



City of Pekin

REGULAR CITY COUNCIL MEETING MONDAY, FEBRUARY 10, 2025 5:30 PM

1. Pledge of Allegiance

2. Call to Order

3. Approve Agenda

4. Approval of Minutes

4.1. City Council - Special Budget Workshop Meeting - January 25, 2025 8:00 AM

4.2. City Council - Regular Meeting - January 27, 2025 5:30 PM

5. Public Input

6. Consent Agenda

6.1. Accounts Payable Paid Proof List thru January 31, 2025

6.2. Pekin Fire Department Monthly Incident Report January 2025

6.3. Receive and File Qualifications for Phase II Engineering for Veterans Drive Extension from Sheridan Road to Fischer Road

6.4. Receive and File Greater Peoria Economic Development Council 2024 Annual Report

6.5. Receive and File Emergency Expense of \$16,473.53 to G.A. Rich & Sons, Inc for Sanitary Sewer Installation 1019 Augusta Street

6.6. Resolution No. 231-24/25 Appointment of Nic Maquet as Lake Arlann Drainage District Commissioner

6.7. Resolution No. 232-24/25 Appointment of Josh Wray to Tri-County River Valley Development Authority (TRVDA)

6.8. Resolution No. 233-24/25 Appointment of Tina Hauk as member and Josh Wray as alternate to Tri-County Regional Planning Commission (TCRPC) Technical Committee

7. New Business

- 7.1. Resolution No. 234-24/25 Approving Engineering Agreement with Terra Engineering LTD for Broadway
- 7.2. Resolution No. 235-24/25 Approving Engineering Agreement with Hanson Professional Services, Inc. for Veterans Drive Extension
- 7.3. Resolution No. 236-24/25 Amending City of Pekin Procurement Policy No. 21
- 7.4. Resolution No. 237-24/25 Approving Supplemental MFT Resolution for Court Street
- 7.5. Resolution No. 238-24/25 Adopting Policy No. 30 - TIF Residential Renovation Program
- 7.6. Resolution No. 239-24/25 Approving Passenger Bus Lease Extension Quotation from Midwest Transit Equipment
- 7.7. Discussion: Council Direction on Financing Solutions for Infrastructure Needs

8. Any Other Business To Come Before The Council

9. Executive Session 5 ILCS 120/2 (c) 6. The Setting of a Price for Sale or Lease of Property Owned by the Public Body

10. Adjourn



City of Pekin

**PROCEEDINGS OF THE SPECIAL BUDGET WORK SESSION MEETING
OF THE CITY COUNCIL OF THE CITY OF PEKIN, ILLINOIS,
HELD IN THE COUNCIL CHAMBERS OF CITY HALL
111 S. CAPITOL ST
ON SATURDAY, JANUARY 25, 2025 AT 8:00 AM
MAYOR MARY J. BURRESS PRESIDING**

Pledge of Allegiance

The Pledge of Allegiance was led by Council Member Abel.

Call to Order

City Clerk, Ms. Sue McMillan, on roll call confirmed all Council Members were physically present except for Council Members Orrick, Onken and Hilst. Mayor Burress declared a quorum and called the meeting to order at 8:05 AM.

Attendee Name	Organization	Title	Status	Arrived
Rick Hilst	City of Pekin	Council Member	Absent	8:00 AM
Karen Hohimer	City of Pekin	Mayor Pro Tem	Present	8:00 AM
Dave Nutter	City of Pekin	Council Member	Present	8:00 AM
Mary Burress	City of Pekin	Mayor	Present	8:00 AM
Lloyd Orrick	City of Pekin	Council Member	Absent	8:00 AM
John P Abel	City of Pekin	Council Member	Present	8:00 AM
Chris Onken	City of Pekin	Council Member	Absent	8:00 AM

Approve Agenda

RESULT:	PASSED (UNANIMOUS)
MOVER:	Council Member Dave Nutter
SECONDER:	1st Alternate Mayor Pro Tem John Abel
AYES:	1st Alternate Mayor Pro Tem Abel, Mayor Burress, Council Member Nutter, Mayor Pro Tem Hohimer
ABSENT:	Council Member Rick Hilst, Council Member Lloyd Orrick, Council Member Chris Onken

Public Input

No public input was received.

Communications, Petitions, Reports

5.1. Presentations by Departments for FY26 Budget

City Manager John Dossey provided an overview of the upcoming FY26 Budget presentations by department heads.

City Clerk Sue McMillan delivered a PowerPoint presentation highlighting the accomplishments of the City Clerk's Department over the past year, including fulfilling FOIA requests, collecting fees, and the planned implementation of Laserfiche.

Fire Chief Trent Reeise and Deputy Fire Chief Tony Rendleman presented the Fire Department's budget, addressing employee injuries, past achievements, training requirements, fire call statistics, and the need for a new ladder truck.

Interim Airport Manager Mike Cruce reviewed the past year's progress, including updates on the T-Hangar project, terminal roof replacement, and the Community Solar Project.

City Engineer Josie Esker presented the Engineering Department's budget, covering Public Works and Capital Projects. Key topics included short staffing, the Derby Street and Court Street rebuilds, the Stadium Drive Bike Path project, the completion of the ADA Transition Plan document, sidewalk updates, and the use of Motor Fuel Tax funds.

Wastewater Treatment Supervisor Chris Schaefer introduced the FY26 budget by addressing past phosphate level issues.

Economic Development Director Josh Wray collaborated with Mr. Schaefer to discuss capital needs, sludge removal, and lift station repairs.

Mr. Wray also presented the Street Department budget alongside Street Department Supervisor Brian Franciscovich.

Human Resources Director Shelly Costa provided an overview of the Human Resources Department, outlining progress over the past year and future goals.

CDBG Program Manager Tina Huak discussed CDBG funds, demolitions, homelessness, the upcoming Consolidated Plan, and a proposed modification to the owner-occupied rehab program.

Chief Building Official Nic Maquet presented the Building Department's budget, reviewing last year's statistics and future expenses.

Economic Development Director Josh Wray then presented the Economic Development and Tourism budget, touching on city entrance enhancements, riverfront improvements, the event center, and council feedback on fund utilization.

Bus Department Supervisor Saskia Collins provided an overview of the Bus Department's budget, including staffing and training.

Network Administrator David Hess presented the I.T. budget, addressing active programs, cybersecurity threats, and additional staffing needs.

Police Chief Seth Ranney reviewed the Police Department's budget, covering last year's statistics, expenditures, potential threats, and training.

Public Properties Ryan Krause and Josh Wray discussed Public Properties, including City Hall improvements, riverfront restrooms, fire stations, mowing, and the former Woolsey building.

Finance Director Eric Dubrowski concluded the presentations with an overview of the Finance Department's budget, discussing past metrics, current software, audits, training, utility billing, and general operations.

City Manager John Dossey outlined the next steps of presenting a draft budget to Council.

Adjourn

Seeing no further business, a motion was made by Council Member Abel seconded by Council Member Hohimer to adjourn the meeting. Motion carried viva voce vote. Mayor Burrese adjourned the meeting at 1:45 PM.

RESULT:	PASSED (UNANIMOUS)
MOVER:	1st Alternate Mayor Pro Tem John Abel
SECONDER:	Mayor Pro Tem Karen Hohimer
AYES:	1st Alternate Mayor Pro Tem Abel, Mayor Pro Tem Hohimer, Council Member Nutter and Mayor Burrese
ABSENT:	Council Member Rick Hilst, Council Member Lloyd Orrick, Council Member Chris Onken



City of Pekin

**PROCEEDINGS OF THE REGULAR MEETING
OF THE CITY COUNCIL OF THE CITY OF PEKIN, ILLINOIS,
HELD IN THE COUNCIL CHAMBERS OF CITY HALL
111 S. CAPITOL ST
ON MONDAY, JANUARY 27, 2025 AT 5:30 PM
MAYOR MARY J. BURRESS PRESIDING**

Pledge of Allegiance

The Pledge of Allegiance was led by Council Member Abel.

Call to Order

City Clerk, Ms. Sue McMillan, confirmed all Council Members were physically present and logged in except Council Member Onken who arrived at 7:40 PM.

Attendee Name	Organization	Title	Status	Arrived
Rick Hilst	City of Pekin	Council Member	Present	5:30 PM
Karen Hohimer	City of Pekin	Mayor Pro Tem	Present	5:30 PM
Dave Nutter	City of Pekin	Council Member	Present	5:30 PM
Mary Burress	City of Pekin	Mayor	Present	5:30 PM
Lloyd Orrick	City of Pekin	Council Member	Present	5:30 PM
John P Abel	City of Pekin	Council Member	Present	5:30 PM
Chris Onken	City of Pekin	Council Member	Present	7:40 PM

Approve Agenda

RESULT:	PASSED (UNANIMOUS)
MOVER:	Council Member Lloyd Orrick
SECONDER:	Mayor Pro Tem Karen Hohimer
AYES:	1st Alternate Mayor Pro Tem Abel, Mayor Burress, Council Member Nutter, Council Member Hilst, Council Member Orrick, Mayor Pro Tem Hohimer
ABSENT:	Council Member Onken

Approval of Minutes

4.1. City Council - Regular Meeting - January 13, 2025 5:30 PM

RESULT:	PASSED (UNANIMOUS)
----------------	---------------------------

MOVER:	Council Member Lloyd Orrick
SECONDER:	Mayor Pro Tem Karen Hohimer
AYES:	1st Alternate Mayor Pro Tem Abel, Mayor Burress, Council Member Nutter, Council Member Hilst, Council Member Orrick, Mayor Pro Tem Hohimer, Council Member Onken
ABSENT:	Council Member Chris Onken

4.2. City Council - Special Meeting - January 17, 2025 4:00 PM

RESULT:	PASSED (UNANIMOUS)
MOVER:	Council Member Lloyd Orrick
SECONDER:	Mayor Pro Tem Karen Hohimer
AYES:	1st Alternate Mayor Pro Tem Abel, Mayor Burress, Council Member Nutter, Council Member Hilst, Council Member Orrick, Mayor Pro Tem Hohimer
ABSENT:	Council Member Chris Onken

Public Input

Chris Hilton, President of the Peoria Association of Realtors (PAR), addressed the Council regarding the registration of vacant and foreclosed properties. Representing 800 members, she emphasized that PAR has been working since last October to ensure there are no unintended consequences for homeowners involved in foreclosure. She expressed concerns about the definition of foreclosed properties within the proposed ordinance. Due to these concerns, PAR is unable to support the ordinance as drafted and formally requested its deferral.

