) and extending Northwesterly for 4 ½ miles to the NW corner of the SW ¼ of Sec. 13, T 24 N, R 1 E, 3rd P.M. the intersection with new Rt. 150.

BE IT FURTHER ORDAINED that it shall be unlawful for any person, firm or corporation to operate any truck or commercial vehicle upon the highways hereinabove designated, which truck or commercial vehicle exceeds the gross weights hereinabove set forth during the restricted periods contained herein, in violation of this Ordinance.

BE IT FURTHER ORDAINED that any person, firm or corporation duly found to be in violation of any of the terms and provisions hereof shall be guilty of a petty offense, with a penalty of a fine not to exceed \$500.00.

BE IT FURTHER ORDAINED that the County *Engineer* shall erect or cause to be erected and maintained signs designating by work or symbol the provisions of the ordinance at each end of the portion of highways affected thereby.

BE IT FURTHER ORDAINED that the provisions of this Ordinance shall not apply to fire apparatus, or to vehicles operating under the terms of a special permit.



January 30, 2008

Jack Mitchell
McLean County Highway Engineer
McLean County Highway Department
102 S. Towanda-Barnes Road
Bloomington, IL 61704

Re: *Professional Services Proposal
Standby Generator*

Dear Mr. Mitchell:

Clark Dietz is pleased to submit this proposal to provide professional engineering services required to add a stand-by generator for the McLean County Highway Department Facility on Towanda-Barnes Road. Our proposal is presented in five parts:

- Project Understanding
- Scope of Services
- Schedule
- Fees
- Summary

Project Understanding

Currently the facility does not have a source of stand-by power. In the event that the electrical utility service fails for a prolonged period, the Highway Department will not be able to provide critical services to the citizens they serve without a stand-by generator. The peak demand load on the facility was 59.2 kW in 2003. The Department plans to add a new Vehicle Storage Building. The drawings for the new building state the demand load for the new building is 41.5 kW which would be added to the facility load.

The Department indicates that the entire facility is served by a single 75 kW transformer that is owned by Corn Belt Energy. The metering for the facility is located at the transformer. The Department indicated that the transformer feeds the building immediately east of the transformer and the remaining buildings are fed from this building.

Construction of the new Vehicle Storage Building will begin in April. The electrical service for this building must originate from a new Automatic Transfer Switch (ATS)

so it will also be on the stand-by generator. The Department may procure this ATS directly so it is available in time to serve the new Vehicle Storage Building.

We have not developed a formal opinion of probable construction cost for this project, but the construction cost for similar projects has been on the order of sixty thousand dollars.

Scope of Services

Clark Dietz proposes to provide the following specific scope of services for the design phase of the project:

1. Visit the site to gather field data.
2. Estimate the total load on the facility including the new Vehicle Storage Building.
3. Prepare specifications for the ATS and assist the Department in obtaining vendor quotations.
4. Review the ATS quotations and make a recommendation to the Department.
5. Develop a load model and coordinate with vendors to size the generator.
6. Develop 95% bidding documents for review by the Department that include generator, electrical modifications, concrete pads for generator and ATS.
7. Meet with the Department to review the 95% documents.
8. Incorporate Department comments.
9. Provide one set of reproducible bidding documents for reproduction and distribution by the Department.

Clark Dietz proposes the following specific scope of work for the bidding and construction phase of the project:

1. Respond to contractor questions during bidding.
2. Attend a pre-bid conference at the Department's facilities.
3. Review shop drawings.
4. Respond to contractor questions.
5. Attend two (2) pay / progress meetings.
6. Conduct one (1) final inspection trip and generate the final punch list.
7. Provide record drawings based on mark ups provided by the contractor.
8. Review O&M manuals for the generator and ATS.

Clark Dietz made the following assumptions in preparation of this proposal.

1. All the power for the existing facilities are fed from the building east of the transformer and modification to the existing distribution system will not be required. Additional design effort may be required if this assumption is invalid.
2. The Department is responsible for advertizing the project.

Jack Mitchell
January 30, 2008
Page 3

3. The Department is responsible for reproducing and distributing the bidding documents to the contractors.

Schedule

Clark Dietz can complete the design portion of the proposed scope of services within 4 weeks of receipt of an executed contract. The schedule for the construction phase would be determined in concert with the successful contractor.