Cameron Bettin, Executive Director of the Pekin Park District, spoke on Consent Agenda Item 6.5 regarding the district's limited means of generating revenue through taxes and the exploration of alternative solutions such as solar energy. He explained that a ground-mounted solar installation would provide significant savings on electricity costs. These savings would allow for reinvestment into Parkside Fitness and the arena over time, as well as enable further improvements at Mineral Springs Park.

Zoey Carter addressed the Council regarding Agenda Item 8.6 Ordinance No. 4275-204/25 related to the homeless community.

Consent Agenda

Council Member Hilst requested to move Consent Agenda Item 6.5 Ordinance No. 4270-24/25 Approving Site Plan for Pekin Park District for the Construction and Operation of a Ground Mount Solar Array on the Property Near the Intersection of Stadium Drive and North Parkway Drive (Case SPR 2025-01) to the end of New Business.

RESULT:	PASSED (5 TO 1)
MOVER:	Council Member Lloyd Orrick

SECONDER:	1st Alternate Mayor Pro Tem John Abel
AYES:	1st Alternate Mayor Pro Tem Abel, Mayor Burress, Council Member Nutter, Council Member Orrick, Mayor Pro Tem Hohimer
NAYS:	Council Member Hilst
ABSENT:	Council Member Onken

- 6.1. **Accounts Payable to be Paid Proof List thru January 17, 2025**
- 6.2. **Financial Reports December 2025**
- 6.3. **Ordinance No. 4268-24/25 Approving a Variance for Illinois American Water for the Property Located at 328 Broadway Street to Reduce the Minimum Rear Building Setback From 10 Feet to 2 Feet (Case V 2025-01)**
- 6.4. **Ordinance No. 4269-24/25 Approving a Special Use for Robinson Outdoor, LLC for the Construction and Operation of an Off-Premises Electronic Multiple Message Billboard at 3405 Court Street (Case SU 2025-01)**
- 6.6. **Ordinance No. 4271-24/25 Approving a First Amendment to the Ground Lease Agreement with Sunny Pasture Solar, LLC to Clarify the Leased Area**
- 6.7. **Ordinance No. 4272-24/25 Approving a Third Amendment to the Pekin Court Street Tax Increment Financing (TIF) District Redevelopment Agreement with The Center for Prevention of Abuse to Extend the Deadline for Development Planning**
- 6.8. **Receive and File Resignation of Sharron Church from the Pekin Housing Authority Board with Regret and Appreciation for Her Service**
- 6.9. **Resolution No. 227-24/25 Approving the Mayor's Appointment of Debra Sue Graham to the Pekin Housing Authority Board for a Term of Five Years Until January 14, 2030**

Unfinished Business

- 7.1. **Ordinance No. 4242-24/25 Requiring the Registration of Properties that are Vacant or Foreclosed**

RESULT:	PASSED (5 TO 1)
MOVER:	Council Member Dave Nutter

SECONDER:	Council Member Lloyd Orrick
AYES:	1st Alternate Mayor Pro Tem Abel, Mayor Burress, Council Member Nutter, Council Member Orrick, Mayor Pro Tem Hohimer
NAYS:	Council Member Hilst
ABSENT:	Council Member Onken

City Manager John Dossey reminded the Council that staff met with the Peoria Association of Realtors (PAR) to refine the ordinance language, incorporating many of their suggestions, though some concerns remained.

Chief Building Official Nic Maquet stated that Council requested changes were made and proposed a \$300 fee for outsourcing the process, noting East Peoria has similar regulations and emphasizing that the city should not bear the costs.

Economic Development Director Josh Wray discussed the ongoing disagreement with PAR regarding post-foreclosure status, explaining that the bank or insurance company is considered the owner of record.

Council Member Hohimer asked if maintenance costs were incurred for occupied foreclosed homes or mainly vacant ones. Mr. Maquet confirmed that the city maintains vacant properties, handling mowing and fence repairs, while Mr. Wray noted properties often enter a limbo stage post-foreclosure.

Council Member Nutter asked about the fee frequency, and Mr. Maquet clarified it is charged semi-annually.

City Attorney Ed Campbell stated that while additional fines may apply, the city would not immediately perform maintenance for the \$350 fee alone, and some cases would require individual assessment. He assured the Council that the ordinance had been thoroughly vetted.

Council Member Nutter also raised concerns about contacting non-local businesses like Rocket Mortgage.

Council Member Orrick compared it to liquor code enforcement and asked if a local contact was required. Mr. Maquet confirmed that the ordinance mandates a local contact and applies to commercial properties, with clear vacancy definitions.

Mr. Wray read the conditions determining vacancy, and Mr. Maquet added that enforcement would be managed by the building department but likely outsourced.

New Business

8.1. Ordinance No. 4273-24/25 Amending Chapter 2, Article 6, Division 10 of the Pekin City Code Regarding Zoning Board of Appeals, Providing Compensation for Zoning Board of Appeals Members

RESULT:	PASSED (4 TO 2)
MOVER:	Council Member Dave Nutter
SECONDER:	Council Member Lloyd Orrick
AYES:	Mayor Burress, Council Member Nutter, Council Member Orrick, Mayor Pro Tem Hohimer
NAYS:	1st Alternate Mayor Pro Tem Abel, Council Member Hilst
ABSENT:	Council Member Onken

City Manager John Dossey discussed Ordinance No. 4273-24/25, which proposes compensating Zoning Board of Appeals (ZBA) members \$50 per meeting to improve membership quality, attendance, and engagement. Mr. Dossey stated that staff planned a budget of \$4,200 for regular meetings and an additional \$700 for special meetings, totaling \$4,900 for fiscal year 2026. Attendance would be recorded by the zoning administrator and submitted to the finance department for payment. Chief Building Official Nic Maquet noted that while no local communities currently offer this compensation, some northern communities do. He also emphasized the ZBA's quasi-judicial role, which differs from other committees.

Council Member Orrick supported the item, stating it would show appreciation for the members' work.

Council Member Nutter raised concerns about whether ZBA members would be classified as part-time or contract employees. Finance Director Eric Dubrowski confirmed they would be W-2 employees, with taxes withheld and payments issued monthly. Council Member Nutter also emphasized ensuring legal compliance, and Mr. Dubrowski clarified that members could opt out of payment if they chose, similar to council members.

Council Member Hilst opposed the ordinance, stating it sends the wrong message, especially since ZBA members did not express a strong need for compensation. He reiterated that he would not support the measure.

8.2. Ordinance No. 4274-24/25 Approving a Pekin Court Street Tax Increment Financing (TIF) District Redevelopment Agreement with Kelly Madden for Improvements to the Property at 901 Derby Street

RESULT:	PASSED (5 TO 1)
MOVER:	Council Member Dave Nutter
SECONDER:	Council Member Lloyd Orrick
AYES:	1st Alternate Mayor Pro Tem Abel, Mayor Burress, Council

	Member Nutter, Council Member Orrick, Mayor Pro Tem Hohimer
NAYS:	Council Member Hilst
ABSENT:	Council Member Onken

The Council discussed Ordinance No. 4274-24/25, approving a TIF District Redevelopment Agreement with Kelly Madden for improvements at 901 Derby Street. City Manager John Dossey explained that Madden has a prospective tenant and is requesting TIF assistance through a five-year forgivable loan covering 50% of eligible expenses, up to \$50,000. The loan requires the tenant to generate at least \$5,000 in annual sales tax revenue. The prospective business, After Hours Auto, projects \$250,000 in first-year sales, generating approximately \$9,375 in sales tax revenue. Staff will verify sales tax receipts annually before granting loan forgiveness and recommended approval.

Economic Development Director Josh Wray confirmed Mr. Madden is working to improve the property and secure tenants.

Council Member Nutter expressed strong support and asked about the business. Mr. Madden confirmed that After Hours Auto, owned by Ben Pope, specializes in automotive restyling, bodywork, and vinyl printing for commercial vehicles and semi-trailers. Mr. Pope stated they anticipate starting with three employees and expanding to six.

Council Member Nutter inquired about penalties if the sales tax requirement is not met. Mr. Wray clarified that the business would be responsible for loan repayments in any year the requirement is not fulfilled.

Council Member Orrick questioned how much sales tax applies to auto repair services. Mr. Wray explained that labor is not taxed, but sales tax applies to parts, oil, and printing services. He confirmed that the agreement forgives \$10,000 per year over five years, provided the business meets its tax obligation.

Council Member Nutter asked about zoning and occupancy requirements. Chief Building Official Nic Maquet stated the property is zoned B-3 but does not yet have an occupancy permit. Mr. Pope confirmed they have a lease in place but have not yet occupied the space.

8.3. Resolution No. 228-24/25 Approving Amendment Five to Project Service Agreement with Farnsworth Group for Combined Sewer Overflow (CSO) Long Term Control Plan (LTCP) Phase 3 and Phase 4 Improvements Construction Engineering

RESULT:	PASSED (UNANIMOUS)
MOVER:	Mayor Pro Tem Karen Hohimer
SECONDER:	1st Alternate Mayor Pro Tem John Abel
AYES:	1st Alternate Mayor Pro Tem Abel, Mayor Burress, Council Member Nutter, Council Member Hilst, Council Member Orrick, Mayor Pro Tem Hohimer
ABSENT:	Council Member Chris Onken

The Council discussed Resolution No. 228-24/25, approving Amendment Five to the Project Service Agreement with Farnsworth Group for construction engineering and loan administration services for the Combined Sewer Overflow (CSO) Long-Term Control Plan (LTCP) Phase 3 improvements. City Engineer Josie Esker explained that the city lacks sufficient staff for project administration and observation, so Farnsworth Group will provide an on-site engineer, shop drawing reviews, and loan administration. She noted that Farnsworth has been involved with the project since its inception in 2012, and staff recommended approval.

Council Member Hilst inquired about the financial impact, questioning whether the funding had already been approved under a prior ordinance. Ms. Esker clarified that the expense would be incorporated into the loan, which will be paid over 20 years. Mike Lutz of Farnsworth Group confirmed that the loan ordinance was approved in November and that this agreement is necessary to ensure the loan covers the engineering costs.

Council Member Nutter expressed concern that the city might be paying on the loan twice. Mr. Lutz clarified that the loan has capacity for additional expenses and that the amendment is necessary to include engineering costs within the approved debt structure.

Economic Development Director Josh Wray further explained that the \$26 million represents a debt ceiling, allowing the city to take on more Illinois EPA debt while ensuring the CSO project remains within the overall financial plan.

Council Member Nutter asked whether approving the agreement before the scheduled public hearing in February was premature. Staff assured the Council that the public hearing is a standard requirement for projects under EPA orders and is expected to proceed without issue. The hearing was scheduled at the EPA's recommendation to help expedite the process.

8.4. Resolution No. 229-24/25 Approving Amendment Number 1 to Master Services Agreement for Professional Engineering Services on Construction Projects Agreement and Task Order with Maurer-Stutz, Inc. for Court Street Construction Engineering

RESULT: PASSED (UNANIMOUS)
--

MOVER:	Mayor Pro Tem Karen Hohimer
SECONDER:	1st Alternate Mayor Pro Tem John Abel
AYES:	1st Alternate Mayor Pro Tem Abel, Mayor Burress, Council Member Nutter, Council Member Hilst, Council Member Orrick, Mayor Pro Tem Hohimer
ABSENT:	Council Member Chris Onken

The Council discussed Resolution No. 229-24/25, approving Amendment Number 1 to the Master Services Agreement with Maurer-Stutz, Inc. for professional engineering services related to the Court Street rehabilitation project. City Manager John Dossey explained that due to staffing shortages, the city requires additional engineering support for the project from 8th to 10th Street, as well as assistance with the section from 10th to Stadium. While the City Engineer will oversee the project, Maurer-Stutz will provide construction engineering and oversight as needed. Mr. Dossey noted that if staffing vacancies persist, additional fees may be required and would need Council approval.

Council Member Hilst inquired about budgeting for the project in the next fiscal year. City Engineer Josie Esker confirmed that funds have been allocated in the current budget and will be included in the next fiscal year as well. Council Member Hilst also questioned whether external engineering costs were anticipated, to which Ms. Esker affirmed that outside assistance had always been factored into the project plan.

Council Member Orrick raised concerns about the estimated engineering hours, noting that the projected workload of 2,000 hours exceeds a full year's work for two engineers. Ms. Esker clarified that while Maurer-Stutz is assisting with the 10th to Stadium section, the initial oversight of Court Street was performed by Millennia, not Maurer-Stutz, which had handled the Derby project. Ms. Esker added that it was hard to determine how many hours were needed since she's leaving the City.

Council Member Orrick expressed concerns over the cost and questioned the selection process. Ms. Esker explained that the city follows a Request for Qualifications (RFQ) process rather than a bidding system, prioritizing firms with relevant experience and qualifications.

Council Member Nutter asked about the project timeline for the 10th to Stadium section. Ms. Esker confirmed that delays are likely, as the City may not meet the March letting deadline. If IDOT signs the contract by July, construction would not begin at an ideal time, making a spring 2026 start more likely. She also noted that Millennia was initially approached for this project but lacked the engineering staff to take it on.

8.5. Resolution No. 230-24/25 Approving New Vehicle Purchase Order with

Truck Centers, Inc. for a 2025 WesternStar 47X Tandem Dump Truck

RESULT:	PASSED (5 TO 0 TO 1)
MOVER:	Council Member Rick Hilst
SECONDER:	Council Member Dave Nutter
AYES:	1st Alternate Mayor Pro Tem Abel, Mayor Burress, Council Member Hilst, Council Member Orrick, Mayor Pro Tem Hohimer
NAYS:	None
ABSTAIN:	Council Member Dave Nutter
ABSENT:	Council Member Onken

The Council discussed Resolution No. 230-24/25, approving the purchase of a 2025 Western Star 47X tandem dump truck from Truck Centers, Inc. City Manager John Dossey explained that this purchase had been previously discussed during budget deliberations, where the original plan for two trucks was reduced to one in the final approved budget. As Truck Centers, Inc. is a cooperative purchasing agent through Sourcewell, the purchase did not require a formal RFP. Mr. Dossey noted that the truck needed to be ordered in advance for timely delivery and became available on January 3, 2025. Staff is now seeking final approval for the purchase.

Council Member Hilst inquired whether the truck had already been delivered but remained unpaid. Mr. Dossey confirmed this, explaining that the Public Works Director had been aware of its availability in October and was given the go-ahead for delivery. However, due to the Public Works Director's departure, the truck arrived without final approval, requiring this retroactive authorization.

Council Member Nutter expressed concern over ensuring a similar oversight does not happen again.

Mayor Burress acknowledged that many policies and procedures need updates to prevent such occurrences.

Council Member Hilst questioned why the truck was being paid for out of the sewerage fund rather than the general fund reserves. Mayor Burress and Finance Director Eric Dubrowski explained that the truck would be used for sewer-related purposes, including sludge transport.

City Engineer Josie Esker, confirmed that the street department frequently assists with sewer work and that similar tandem trucks have historically been assigned to wastewater operations. Ms. Esker noted that while an older model had previously been designated for wastewater use, it was no longer functional, necessitating this replacement.

Council Member Hilst expressed skepticism over the funding allocation, but the Mayor reiterated that the truck would be actively used for sewer-related tasks.

Council Members further discussed snow routes, employee assignments, and overall truck utilization before moving forward with the resolution.

8.6. Ordinance No. 4275-24/25 Amending Chapter 5, Article IV of the Pekin City Code Regarding Streets, Sidewalks and Other Public Property to Prohibit Storage of Personal Property and Unauthorized Camping and/or Sleeping on Property Owned by the City of Pekin or Any Other Unit of Government or Governmental Agency within the City of Pekin

RESULT:	PASSED (UNANIMOUS)
MOVER:	1st Alternate Mayor Pro Tem John Abel
SECONDER:	Mayor Pro Tem Karen Hohimer
AYES:	1st Alternate Mayor Pro Tem Abel, Mayor Burress, Council Member Nutter, Council Member Hilst, Council Member Orrick, Mayor Pro Tem Hohimer
ABSENT:	Council Member Chris Onken

The Council discussed Ordinance No. 4275-24/25, amending the city code to prohibit storing personal property and unauthorized camping or sleeping on public property. City Manager John Dossey emphasized that the ordinance is not intended to impose fines or jail time and that enforcement has prioritized connecting unhoused individuals with resources. He stressed the city's efforts to balance community concerns with constitutional rights.

Police Chief Seth Ranney explained that the amendment primarily clarifies the definition of "sleeping" to allow legal enforcement of complaints, such as individuals lying on sidewalks. He reiterated that no citations have been issued and that the ordinance aims to provide support, not punishment. He noted that many unhoused individuals have declined assistance despite outreach efforts.

Chief Ranney assured the Council that enforcement will focus on outreach while maintaining public space accessibility.

8.7. Discussion of Residential Remodeling Incentive Program

The Council discussed the proposed Residential Remodeling Incentive Program. Economic Development Director Josh Wray introduced the topic, emphasizing the presence of blighted areas and explaining that the program would be funded through the TIF Program. He credited Dan Steinbach with bringing the idea to life and invited him to speak. Council members were provided with a packet with pictures of houses that Mr. Steinbach had previously renovated, and Mr. Wray noted that it had been presented to the Economic Development Advisory Committee (EDAC), where there were initial

reservations.

Mayor Burress stated that several contractors had approached her, confirming the need for such a program.

Council Member Orrick referenced the existing CDBG program, which is designated for owner-occupied structures, and noted that some homes had already received improvements such as new windows through that program. Chief Building Official Nic Maquet acknowledged that this topic had been discussed during a previous meeting.

Council Member Abel expressed support for the initiative and noted Mr. Steinbach's interest in the apartment complex on Pine Street.

Mr. Wray concluded by stating that he would begin drafting a policy for discussion at the next EDAC meeting.

6.5. Ordinance No. 4270-24/25 Approving Site Plan for Pekin Park District for the Construction and Operation of a Ground Mount Solar Array on the Property Near the Intersection of Stadium Drive and North Parkway Drive (Case SPR 2025-01)

RESULT:	PASSED (UNANIMOUS)
MOVER:	Council Member Lloyd Orrick
SECONDER:	None
AYES:	1st Alternate Mayor Pro Tem Abel, Mayor Burress, Council Member Nutter, Council Member Hilst, Council Member Orrick, Mayor Pro Tem Hohimer
ABSENT:	Council Member Chris Onken

The Council reviewed Ordinance No. 4270-24/25, approving a site plan for the Pekin Park District to construct a ground-mounted solar array near Stadium Drive and North Parkway Drive. City Manager John Dossey stated that the Zoning Board of Appeals (ZBA) unanimously approved the project.