Fees

Clark Dietz proposes to perform the Design Services section of the Scope of Services outlined in this proposal for the lump sum amount of *Five thousand seven hundred dollars (\$5,700.00)* which includes all project related expenses overhead and profit.

Clark Dietz proposes to perform the Bidding and Construction Phase Services section of the Scope of Services outlined in this proposal on an hourly basis using our standard billing rates plus all direct project expenses. We estimate that this amount to be *Three thousand six hundred dollars (\$3,600.00)*.

Summary

We are delighted to submit this proposal. We look forward to working with you on this project. If you have any questions and/or comments on this proposal, please give me a call at 217.373.8985.

Sincerely,

Clark Dietz, Inc.



Charles Craddock, P.E.
Senior Vice President

cc: Chuck Johnson



HIGHWAY DEPARTMENT

John E. Mitchell, County Engineer
Eric S. Schmitt, Assistant County Engineer
102 S. Towanda-Barnes Rd, Bloomington, IL 61704
(309) 663-9445 FAX (309) 662-8038
highway@mcleancountyil.gov

DATE: January 7, 2008

TO: Chairman Stan Hoselton & Members of the McLean County Transportation Committee

FROM: Mr. John E. Mitchell, McLean County Engineer

RE: Structural Engineering Costs

Per the Transportation Committee's request, we have investigated the requirements and estimated the costs, should the Transportation Committee desire the Highway Department to design our own bridges.

The first requirement would be to hire a Licensed Structural Engineer – with experience in Bridge Design and Hydraulics. This person also would need to know how to complete the following:

1. Bridge Condition Reports
2. Preliminary Bridge Design & Hydraulic Reports
3. Project Development Reports (for Federal Projects)
4. Request for US Army Corps of Engineers Permit
5. Request for or Certification of Waterway(s) Opening to Illinois Department of Natural Resources (IDNR)
6. Environmental Survey Request & Endangered Species

As all Structural Engineer's calculations and designs need to be checked, we also would need to hire an Entry Level Engineer who went to college in Structural Engineering. This person would check all calculations, designs and help with the other work listed above. After four (4) years of training and working under a Structural Engineer, this person could take the Structural Engineer's Exam. If this person passes the exam and became a Licensed Structural Engineer, the odds are very favorable that they would leave for a higher paying position elsewhere and we would have to start the training process all over again with a new engineer.

We also would need to hire an experienced Bridge CAD (Computer Aided Drafting) technician. Our current drafter has no bridge experience and is busy all the time with other duties.

We estimate our costs to add a Structural Engineering Staff as follows:

Payroll:

1. Licensed Structural Engineer (10 years experience)		\$ 85,000
2. Entry Level Engineer (Structures)		\$ 48,000
3. Experienced Bridge – CAD Technician		<u>\$ 42,000</u>
	Subtotal Salaries	\$175,000

Payroll Burden:

1. Social Security & Medicare	@ 7.65%	\$ 13,388	
2. IMRF	@ 7.83%	\$ 13,703	
3. Health Insurance	3 x \$3,400 each	\$ 10,200	
4. Life Insurance	3 x \$19.20 each	\$ 58	
5. EAP	3 x \$19.50 each	\$ 59	
6. Unemployment Ins	3 x \$31.25 each	<u>\$ 94</u>	
	Subtotal Burden	\$ 37,502	(21.4%)
	Personnel Totals		\$212,502

Annual Costs:

1. Computers			
2 @ \$2,000 & 1 @ \$5,000 (3 years)		\$ 3,000	
2. Micro-Stations & Geopac License			
2 @ \$3,850 & 1 @ \$5,050 = \$12,750			
\$12,750 / 5 = \$2,550 + \$994 / year		\$ 3,544	
3. Structural Software Analysis			
\$1,200 / 5 years + \$1,000 / year (license)		\$ 1,240	
4. Structural Software Design			
\$3,800 / 5 years + \$1,000 / year (license)		\$ 1,760	
5. Hydraulic Software		\$ 500	
6. Training 1 @ \$2,000 & 2 @ \$1,000		\$ 4,000	
7. Office Furniture 3 @ \$1,800 = \$5,400 / 10 years		\$ 540	
8. Surveying Costs – In House		\$ 0	
9. Land Surveying & ROW Plats \$2,500 / Bridge x 4		\$ 10,000	
10. Transportation 25,000 (miles) x .485		\$ 12,125	
11. Contingency		<u>\$ 5,000</u>	
	Subtotal Annual Costs	\$ 41,709	<u>\$ 41,709</u>
	Total Annual Costs		\$254,211

Use \$260,000 for the estimated cost for one year.

At an average of designing four (4) bridges per year, our cost per bridge would average about $\$260,000 / 4 = \$65,000$ per bridge. Our current average cost to design a bridge utilizing a Consulting Engineer is about \$21,500. The other item of concern is that by estimating the design of four (4) bridges per year, we would be utilizing these three (3) staff members about 40% of the time.

That brings us to the next question. Can these individuals be used for other work with bridges and be used to design road projects to eliminate the need to hire a consultant for a project like Towanda Barnes Road and Oakland Avenue signals or Towanda Barnes 5-lane project from Ft Jesse Road to Northtown Road?

The answer is partially yes, but not completely. We do the Biannual Bridge Inspections for all County and Township Bridges (375 Total) and we hire the Timber Bridge Inspections to be done every three (3) ± years. These engineers could do this work. We size culverts for the townships and ourselves and we design single barrel box culverts, pipe culverts and drop boxes that these engineers could also do. This would probably utilize another 20% of their time and relieve our current staff of that work. Intersection Design Studies and Traffic Signal Design would require a separate specialist. So would the Environmental Study that a road like Towanda Barnes would require.

The remaining 40% of their time could be used for roadway design, right-of-way purchase and construction inspection when needed. The hard part of this is finding and keeping structural engineers that want to do work other than structural. This would allow us to just hire intersection and environmental specialists when we need them for isolated parts of projects instead of hiring a consultant for an entire Towanda Barnes 5-lane project. The Towanda Barnes Road and Oakland Avenue Signal project would still need a specialist hired to do the intersection design and environmental work.

Historically, in the past 19 years, we have only hired outside consultants for road designs for five (5) projects:

- | | |
|------------------------------------|--|
| 1. Ireland Grove Rd | 5-lane (Airport Paid) |
| 2. Towanda Barnes Rd | 5-lane (Sec 165, 168 & 113) 6 ¾ miles |
| 3. Danvers Carlock Rd | 5 miles |
| 4. Old 150 & College Ave | Signals Only |
| 5. Towanda Barnes Rd & Oakland Ave | Signals (Joint with City of Bloomington) |

We currently have one (1) road design under contract:

- | | |
|----------------------|--------------------------------------|
| 1. Towanda Barnes Rd | 5-lane (Ft Jesse Rd to Northtown Rd) |
|----------------------|--------------------------------------|

This includes three (3) intersections and environmental work.

We have designed, in house, all of the other re-grading, resurfacing and the widening and resurfacing projects.

The economics of adding these three (3) staff members would be as follows:

1. Bridge Design 40% of $\$260,000 = \$104,000$ per year / 4 = $\$ 26,000$ per bridge
2. Bridge Inspections & Culvert Design, etc $\$260,000 \times 20\% = \$ 52,000$ per year
3. Road Design $\$260,000 \times 40\% = \$104,000$ per year

Comments on the above three (3):

1. **Bridge Design – $\$26,000 - \$21,500 = \$4,500$ more per bridge = 21% increase in cost for us to design.** If future state Township Bridge Program (TBP) funds were increased, we would be designing one (1) or two (2) more bridges per year. If the next Federal Bill increases bridge funding, as a result of the Minnesota Bridge Collapse, we would probably increase another federal project every two (2) years. These are estimates of unknown future actions and cannot be counted on. One matter not previously discussed on bridges is that for the TBP projects, 80% of the preliminary engineering is paid for by the TBP fund.
2. **The 20% Bridge Inspection, Culvert Design, Construction Inspections, etc** is relieving existing personnel of work they are currently doing, which would give them more time for road design projects.
3. **Road Design 40%.** Including our current Towanda Barnes Project, we are averaging over 21 years $\$65,000$ per year in Road Design Costs. The $\$104,000$ per year for adding staff would be a 60% increase. In addition, we would still need to hire Intersection and Environmental Specialists. The hard part of this is adding personnel who will continue to want to design bridges and roads. Keeping Structural Engineers on staff could be difficult, even if the pay was competitive. By hiring a Professional Engineer to check bridge calculations or designs, we would pay more ($\$15,000\pm$), but might find someone who is skilled at road design as well. I think this would be a rare find, but more beneficial.