Chief Building Official Nic Maquet clarified that the ZBA determined a special use permit was not required due to the array's permanent nature.

Council Member Hilst inquired about project costs.

Dan Griffin, a representative from Clean Energy Design Group, explained that there would be no cost to the Park District, as Federal and State incentives cover expenses, and his company owns and maintains the system. The Park District will receive energy benefits for 25 years, with an option to extend.

Council Member Hilst asked if the Park District had considered selling the land to the city for development. Park Director Cameron Bettin stated that

Park District Code restricts land sales over three acres, requiring a referendum or a land swap with another government entity for recreational use.

Other concerns included relocating the existing burn pile, fencing plans, and tree plantings along Broadway.

Council Member Hilst also questioned zoning variance details and site plan availability.

Any Other Business To Come Before The Council

Council Member Hilst inquired about whether the city has a policy regarding Ameren's scheduled power shutoffs. City Manager John Dossey stated that he was not aware of any policy and had recently been provided a new liaison with Ameren, whom he had reached out to. Council Member Hilst suggested that if no policy exists, the city should consider updating its language.

Council Member Orrick asked Police Chief Ranney if the department would issue an annual report similar to Washington's. Mr. Dossey responded that the City is currently releasing quarterly reports, with the intention of compiling them into an annual report.

Council Member Orrick also raised concerns about a code violation involving an elderly woman, asking if there was a way to assist. Mr. Dossey noted that if the situation involved a letter from Attorney Dancey, it was part of an ongoing issue.

Council Member Onken arrived at 7:40 p.m.

Executive Session 5 ILCS 120/2 (c) 6. The Setting of a Price for Sale or Lease of Property Owned by the Public Body

A motion was made by Council Member Onken seconded by Council Member Abel to move into Executive Session to discuss 5 ILCS 120/2 (c) 6. The Setting of a Price for Sale or Lease of Property Owned by the Public Body at 7:58 PM. On roll call voted all present voted Aye. Motion carried.

RESULT:	PASSED (UNANIMOUS)
MOVER:	Council Member Chris Onken
SECONDER:	1st Alternate Mayor Pro Tem John Abel
AYES:	1st Alternate Mayor Pro Tem Abel, Mayor Burress, Council Member Nutter, Council Member Hilst, Council Member Orrick, Mayor Pro Tem Hohimer, Council Member Onken

Adjourn

There being no further business to come to the Council a motion was made by Mayor Pro Tem Hohimer seconded by Council Member Onken to adjourn the meeting. Motion

carried viva voce vote. Mayor Burress adjourned the meeting at 8:15 PM.

Accounts Payable

To Be Paid Proof List

User: cmbodine@ci.pekin.il.us
Printed: 01/22/2025 - 10:16AM
Batch: 00015.01.2025 - CMB_2025-01-24_FY24



City Of Pekin
111 S. Capitol
Pekin, IL 61554

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description				Reference				
Azavar Audit Solutions, Inc									
14491									
157209	8/21/2023	176.30	0.00	01/24/2025				No	0
100-990-569000	Other Contractual Service		35% VENDOR SALES TAX - Q2 CY23 - RES. 70-19/20						
	157209 Total:	176.30							
157644	2/26/2024	119.91	0.00	01/24/2025				No	0
100-990-569000	Other Contractual Service		35% VENDOR SALES TAX - Q3 CY23 - RES. 70-19/20						
	157644 Total:	119.91							
	Azavar Audit Solutions, In	296.21							
Vonderheide Floor Coverings Inc									
10689									
*** VM036915	3/14/2024	6,119.20	0.00	01/24/2025				No	0
100-761-587100	Office Equipment & Furniture		CARPET TILE						
	VM036915 Total:	6,119.20							
	Vonderheide Floor Covering	6,119.20							
	Report Total:	6,415.41							

Invoices delayed due to dispute on # of payments and amounts – CMB 01/22/25

Invoice received after vendor's internal audit showed it still open – CMB 01/22/25

Accounts Payable

To Be Paid Proof List

User: cmbodine@ci.pekin.il.us
Printed: 01/27/2025 - 12:09PM
Batch: 00010.01.2025 - CMB_2025-01-24



City Of Pekin
111 S. Capitol
Pekin, IL 61554

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description				Reference				
AAA Certified Confidential Security Corp									
10891									
111662	12/31/2024	75.40	0.00	01/24/2025				No	0
100-990-569000	Other Contractual Service		SECURE SHREDDING - DEC 2024						
	111662 Total:	75.40							
	AAA Certified Confidentialia	75.40							
All Small Engines N More LLC									
13945									
7147	12/27/2024	132.00	0.00	01/24/2025				No	0
501-501-557200	License And Inspection Fees		6 MO. INSPECTIONS/CERTIFICATIONS FOR 2 BUSES						
	7147 Total:	132.00							
7148	12/30/2024	462.00	0.00	01/24/2025				No	0
501-501-557200	License And Inspection Fees		6 MO. INSPECTIONS/CERTIFICATIONS FOR 7 BUSES						
	7148 Total:	462.00							
7158	1/6/2025	462.00	0.00	01/24/2025				No	0
501-501-557200	License And Inspection Fees		6 MO. INSPECTIONS/CERTIFICATIONS FOR 7 BUSES						
	7158 Total:	462.00							
	All Small Engines N More	1,056.00							

Altorfer Inc

AP-To Be Paid Proof List (01/27/2025 - 12:09 PM)

Page 1

*** means this invoice number is a duplicate.

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description		Reference						
10019									
PC020818110	11/21/2024	4,280.06	0.00	01/24/2025				No	0
100-032-534000 Automotive Expense					TRACK AS-BAR FOR SKID STEER				
PC020818110 Total:		4,280.06							
PC020820232	12/12/2024	36.18	0.00	01/24/2025				No	0
231-033-534000 Automotive Expense					CLAMP - TYMCO				
PC020820232 Total:		36.18							
PC020820390	12/13/2024	256.44	0.00	01/24/2025				No	0
223-023-534000 Automotive Expense					HOSE COUPLING - SW16				
PC020820390 Total:		256.44							
PC020822707	1/9/2025	257.60	0.00	01/24/2025				No	0
223-023-534000 Automotive Expense					TRANS HOSE - SW21				
PC020822707 Total:		257.60							
WO020141266	11/21/2024	1,116.04	0.00	01/24/2025				No	0
100-032-534000 Automotive Expense					MINI EXCAVATOR PM - ELEMENTS/FILTERS/OIL				
WO020141266 Total:		1,116.04							
WO020142580	1/6/2025	2,045.67	0.00	01/24/2025				No	0
100-032-534000 Automotive Expense					OLD BACKHOE PM - ELEMENTS/FILTERS/OIL				
WO020142580 Total:		2,045.67							
WO020142633	1/6/2025	248.50	0.00	01/24/2025				No	0
100-032-534000 Automotive Expense					TROUBLESHOOT BRAKING SYS ON 926M LOADER				
WO020142633 Total:		248.50							
Altorfer Inc Total:		8,240.49							
Ameren Illinois									
10021									
*** 0483154119	1/6/2025	25.65	0.00	01/24/2025				No	0

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number			Description				Reference		
100-032-550500 Electricity For Street Li					310 MARG. ST TRF SIGN X 3RD - 11/28/24-01/01/25				
0483154119 Total:		25.65							
*** 9720046000	1/3/2025	9,419.19	0.00	01/24/2025				No	0
231-031-550100 Utilities					606 S FRONT ST - 12/01/24-01/01/25				
9720046000 Total:		9,419.19							
Ameren Illinois Total:		9,444.84							
Azavar Audit Solutions, Inc 14491									
157924	7/9/2024	2,886.46	0.00	01/24/2025				No	0
100-990-569000 Other Contractual Service					35% OF VENDOR SALES - TAX ORD. 2973-21/22				
157924 Total:		2,886.46							
158316	12/31/2024	750.00	0.00	01/24/2025				No	0
100-006-569000 Other Contractual Service					INSIGHTS/ANALYTICS REPORTING Q1 2025				
158316 Total:		750.00							
Azavar Audit Solutions, In		3,636.46							
Blue Cardinal Chemical, LLC 11098									
15745	1/15/2025	510.24	0.00	01/24/2025				No	0
231-031-522200 Chemical Supplies					BIOLOGIC BLOCKS/BACTERIA IN AERATION/TANKS				
15745 Total:		510.24							
Blue Cardinal Chemical, LL		510.24							
Brightspeed Communications, LLC 10111									
*** 304021116	12/10/2024	41.30	0.00	01/24/2025	STRS-PLIT	expense		No	0

AP-To Be Paid Proof List (01/27/2025 - 12:09 PM)

Page 3

*** means this invoice number is a duplicate.

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
100-009-550300 Telephone				STREET FAX - 12/10/24-01/09/25					
304021116 Total:		41.30							
*** 304022613	12/10/2024	58.48	0.00	01/24/2025	CITY-SPLI	expense		No	0
100-009-550300 Telephone				FAX - 12/10/24-01/09/25					
304022613 Total:		58.48							
*** 304025584	12/10/2024	177.36	0.00	01/24/2025	FIRE-SPLI	expense		No	0
100-009-550300 Telephone				FIRE LINES STATION 2 & 3 - 12/10/24-01/09/25					
304025584 Total:		177.36							
*** 304027612	12/13/2024	78.54	0.00	01/24/2025	FIRE-SPLI	expense		No	0
100-009-550300 Telephone				PAGER LINE - 11/13-12/12/24					
304027612 Total:		78.54							
*** 304062244	12/25/2024	52.35	0.00	01/24/2025	FIRE-SPLI	expense		No	0
100-009-550300 Telephone				PAGER LINE - 12/25/24-01/24/25					
304062244 Total:		52.35							
Brightspeed Communicatio		408.03							
Britton Electronics & Automation, Inc 10083 2250365	1/14/2025	521.25	0.00	01/24/2025				No	0
231-030-534400 Equipment Repairs				REPAIRS @ BRENKMAN LIFT STATION - 01/11/25					
2250365 Total:		521.25							
Britton Electronics & Auto		521.25							
Cloudpoint Geospatial, Inc 11838 INV05159	12/31/2024	7,850.00	0.00	01/24/2025				No	0
100-007-569000 Other Contractual Service				GIS SERVICES - JAN 2025					

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description				Reference				
INV05159 Total:		7,850.00							
Cloudpoint Geospatial, Inc		7,850.00							
Comcast Business Communications, LLC									
14903									
*** 203130001183	1/2/2025	171.13	0.00	01/24/2025	CITY-SPLI	expense		No	0
100-009-538000 Maintenance Agreements		CABLE BOXES - 01/08-02/07/25							
*** 203130001183	12/2/2024	109.45	0.00	01/24/2025	CITY-SPLI	expense		No	0
100-009-538000 Maintenance Agreements		CABLE BOXES - 12/08/24-01/07/25							
203130001183 Total:		280.58							
*** 203130107121	12/26/2024	45.74	0.00	01/24/2025	BUSD-SPLI	expense		No	0
501-501-569000 Other Contractual Service		CABLE FOR BUS DEPT - 01/01-01/31/25							
203130107121 Total:		45.74							
Comcast Business Commu		326.32							
Cross Implement Inc									
10141									
325452	12/11/2024	550.17	0.00	01/24/2025				No	0
231-033-534000 Automotive Expense		REPAIRS TO TYMCO SWEEPER							
325452 Total:		550.17							
Cross Implement Inc Total		550.17							
Decker Supply Co Inc									
11574									
*** 931203	1/8/2025	830.50	0.00	01/24/2025				No	0
100-032-523000 Traffic/Street Signs & Marking		SIGN POSTS - 4' X 2" SQ TUBE 4-HL 12GA, 50 CT							
*** 931203	1/8/2025	1,912.00	0.00	01/24/2025				No	0
100-032-523000 Traffic/Street Signs & Marking		SIGN POSTS - 12' 2" X 2" SQ TUBE 4-HL 14GA, 50 CT							
*** 931203	1/8/2025	927.50	0.00	01/24/2025				No	0

AP-To Be Paid Proof List (01/27/2025 - 12:09 PM)

Page 5

*** means this invoice number is a duplicate.

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description			Reference					
100-032-523000 Traffic/Street Signs & Marking									
*** 931203	1/8/2025	325.00	0.00	01/24/2025				No	0
100-032-523000 Traffic/Street Signs & Marking					FREIGHT				
931203 Total:		3,995.00							
Decker Supply Co Inc Tota		3,995.00							
EJ Equipment Inc 11489									
*** P06579	9/10/2024	964.00	0.00	01/24/2025				No	0
231-033-534000 Automotive Expense					SCISSOR PROP ROD, 2 CT - TYMCO SWEEPER				
*** P06579	9/10/2024	49.05	0.00	01/24/2025				No	0
231-033-534000 Automotive Expense					FREIGHT				
P06579 Total:		1,013.05							
*** P06662	9/30/2024	4,400.00	0.00	01/24/2025				No	0
231-033-534000 Automotive Expense					STEEL RACKS, 16 CT - TYMCO SWEEPER				
*** P06662	9/30/2024	375.88	0.00	01/24/2025				No	0
231-033-534000 Automotive Expense					FREIGHT				
P06662 Total:		4,775.88							
*** P06880	11/25/2024	14.89	0.00	01/24/2025				No	0
231-033-534000 Automotive Expense					BELT - TYMCO SWEEPER				
*** P06880	11/25/2024	15.91	0.00	01/24/2025				No	0
231-033-534000 Automotive Expense					FREIGHT				
P06880 Total:		30.80							
*** W08326	9/16/2024	321.06	0.00	01/24/2025				No	0
231-030-534400 Equipment Repairs					REPAIR TRANSPORTER IN CAMERA VAN - PARTS				
*** W08326	9/16/2024	466.46	0.00	01/24/2025				No	0
231-030-534400 Equipment Repairs					REPAIR TRANSPORTER IN CAMERA VAN - LABOR				
*** W08326	9/16/2024	12.50	0.00	01/24/2025				No	0
231-030-534400 Equipment Repairs					REPAIR TRANSPORTER IN CAMERA VAN - OTHER				
W08326 Total:		800.02							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description				Reference				
*** W08330	9/16/2024	2,806.57	0.00	01/24/2025				No	0
231-030-534400 Equipment Repairs					REPAIRS TO CAMERA MZ330-2 - PARTS				
*** W08330	9/16/2024	1,609.44	0.00	01/24/2025				No	0
231-030-534400 Equipment Repairs					REPAIRS TO CAMERA MZ330-2 - LABOR				
W08330 Total:		4,416.01							
EJ Equipment Inc Total:		11,035.76							
GateHouse Media Illinois Holdings, Inc 14577									
*** 6868059	12/31/2024	47.00	0.00	01/24/2025				No	0
100-004-551000 Printing And Publications					RMV/REPLACE AVIATION FUEL SYSTEM - 12/02/24				
*** 6868059	12/31/2024	151.00	0.00	01/24/2025				No	0
100-793-551000 Printing And Publications					PUBLIC HEARING - 12/22/24				
6868059 Total:		198.00							
GateHouse Media Illinois H		198.00							
GFL Environmental 14249									
P60005204232	11/30/2024	26,148.01	0.00	01/24/2025				No	0
223-023-566500 Landfill Expense					LANDFILL FEES - 11/18-11/30/24				
P60005204232 Total:		26,148.01							
P60005204434	1/15/2025	2,541.92	0.00	01/24/2025				No	0
231-031-536400 Sludge Removal					SLUDGE DISPOSAL - 01/15/25				
P60005204434 Total:		2,541.92							
P90005200743	1/15/2025	2,985.46	0.00	01/24/2025				No	0
223-026-566502 Recycling Expense					CURBSIDE RC FEES - 01/02-01/15/25				
P90005200743 Total:		2,985.46							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description				Reference				
GFL Environmental Total:		31,675.39							
Hanson Professional Services Inc 10248									
ARIV1011636	1/2/2025	1,308.15	0.00	01/24/2025	DERB-ENGR	enr		No	0
275-275-561200 Engineering Fees				DERBY ST DESIGN ENGINEERING - 12/04-12/28/24					
ARIV1011636 Total:		1,308.15							
Hanson Professional Servic		1,308.15							
Heart Technologies, Inc 12949									
38225721	12/31/2024	5,541.82	0.00	01/24/2025				No	0
100-009-550300 Telephone				PHONE LEASE					
38225721 Total:		5,541.82							
Heart Technologies, Inc To		5,541.82							
Illinois American Water Company 10291									
*** 210000997451	1/7/2025	84.07	0.00	01/24/2025	FIRE-ALLO	expense		No	0
100-068-550100 Utilities				FIRE STATION #2 - 12/04/24-01/03/25					
210000997451 Total:		84.07							
*** 210001081786	1/7/2025	19.52	0.00	01/24/2025				No	0
100-068-550100 Utilities				7TH ST YD HYDRANT - 12/05/24-01/06/25					
210001081786 Total:		19.52							
*** 210001171146	1/10/2025	191.21	0.00	01/24/2025				No	0
100-068-550100 Utilities				1130 KOCH ST BUS DEPT - 12/07/24-01/08/25					
210001171146 Total:		191.21							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description			Reference					
*** 210002547388	1/9/2025	95.33	0.00	01/24/2025	FIRE-ALLO	expense		No	0
100-068-550100 Utilities				FIRE STATION #3 - 12/06/24-01/07/25					
210002547388 Total:		95.33							
*** 210003041258	1/9/2025	19.84	0.00	01/24/2025				No	0
100-068-550100 Utilities				1118 DERBY ST YD HYDRANT - 12/07/24-01/08/25					
210003041258 Total:		19.84							
*** 210003090717	1/9/2025	77.17	0.00	01/24/2025				No	0
100-068-550100 Utilities				1208 KOCH ST STREET DEPT - 12/07/24-01/08/25					
210003090717 Total:		77.17							
*** 210003750453	1/13/2025	27.54	0.00	01/24/2025				No	0
100-068-550100 Utilities				1613 VALLE VISTA YD HYDRANT - 12/11/24-01/10/25					
210003750453 Total:		27.54							
*** 220001944051	1/10/2025	186.13	0.00	01/24/2025				No	0
100-068-550100 Utilities				1200 KOCH ST VMF - 12/07/24-01/08/25					
220001944051 Total:		186.13							
Illinois American Water Co		700.81							
Illinois Department of Revenue									
10298									
1953268144	1/20/2025	147.00	0.00	01/24/2025				No	0
525-000-218800 Sales Tax Payable				DEC 2024 AIRPRT FUEL SALES TAX ACCT 3978-6463					
1953268144 Total:		147.00							
Illinois Department of Rev		147.00							
Illinois Department of Transportation (IDOT)									
12276									
126441	1/1/2025	2,922.87	0.00	01/24/2025				No	0