Our past practice has been to hire consultants for Road Design only when needed, either because of specialty work or time availability of our staff. I do not think the above annual costs would justify making the change to increase our professional staff. The other problem that would arise is that the Structural Engineer pay would not fit into our current Pay Structure and Grades. While I think our Professional Staff needs to be reanalyzed for grades in the system, we would definitely have a problem with the Structural Salary.

Utilizing consultants for special jobs (intersections, environmental, etc) would need to be continued. With the few times that we have actually had to hire consultants over the years for roadwork, I doubt if the additional staff would pay for itself. To just hire a Structural Engineering Staff definitely would not pay.

Because of the above, I recommend we not hire additional Structural and Professional staff.

While we are on the subject of adding help to the Highway Department, I would like you to be aware that we have proposed adding a Foreman and two (2) Truck Drivers / Laborers to the Maintenance Staff for several years now.

The Foreman would provide us staff supervision on the night crew in the winter and on larger work crews the rest of the year. The two (2) Truck Drivers / Laborers would allow us to have full-time staff in our snowplows during the winter and allow us to get more work done during the rest of the year.

The salary cost of these three (3) positions is \$110,100 with burden at 21.4% gives a total cost of \$133,700, and will have about \$64,000 or 58% of their salary paid for by the elimination of the three (3) "snowbirds" and by revenues from the Townships for brush cutting, culvert installation, etc.

I would recommend that we discuss these positions later during the year and decide what we want to do during the budget process.

PRELIMINARY ENGINEERING SERVICES AGREEMENT

<u>LOCAL AGENCY</u>	<u>CONSULTANT</u>
County: McLean	Name: Hampton, Lenzini and Renwick, Inc.
Township:	Address: 3085 Stevenson Drive
Section: Anchor / 01-02123-00-BR Bellflower / 08-04139-00-BR	City: Springfield
	State: Illinois

THIS AGREEMENT is made and entered into this _____ day of _____, 2008 between the above Local Agency (LA) and Consultant (ENGINEER) and covers certain professional engineering services in connection with the improvement of the above SECTIONS.

SECTION DESCRIPTION

Name _____ Length 0.10 mile
 057-3107
Structure No. 057-3305

Location Anchor - SW 1/4, Sec. 1, T24N, R6E, 3rd P.M., 3.5 miles south of Cropsey
Bellflower - SE 1/4, Sec. 14, T22N, R6E 3rd P.M., 3 miles northeast of Bellflower

Description: Bridge Replacement

DEFINITION

DEPARTMENT McLean County Highway Department

AGREEMENT PROVISIONS

THE ENGINEER AGREES

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

- i.() Assist the LA in the tabulation and interpretation of the contractor's proposals.
 - j.(X) Prepare the necessary environmental documents in accordance with the procedures adopted by the Illinois Department of Transportation, Bureau of Local Roads and Streets.
 - k.() Prepare the Project Development Report when required by the DEPARTMENT.
2. That all reports, plans, plats, and special provisions to be furnished by the ENGINEER pursuant to this agreement will be in accordance with the current standard specifications and policies of the DEPARTMENT, it being understood that all such reports, plats, plans and drafts shall before finally accepted, be subject to approval by the LA and the said DEPARTMENT.
 3. To attend conferences at any reasonable time when required to do so by the LA or representatives of the DEPARTMENT.
 4. In the event plans are found to be in error during the construction of the SECTION and revisions of the plans are necessary, the ENGINEER agrees that he will perform such work without expense to the LA, even though final payment has been received by him. He shall give immediate attention to these changes so there will be a minimum delay to the Contractor.
 5. The basic survey notes and sketches, charts, computations and other data prepared or obtained by the ENGINEER pursuant to this AGREEMENT will be made available upon request to the LA or the DEPARTMENT without cost and without restriction or limitations as to their use.
 6. That all plans and other documents furnished by the ENGINEER pursuant to the AGREEMENT will be endorsed by him and will show his professional seal where such is required by law.

THE LA AGREES

1. To pay the ENGINEER as compensation for all services performed as stipulated in paragraphs 1a, 1b, 1e, 1f, 1g, 2, 3, 5 and 6 in accordance with one of the following methods indicated by a check mark:
 - a. () A sum of money equal to _____ percent of the awarded contract cost of the proposed improvement as approved by the DEPARTMENT.
 - b. (X) A sum of money equal to the percent of the awarded contract cost for each section approved by the DEPARTMENT based on the following schedule:

Schedule for Percentages Based on Awarded Contract Cost

<u>Awarded Cost</u>	<u>Percentage Fees</u>
PER SECTION	
Under \$50,000	10.00 (see note)
First 50,000	10.00%
Next 50,000	7.75%
Next 100,000	6.50%
Next 200,000	5.60%
Next 200,000	5.20%
Next 450,000	5.10%

2. To pay for all services stipulated under paragraph 1h and 1j of THE ENGINEER AGREES at the hourly rates stipulated below for personnel assigned to this SECTION as payment in full to the ENGINEER for the actual time spent in providing these services, the hourly rates to include profit, overhead, readiness to serve, insurance, social security and retirement deductions. Traveling and other out-of-pocket expenses will be reimbursed to the ENGINEER at his actual cost. Subject to the approval of the L.A., the ENGINEER may sublet all or part of the services provided under paragraphs 1h, 1j and 1k. If the ENGINEER sublets all or a part of this work, the LA will pay the cost to the ENGINEER plus a five (5) percent service charge. "Cost to ENGINEER" to be verified by furnishing the LA and the DEPARTMENT copies of invoices from the party doing the work. The classifications of the employees used in the work should be consistent with the employee classifications for the services performed. If the personnel of the firm including the Principal Engineer perform routine services that should normally be performed by lesser-salaried personnel, the wage rate billed for such services shall be commensurate with the work performed.

<u>Grade Classification of Employee</u>	<u>Hourly Rate</u>
Principal	\$153.00
Engineer Specialist	146.00
Engineer 9	143.50
Engineer 8	134.00
Engineer 7	122.00
Engineer 6	109.00
Engineer 5	98.00
Engineer 4	94.00
Engineer 3	88.00
Engineer 2	84.00
Engineer 1	75.00
Technician 7	96.00
Technician 6	88.00
Technician 5	77.50
Technician 4	67.00
Technician 3	59.00
Technician 2	53.00
Technician 1	45.00
Clerical 2	67.50
Clerical 1	47.50
Accountant	69.00

The hourly rate itemized above shall be effective the date the parties hereunto entering this AGREEMENT have affixed their hands and seals and shall remain in effect through the duration of the contract.

3. That payments due the ENGINEER for services rendered pursuant to this AGREEMENT will be made as soon as practicable after the services have been performed, in accordance with the following schedule.
 - a. Partial payments, not to exceed 90 percent of the amount earned, shall be made monthly as the work progresses.
 - b. Upon completion of the services required by paragraphs 1a through 1g under THE ENGINEERS AGREES, to the satisfaction of the LA and their approval by the DEPARTMENT, 90 percent of the total fee due under this AGREEMENT based on the approved estimate of cost.
 - c. Upon award of the contract for the improvement by the LA and its approval by the DEPARTMENT, 100 percent of the total fee due under the AGREEMENT based on the awarded contract cost, less any amounts paid under "b" above.

4. That, should the improvement be abandoned at any time after the ENGINEER has performed any part of the services provided for in paragraphs 1a thru 1k, and prior to the completion of such services, the LA shall reimburse the ENGINEER for labor expenses at the hourly rates set forth under paragraph 2 above for costs incurred up to the time he is notified in writing of such abandonment. Traveling and other out-of-pocket expenses will be reimbursed to the ENGINEER at his actual cost.
5. That should the LA require changes in any of the detailed plans, specifications or estimates (except for those required pursuant to paragraph 4 of THE ENGINEER AGREES) after they have been approved by the DEPARTMENT, the LA will pay the ENGINEER for such changes at the hourly rates set forth under paragraph 2 above. It is understood that "changes" as used in this paragraph shall in no way relieve the ENGINEER of his responsibility to prepare a complete and adequate set of plans and specifications.