AP-To Be Paid Proof List (01/27/2025 - 12:09 PM)

Page 9

*** means this invoice number is a duplicate.

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number			Description		Reference				
445-041-534900 Sidewalk Renovations					SAFE ROUTES TO SCHOOLS SIDEWALK PROJECT				
126441 Total:		2,922.87							
Illinois Department of Tran		2,922.87							
IWIRC 10335 409245	1/6/2025	145.00	0.00	01/24/2025				No	0
501-501-559000 Medical Expense/supplies					PRE-EMPLOY PHYSICAL/DRUG SCREEN - 07/29/24				
409245 Total:		145.00							
411685	1/6/2025	72.00	0.00	01/24/2025				No	0
501-501-559000 Medical Expense/supplies					POST-ACCIDENT DRUG/ALC SCREEN - 09/05/24				
411685 Total:		72.00							
413558	1/6/2025	74.00	0.00	01/24/2025				No	0
501-501-559000 Medical Expense/supplies					POST-ACCIDENT DRUG/ALC SCREEN - 10/22/24				
413558 Total:		74.00							
413559	1/6/2025	106.00	0.00	01/24/2025				No	0
501-501-559000 Medical Expense/supplies					ANNUAL PHYSICAL/DRUG SCREEN - 10/25/24				
413559 Total:		106.00							
413771	1/6/2025	72.00	0.00	01/24/2025				No	0
501-501-559000 Medical Expense/supplies					POST-ACCIDENT DRUG/ALC SCREEN - 10/28/24				
413771 Total:		72.00							
413859	1/6/2025	72.00	0.00	01/24/2025				No	0
501-501-559000 Medical Expense/supplies					DRUG/ALCOHOL SCREEN - 10/18/24				
413859 Total:		72.00							
*** 414134	1/6/2025	74.00	0.00	01/24/2025				No	0
501-501-559000 Medical Expense/supplies					POST-ACCIDENT DRUG/ALC SCREEN - 11/11/24				

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
	414134 Total:	74.00							
*** 414248	1/6/2025	74.00	0.00	01/24/2025				No	0
501-501-559000	Medical Expense/supplies			POST-ACCIDENT DRUG/ALC SCREEN - 11/04/24					
	414248 Total:	74.00							
415460	12/19/2024	72.00	0.00	01/24/2025				No	0
501-501-559000	Medical Expense/supplies			POST-ACCIDENT DRUG/ALC SCREEN - 12/05/24					
	415460 Total:	72.00							
415547	12/19/2024	44.00	0.00	01/24/2025				No	0
501-501-559000	Medical Expense/supplies			DRUG SCREEN - 12/11/24					
	415547 Total:	44.00							
415590	12/19/2024	72.00	0.00	01/24/2025				No	0
501-501-559000	Medical Expense/supplies			DRUG/ALCOHOL SCREEN - 12/02/24					
	415590 Total:	72.00							
415723	12/19/2024	125.00	0.00	01/24/2025				No	0
501-501-559000	Medical Expense/supplies			PRE-EMPLOY PHYSICAL/DRUG SCREEN - 12/13/24					
	415723 Total:	125.00							
415873	1/5/2025	145.00	0.00	01/24/2025				No	0
501-501-559000	Medical Expense/supplies			PRE-EMPLOY PHYSICAL/DRUG SCREEN - 12/17/24					
	415873 Total:	145.00							
415904	1/5/2025	125.00	0.00	01/24/2025				No	0
501-501-559000	Medical Expense/supplies			PRE-EMPLOY PHYSICAL/DRUG SCREEN - 12/18/24					
	415904 Total:	125.00							
415933	1/5/2025	125.00	0.00	01/24/2025				No	0
501-501-559000	Medical Expense/supplies			PRE-EMPLOY PHYSICAL/DRUG SCREEN - 12/20/24					
	415933 Total:	125.00							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description			Reference					
416008	1/5/2025	126.00	0.00	01/24/2025				No	0
501-501-559000 Medical Expense/supplies					EMPLOYMENT PHYSICAL/DRUG SCREEN - 12/20/24				
416008 Total:		126.00							
416043	1/5/2025	74.00	0.00	01/24/2025				No	0
501-501-559000 Medical Expense/supplies					POST-ACCIDENT DRUG/ALC SCREEN - 12/18/24				
416043 Total:		74.00							
416103	1/5/2025	74.00	0.00	01/24/2025				No	0
501-501-559000 Medical Expense/supplies					POST-ACCIDENT DRUG/ALC SCREEN - 12/17/24				
416103 Total:		74.00							
416143	1/5/2025	125.00	0.00	01/24/2025				No	0
501-501-559000 Medical Expense/supplies					PRE-EMPLOY PHYSICAL/DRUG SCREEN - 12/20/24				
416143 Total:		125.00							
IWIRC Total:		1,796.00							
Koenig Body & Equipment, Inc									
10359									
*** 97516	1/14/2025	91.00	0.00	01/24/2025				No	0
100-032-534000 Automotive Expense					PLOW MARKER 36", 2 CT				
*** 97516	1/14/2025	36.21	0.00	01/24/2025				No	0
100-032-534000 Automotive Expense					PLOW MARKER 24"				
*** 97516	1/14/2025	42.58	0.00	01/24/2025				No	0
100-032-534000 Automotive Expense					MARKER BLADE 48" ORANGE				
*** 97516	1/14/2025	4.12	0.00	01/24/2025				No	0
100-032-534000 Automotive Expense					RETAINING PIN				
*** 97516	1/14/2025	33.60	0.00	01/24/2025				No	0
100-032-534000 Automotive Expense					INNER BEARING ASSEMBLY				
*** 97516	1/14/2025	16.93	0.00	01/24/2025				No	0
100-032-534000 Automotive Expense					OUTER BEARING ASSEMBLY				
*** 97516	1/14/2025	14.40	0.00	01/24/2025				No	0
100-032-534000 Automotive Expense					OUTER SEAL				
*** 97516	1/14/2025	2.83	0.00	01/24/2025				No	0

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number			Description				Reference		
100-032-534000 Automotive Expense *** 97516	1/14/2025	201.04	0.00	01/24/2025				No	0
100-032-534000 Automotive Expense									
97516 Total:		442.71							
Koenig Body & Equipment		442.71							
Linde Gas & Equipment Inc 10518									
46163427	10/31/2024	253.15	0.00	01/24/2025				No	0
100-032-522400 General Supplies									
46163427 Total:		253.15							
Linde Gas & Equipment In		253.15							
McDonald's USA, LLC 15336									
11212024	11/21/2024	22,195.00	0.00	01/24/2025	CT8T-00oV	land		No	0
445-041-580200 Purchase Of Property									
11212024 Total:		22,195.00							
McDonald's USA, LLC To		22,195.00							
McMaster-Carr Supply Company 11784									
38319186	12/23/2024	617.19	0.00	01/24/2025				No	0
231-031-529000 Equipment									
38319186 Total:		617.19							
McMaster-Carr Supply Co		617.19							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description			Reference					
Menards									
10414									
95029	1/8/2025	89.15	0.00	01/24/2025				No	0
100-068-529000 Equipment				SHIMMING TOOL, 6 CT					
95029 Total:		89.15							
95375	1/13/2025	149.43	0.00	01/24/2025				No	0
223-023-522400 General Supplies				12-3 50' ALL-WEATHER EXTENSION CORDS, 3 CT					
95375 Total:		149.43							
*** 95395	1/13/2025	11.99	0.00	01/24/2025				No	0
223-023-529000 Equipment				HOLE SAW W/ ARBOR 1"					
*** 95395	1/13/2025	69.99	0.00	01/24/2025				No	0
223-023-529000 Equipment				20V 1/2" DRILL KIT BRUSHLESS					
95395 Total:		81.98							
*** 95396	1/13/2025	19.47	0.00	01/24/2025				No	0
100-068-522400 General Supplies				GORILLA DOUBLE SIDED TAPE, 3 CT					
*** 95396	1/13/2025	3.29	0.00	01/24/2025				No	0
100-068-522400 General Supplies				6" BASTARD CUT MILL FILE					
*** 95396	1/13/2025	6.19	0.00	01/24/2025				No	0
100-068-522400 General Supplies				6X 3/4 PH PAN SDS					
95396 Total:		28.95							
*** 95403	1/14/2025	79.98	0.00	01/24/2025				No	0
231-031-554300 Uniforms And Tools				HYDROFLEX HOSE 5/8 X 50, 2 CT					
*** 95403	1/14/2025	229.99	0.00	01/24/2025				No	0
231-031-554300 Uniforms And Tools				WORK 5-TOOL COMBO KIT					
95403 Total:		309.97							
*** 95462	1/14/2025	1.36	0.00	01/24/2025				No	0
100-032-522400 General Supplies				3" REFLECTIVE #1, 2 CT					
*** 95462	1/14/2025	2.04	0.00	01/24/2025				No	0
100-032-522400 General Supplies				3" REFLECTIVE #9, 3 CT					
*** 95462	1/14/2025	1.36	0.00	01/24/2025				No	0
100-032-522400 General Supplies				3" REFLECTIVE #3, 2 CT					