IT IS MUTUALLY AGREED

1. That any 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.
2. This AGREEMENT may be terminated by the LA upon giving notice in writing to the ENGINEER at his last known post office address. Upon such termination, the ENGINEER shall cause to be delivered to the LA, all drawings, plats, surveys, reports, permits, agreements, provisions, specifications, partial and completed estimates, and data with the understanding that all such material become the property of the LA. The ENGINEER shall be paid for any services completed and any services partially completed in accordance with paragraph 4 of THE LA AGREES.
3. That if the contract for construction has not been awarded one year after the acceptance of the plans by the LA and their approval by the DEPARTMENT, the LA will pay the ENGINEER the balance of the engineering fee due to make 100 percent of the total fees due under this AGREEMENT, based on the estimate of cost as prepared by the ENGINEER and approved by the LA and the DEPARTMENT.
4. That the ENGINEER warrants that he/she has not employed or retained any company or person, other than a bona fide employee working solely for the ENGINEER, to solicit or secure this contract, and that he/she has not paid or agreed to pay any company or person, other than a bona fide employee working solely for the ENGINEER, any fee, commission, percentage, brokerage, fee, gifts, or any other consideration, contingent upon or resulting from the award or making of this contract. For breach or violation of this warranty the LA shall have the right to annul this contract without liability.

5. That the ENGINEER has not been retained or compensated to provide design and construction review services relating to the Contractor's safety precautions or to means, methods, techniques or procedures the Contractor elects to use to complete his work. Omitted services include, but are not limited to, shoring, scaffolding, underpinning, temporary retainment or excavations and any erection methods and temporary bracing.

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

Executed by the LA:

McLean County of the State of Illinois, acting
by and through its County Board

ATTEST:

By _____
County Clerk

By _____

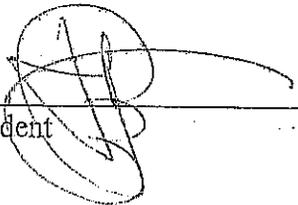
(SEAL)

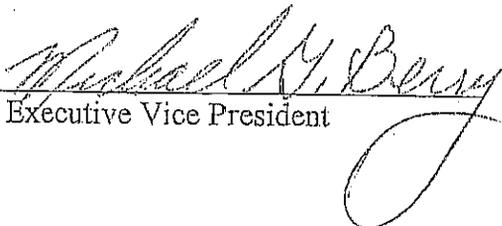
Title: Chairman, County Board

Executed by the ENGINEER:

Hampton, Lenzini and Renwick, Inc.
3085 Stevenson Drive, Suite 201
Springfield, Illinois 62703-4269

ATTEST:

By  _____
Vice President

By  _____
Executive Vice President

(SEAL)

HAMPTON, LENZINI AND RENWICK, INC.

SPECIAL PROVISION FOR EMPLOYMENT PRACTICES

In addition to all other labor requirements set forth in this proposal and in the "Standard Specifications for Road and Bridge Construction" adopted by the Illinois Department of Transportation, during the performance of this contract, Hampton, Lenzini and Renwick, Inc., its assignees and successors in interest (hereinafter referred to as the "Engineer") agrees as follows:

I. SELECTION OF LABOR

The Engineer shall comply with all Illinois statutes pertaining to the selection of labor.

II. EQUAL EMPLOYMENT OPPORTUNITY

During the performance of this contract, the Engineer agrees as follows:

- A. That it will not discriminate against any employee or applicant for employment because of race, color, religion, sex, national origin, ancestry, age, marital status, physical or mental handicap or unfavorable discharge from military service, and further that it will examine all job classifications to determine if minority persons or women are underutilized and will take appropriate affirmative action to rectify any such underutilization.
- B. That, if it hires additional employees in order to perform this contract or any portion hereof, it will determine the availability of minorities and women in the area(s) from which it may reasonably recruit and it will hire for each job classification for which employees are hired in such a way that minorities and women are not underutilized.
- C. That, in all solicitations or advertisements for employees placed by it or on its behalf, it will state that all applicants will be afforded equal opportunity without discrimination because of race, color, religion, sex, national origin, ancestry, age, marital status, physical or mental handicap or unfavorable discharge from military service.
- D. That it will send to each labor organization or representative of workers with which it has or is bound by a collective bargaining or other agreement or understanding, a notice advising such labor organization or representative of the Engineer's obligations under the Illinois Human Rights Act and the Department's Rules and Regulations. If any such labor organization or representative fails or refuses to cooperate with the Engineer in its efforts to comply with such Act and Rules and Regulations, the Engineer will promptly so notify the Illinois Department of Human Rights and the contracting agency and will recruit employees from other sources when necessary to fulfill its obligations thereunder.
- E. That it will submit reports as required by the Department of Human Rights, Rules

and Regulations, furnish all relevant information as may from time to time be requested by the Department or the contracting agency, and in all respects comply with the Illinois Human Rights Act and the Department's Rules and Regulations.

- F. That it will permit access to all relevant books, records, accounts and work sites by personnel of the contracting agency and the Illinois Department of Human Rights for purposes of investigation to ascertain compliance with the Illinois Human Rights Act and the Department's Rules and Regulations.
- G. That it will include verbatim or by reference the provisions of this clause in every subcontract so that such provisions will be binding upon every such subconsultant. In the same manner as with other provisions of this contract, the Engineer will be liable for compliance with applicable provisions of this clause by all its subconsultants; and further it will promptly notify the contracting agency and the Illinois Department of Human Rights in the event any subconsultant fails or refuses to comply therewith. In addition, the Engineer will not utilize any subconsultant declared by the Illinois Human Rights Commission to be ineligible for contracts or subcontracts with the State of Illinois or any of its political subdivisions or municipal corporations.

STATE OF ILLINOIS
DRUG FREE WORKPLACE CERTIFICATION

This certification is required by the Drug Free Workplace Act (Ill. Rev. Stat., ch. 127, par. 152.311). The Drug Free Workplace Act, effective January 1, 1992, requires that no grantee or contractor shall receive a grant or be considered for the purposes of being awarded a contract for the procurement of any property or services from the State unless that grantee or contractor has certified to the State that the 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 the contract or grant and debarment of contracting or grant opportunities with the State for at least one (1) year but not more than five 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.

1. Publishing a statement:

- a. 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.
- b. Specifying the actions that will be taken against employees for violations of such prohibition.
- c. Notifying the employee that, as a condition of employment on such contract or grant, the employee will:
 - (1) abide by the terms of the statement; and
 - (2) 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.

2. Establishing a drug free awareness program to inform employees about:

- a. the dangers of drug abuse in the workplace;
 - b. the grantee's or contractor's policy of maintaining a drug free workplace;
 - c. any available drug counseling, rehabilitation and employee assistance programs; and
 - d. the penalties that may be imposed upon an employee for drug violations.
3. Providing a copy of the statement required by subparagraph 1 to each employee engaged in the performance of the contract or grant and to post the statement in a prominent place in the workplace.
4. Notifying the contracting or granting agency within ten (10) days after receiving notice under part (2) of paragraph c of subsection 1 above from an employee or otherwise receiving actual notice of such conviction.
5. Imposing a sanction on, or requiring the satisfactory participation in a drug abuse assistance or rehabilitation program by any employee who is so convicted, as required by Section 5 of the Drug Free Workplace Act.
6. 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.
7. Making a good faith effort to continue to maintain a drug free workplace through implementation of the Drug Free Workplace Act.

THE UNDERSIGNED AFFIRMS, UNDER PENALTIES OF PERJURY, THAT HE OR SHE IS AUTHORIZED TO EXECUTE THIS CERTIFICATION ON BEHALF OF THE DESIGNATED ORGANIZATION.

Hampton, Lenzini & Renwick, Inc.
Printed Name of Organization

36-2555986
Requisition/Contract/Grant
ID Number

Michael G. Berry
Signature of Authorized Representative

Michael G. Berry, Executive Vice President
Printed Name and Title

1/31/00
Date