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description				Reference				
*** 95462	1/14/2025	0.68	0.00	01/24/2025				No	0
100-032-522400 General Supplies				3" REFLECTIVE #7					
*** 95462	1/14/2025	9.99	0.00	01/24/2025				No	0
100-032-522400 General Supplies				DAP BARRIER FOAM STRAW					
*** 95462	1/14/2025	8.19	0.00	01/24/2025				No	0
100-032-522400 General Supplies				4X4-4' AC2 GREEN TREATED					
*** 95462	1/14/2025	31.96	0.00	01/24/2025				No	0
100-032-522400 General Supplies				2-LB CROSS PEEN HAMMER, 2 CT					
*** 95462	1/14/2025	157.30	0.00	01/24/2025				No	0
100-032-522400 General Supplies				GENTRY POST MOUNT COMBO, 2 CT					
95462 Total:		212.88							
*** 95539	1/15/2025	47.94	0.00	01/24/2025				No	0
100-068-522400 General Supplies				ULTRA INT PAINT SA / PST, 2 CT					
*** 95539	1/15/2025	29.99	0.00	01/24/2025				No	0
100-068-522400 General Supplies				6'-12' TWIST LOCK POLE					
*** 95539	1/15/2025	4.49	0.00	01/24/2025				No	0
100-068-522400 General Supplies				HANDY PAINT PAIL LINERS					
*** 95539	1/15/2025	6.99	0.00	01/24/2025				No	0
100-068-522400 General Supplies				MASTER 2" THIN AS BRUSH					
*** 95539	1/15/2025	5.38	0.00	01/24/2025				No	0
100-068-522400 General Supplies				9" ROLLER FRAME 5 WIRE, 2 CT					
*** 95539	1/15/2025	8.99	0.00	01/24/2025				No	0
100-068-522400 General Supplies				MASTER CUT IN 2" TAS					
95539 Total:		103.78							
95614	1/16/2025	48.40	0.00	01/24/2025				No	0
223-023-522400 General Supplies				3/4" X 10' EMT CONDUIT, 5 CT, TO REPAIR CARTS					
95614 Total:		48.40							
*** 95617	1/16/2025	8.49	0.00	01/24/2025				No	0
100-032-523000 Traffic/Street Signs & Marking				9" GALLON DEEPWELL TRAY					
*** 95617	1/16/2025	7.47	0.00	01/24/2025				No	0
100-032-523000 Traffic/Street Signs & Marking				QS CVR 9" X 3/4", 3 CT					
*** 95617	1/16/2025	2.69	0.00	01/24/2025				No	0
100-032-523000 Traffic/Street Signs & Marking				9" ROLLER FRAME 5 WIRE					
*** 95617	1/16/2025	4.38	0.00	01/24/2025				No	0

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number			Description				Reference		
100-032-523000 Traffic/Street Signs & Marking					9" GALLON DEEPWELL LINER, 2 CT				
95617 Total:		23.03							
Menards Total:		1,047.57							
Millennia Professional Services of Illinois, LTD 11801									
ME200220217	1/13/2025	49,328.50	0.00	01/24/2025	CT8T-00oV	engr		No	0
277-277-584009 General Public Improvements					COURT ST CONSTR ENGINEERING - 12/02-12/28/24				
ME200220217 Total:		49,328.50							
Millennia Professional Serv		49,328.50							
Mohr and Kerr Engineering & Land Surveying P.C. 14001									
15136	1/8/2025	1,795.50	0.00	01/24/2025				No	0
100-007-569000 Other Contractual Service					PROP SURVEY AFTER DEMO @ 1 & 7 KENMORE				
15136 Total:		1,795.50							
Mohr and Kerr Engineering		1,795.50							
Monroe Truck Equipment, Inc 10430									
*** 44455	12/6/2024	1,533.52	0.00	01/24/2025				No	0
100-032-534000 Automotive Expense					WING PLOW PARTS - STREET 21/22				
*** 44455	12/6/2024	52.22	0.00	01/24/2025				No	0
100-032-534000 Automotive Expense					FREIGHT				
44455 Total:		1,585.74							
*** 44551	12/9/2024	117.16	0.00	01/24/2025				No	0
100-032-534000 Automotive Expense					WING PLOW PARTS - STREET 22				
*** 44551	12/9/2024	15.00	0.00	01/24/2025				No	0
100-032-534000 Automotive Expense					FREIGHT				

AP-To Be Paid Proof List (01/27/2025 - 12:09 PM)

Page 16

*** means this invoice number is a duplicate.

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description				Reference				
44551 Total:		132.16							
Monroe Truck Equipment,		1,717.90							
National Rental of Pekin Inc									
10838									
1205	12/5/2024	160.00	0.00	01/24/2025				No	0
231-030-564000 Sewer Maintenance/Improvements			20 ' 3" FLAT 1/8, 20' 4" FLAT 1/8 STEEL FOR SEWER						
1205 Total:		160.00							
1231	12/31/2024	36.00	0.00	01/24/2025				No	0
231-030-564000 Sewer Maintenance/Improvements			3' 4" ROUND TUBE FOR SEWER						
1231 Total:		36.00							
National Rental of Pekin In		196.00							
Pace Analytical Services, LLC									
10473									
247228781	12/31/2024	1,302.00	0.00	01/24/2025				No	0
231-031-536400 Sludge Removal			COPPER TESTING - 11/15/24, 12/03/24, 12/13/24						
247228781 Total:		1,302.00							
Pace Analytical Services, L		1,302.00							
Parkside Fitness									
10470									
01012025	1/1/2025	474.00	0.00	01/24/2025				No	0
695-095-516700 Wellness Program			PARKSIDE MEMBERSHIPS - 27 EMP- JAN 2025						
01012025 Total:		474.00							
Parkside Fitness Total:		474.00							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description				Reference				
Pekin Life Insurance Company									
13317									
12182024	12/18/2024	5,418.00	0.00	01/24/2025	CT8T-00oV	expense		No	0
275-275-584009	General Public Improvements		REIMBURSE FOR DAMAGED IRRIGATION SYSTEM						
	12182024 Total:	5,418.00							
	Pekin Life Insurance Comp	5,418.00							
Quadient Finance USA, Inc									
13754									
*** 044914318559	12/17/2024	1,680.00	0.00	01/24/2025				No	0
100-990-520400	Postage		POSTAGE METER - JAN 2025						
	044914318559 Total:	1,680.00							
	Quadient Finance USA, Inc	1,680.00							
SCADAware, Inc									
14952									
2008432	1/15/2025	831.79	0.00	01/24/2025				No	0
231-031-534400	Equipment Repairs		SCADA REPAIRS - 11/08-12/13/24						
	2008432 Total:	831.79							
	SCADAware, Inc Total:	831.79							
Schwartz Electric									
10579									
19196	12/31/2024	2,862.76	0.00	01/24/2025				No	0
208-208-598505	Special Events		CHRISTMAS LIGHTS FOR CHRISTMAS ON COURT						
	19196 Total:	2,862.76							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description				Reference				
Schwartz Electric Total:		2,862.76							
Standard Heating & Cooling, Inc									
13042									
14918	12/31/2024	8,110.00	0.00	01/24/2025				No	0
100-068-522400 General Supplies			LABOR/MAT'L - FILL BOILER WATER (GLYCOL)						
14918 Total:		8,110.00							
Standard Heating & Coolin		8,110.00							
Supreme Radio Communications, Inc									
12353									
50842	12/27/2024	16,286.00	0.00	01/24/2025				No	0
100-034-529000 Equipment			RADIO EQUIPMENT - APP'D BY COUNCIL 01/13/25						
50842 Total:		16,286.00							
Supreme Radio Communica		16,286.00							
Tazewell & Peoria Railroad, Inc									
14263									
220536	12/2/2024	765.77	0.00	01/24/2025				No	0
231-030-557310 Railroad Permit Fee			RR ANNUAL PERMIT FOR SEWER LINE - CY 2025						
220536 Total:		765.77							
220537	12/2/2024	765.77	0.00	01/24/2025				No	0
231-030-557310 Railroad Permit Fee			RR ANNUAL PERMIT FOR SEWER LINE - CY 2025						
220537 Total:		765.77							
Tazewell & Peoria Railroad		1,531.54							

Tazewell County Recorder

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number			Description				Reference		
11172									
01162025	1/16/2025	138.00	0.00	01/24/2025				No	0
231-029-593300	Lien Filing Fee				FILE 2/RELEASE ZERO WW LIENS				
	01162025 Total:	138.00							
	Tazewell County Recorder	138.00							
The Sherwin-Williams Co, Inc									
10596									
*** 08908	10/24/2024	270.50	0.00	01/24/2025				No	0
100-032-523000	Traffic/Street Signs & Marking				5- GAL WHITE MARKING PAINT, 10 CT				
*** 08908	10/24/2024	277.90	0.00	01/24/2025				No	0
525-525-534200	Buildings And Grounds Rep				ARPT RUNWAY/TAXIWAY MARKING PAINT, YELLOW				
*** 08908	10/24/2024	44.99	0.00	01/24/2025				No	0
100-032-523000	Traffic/Street Signs & Marking				RAC 5 TIP 515				
	08908 Total:	593.39							
	The Sherwin-Williams Co,	593.39							
Topless Tree Service									
14332									
3291	1/13/2025	3,500.00	0.00	01/24/2025				No	0
100-032-536000	Tree Removal / Replacemen				REMOVE TREE @ 401 HAINES AVE - 01/10/25				
	3291 Total:	3,500.00							
	Topless Tree Service Total:	3,500.00							
Verizon Wireless Services LLC									
14122									
*** 6100880758	12/10/2024	132.05	0.00	01/24/2025	PUBP-SPLI	expense		No	0
100-009-550300	Telephone				#842368242-01 - PUBLIC PROPERTY - 10/11-11/10/24				
*** 6100880758	12/10/2024	132.05	0.00	01/24/2025	PUBP-SPLI	expense		No	0
100-009-550300	Telephone				#842368242-01 - PUBLIC PROPERTY - 11/11-12/10/24				

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
	6100880758 Total:	264.10							
*** 6101888488	12/23/2024	2,238.66	0.00	01/24/2025				No	0
100-009-550300 Telephone				#442621413-01 - SECURE ACCESS - 10/24-11/23/24					
*** 6101888488	12/23/2024	1,119.33	0.00	01/24/2025				No	0
100-009-550300 Telephone				#442621413-01 - SECURE ACCESS - 11/24-12/23/24					
	6101888488 Total:	3,357.99							
6101911053	12/23/2024	123.28	0.00	01/24/2025	POLI-SPLI	expense		No	0
100-009-550300 Telephone				#642002075-01 - PPD SPECIAL SVC - 11/24-12/23/24					
	6101911053 Total:	123.28							
*** 6101911054	12/23/2024	37.13	0.00	01/24/2025	FIRE-SPLI	expense		No	0
100-009-550300 Telephone				#642002075-02 - FIRE 6 - 09/24-10/23/24					
*** 6101911054	12/23/2024	37.10	0.00	01/24/2025	FIRE-SPLI	expense		No	0
100-009-550300 Telephone				#642002075-02 - FIRE 6 - 11/24-12/23/24					
*** 6101911054	12/23/2024	37.16	0.00	01/24/2025	FIRE-SPLI	expense		No	0
100-009-550300 Telephone				#642002075-02 - FIRE 6 - 10/24-11/23/24					
*** 6101911054	12/23/2024	37.12	0.00	01/24/2025	WWTP-SPLI	expense		No	0
100-009-550300 Telephone				#642002075-02 - WWTP - 09/24-10/23/24					
*** 6101911054	12/23/2024	37.10	0.00	01/24/2025	WWTP-SPLI	expense		No	0
100-009-550300 Telephone				#642002075-02 - WWTP - 11/24-12/23/24					
*** 6101911054	12/23/2024	37.16	0.00	01/24/2025	WWTP-SPLI	expense		No	0
100-009-550300 Telephone				#642002075-02 - WWTP - 10/24-11/23/24					
	6101911054 Total:	222.77							
6101911055	12/23/2024	800.91	0.00	01/24/2025	FIRE-SPLI	expense		No	0
100-009-550300 Telephone				#642002075-03 - FIRE DATA - 11/24-12/23/24					
	6101911055 Total:	800.91							
6102744508	1/3/2025	4,561.51	0.00	01/24/2025				No	0
100-009-550300 Telephone				#885304921-01 - CITY CELLULAR - 12/04/24-01/03/25					
	6102744508 Total:	4,561.51							
6102744510	1/3/2025	3,433.15	0.00	01/24/2025	POLI-SPLI	expense		No	0
100-009-550300 Telephone				#885304921-05 - PPD CELLULAR - 12/04/24-01/03/25					

AP-To Be Paid Proof List (01/27/2025 - 12:09 PM)

Page 21

*** means this invoice number is a duplicate.

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description				Reference				
6102744510 Total:		3,433.15							
6102744511	1/3/2025	133.69	0.00	01/24/2025				No	0
501-501-550300 Telephone			#885304921-06 - BUS CELLULAR - 12/04/24-01/03/25						
6102744511 Total:		133.69							
Verizon Wireless Services L		12,897.40							
Will Harms Co, Inc									
10706									
37822	12/27/2024	26.99	0.00	01/24/2025				No	0
100-005-520200 Office Supplies			2025 CALENDAR PLANNER - SC						
37822 Total:		26.99							
37825	1/16/2025	179.98	0.00	01/24/2025				No	0
100-001-520200 Office Supplies			BLACK TONER CARTRIDGE						
37825 Total:		179.98							
Will Harms Co, Inc Total:		206.97							
Report Total:		225,365.37							

Accounts Payable

To Be Paid Proof List

User: cmbodine@ci.pekin.il.us
Printed: 01/28/2025 - 7:27AM
Batch: 00019.01.2025 - CMB_2025-01-28_PLOW



City Of Pekin
111 S. Capitol
Pekin, IL 61554

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description				Reference				
Truck Centers, Inc									
10664									
*** V140001391	1/2/2025	250,292.00	0.00	01/28/2025				No	0
100-032-587500 Vehicles					TANDEM TRUCK FOR STREET/SEWER-RES 230-24/25				
*** V140001391	1/2/2025	21,286.00	0.00	01/28/2025				No	0
231-031-587001 Cap Machinery & Equipment					TANDEM TRUCK FOR STREET/SEWER-RES 230-24/25				
V140001391 Total:		271,578.00							
Truck Centers, Inc Total:		271,578.00							
Report Total:		271,578.00							

Accounts Payable

To Be Paid Proof List

User: cmbodine@ci.pekin.il.us
Printed: 01/31/2025 - 3:52PM
Batch: 00021.01.2025 - CMB_2025-01-31_ADVANCE AUTO



City Of Pekin
111 S. Capitol
Pekin, IL 61554

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description				Reference				
Advance Auto Parts									
12965									
5146411331924	4/22/2024	182.22	0.00	01/31/2024				No	0
100-034-534400 Equipment Repairs			BATTERY FOR FIRE DEPT BOAT						
5146411331924 Total:		182.22							
Advance Auto Parts Total:		182.22	Invoice received late from vendor – CMB 01/31/25						
Report Total:		182.22							

Accounts Payable

To Be Paid Proof List

User: cmbodine@ci.pekin.il.us
Printed: 02/03/2025 - 11:24AM
Batch: 00014.01.2025 - CMB_2025-01-31



City Of Pekin
111 S. Capitol
Pekin, IL 61554

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description				Reference				
3M Company 10727									
9432060584	1/2/2025	676.62	0.00	01/31/2025				No	0
100-032-523000 Traffic/Street Signs & Marking			YELLOW ELECTROCUT FILM FOR SIGNS						
9432060584 Total:		676.62							
3M Company Total:		676.62							
AAA Certified Confidential Security Corp 10891									
111916	12/31/2024	44.40	0.00	01/31/2025				No	0
100-761-569000 Other Contractual Service			CONFIDENTIAL MAT'L DISPOSAL - PPD - DEC 2024						
111916 Total:		44.40							
AAA Certified Confidentialia		44.40							
Advance Auto Parts 12965									
CTIFEEAUG2487	8/12/2024	45.00	0.00	01/31/2025				No	0
699-069-519000 Training And Education			CTI PROGRAM FOR VMF - AUG 2024						
CTIFEEAUG2487 Total:		45.00							
CTIFEEDEC80	12/11/2024	45.00	0.00	01/31/2025				No	0
699-069-519000 Training And Education			CTI PROGRAM FOR VMF - DEC 2024						

Invoices received late from vendor. CMB 02/03/2025

Invoices received late from
vendor. CMB 02/03/2025

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description				Reference				
CTIFEEDEC80 Total:		45.00							
CTIFEEJUL2490	6/15/2024	45.00	0.00	01/31/2025				No	0
699-069-519000 Training And Education		CTI PROGRAM FOR VMF - JUL 2024							
CTIFEEJUL2490 Total:		45.00							
CTIFEEJUN24497	6/11/2024	45.00	0.00	01/31/2025				No	0
699-069-519000 Training And Education		CTI PROGRAM FOR VMF - JUN 2024							
CTIFEEJUN24497 Total:		45.00							
CTIFEEMAY2491	5/8/2024	45.00	0.00	01/31/2025				No	0
699-069-519000 Training And Education		CTI PROGRAM FOR VMF - MAY 2024							
CTIFEEMAY2491 Total:		45.00							
CTIFEENOV83	11/8/2024	45.00	0.00	01/31/2025				No	0
699-069-519000 Training And Education		CTI PROGRAM FOR VMF - NOV 2024							
CTIFEENOV83 Total:		45.00							
CTIFEEOCT315	10/10/2024	45.00	0.00	01/31/2025				No	0
699-069-519000 Training And Education		CTI PROGRAM FOR VMF - OCT 2024							
CTIFEEOCT315 Total:		45.00							
CTIFEESEP2491	9/11/2024	45.00	0.00	01/31/2025				No	0
699-069-519000 Training And Education		CTI PROGRAM FOR VMF - SEP 2024							
CTIFEESEP2491 Total:		45.00							
Advance Auto Parts Total:		360.00							
ALG Tools LLC									
11100									
*** 169415	1/21/2025	538.95	0.00	01/31/2025				No	0
699-069-554300 Uniforms And Tools		MKE2929-20 SAW - VMF							
*** 169415	1/21/2025	339.95	0.00	01/31/2025				No	0
699-069-554300 Uniforms And Tools		DB29HSG DRILL BITS - VMF							

Invoices received late from vendor. CMB 02/03/2025

Invoices
received late
from vendor.
CMB 02/03/2025

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description		Reference						
169415 Total:		878.90							
ALG Tools LLC Total:		878.90							
All Small Engines N More LLC									
13945									
7181	1/16/2025	198.00	0.00	01/31/2025				No	0
501-501-557200 License And Inspection Fees					INSPECTIONS/CERTIFICATIONS FOR 3 BUSES				
7181 Total:		198.00							
All Small Engines N More		198.00							
Allegra Print & Imaging									
10016									
71524	1/15/2025	265.00	0.00	01/31/2025				No	0
100-034-598000 Fire Prevention					INSPECTION CARDS, 1000 CT				
71524 Total:		265.00							
71576	1/22/2025	228.18	0.00	01/31/2025				No	0
100-793-520200 Office Supplies					STOP WORK NOTICE PLACARDS, 500 CT				
71576 Total:		228.18							
Allegra Print & Imaging To		493.18							
Altorfer Inc									
10019									
PC020823025	1/11/2025	199.32	0.00	01/31/2025				No	0
223-023-534000 Automotive Expense					HOSE/COUPLING FOR SW21				
PC020823025 Total:		199.32							
Altorfer Inc Total:		199.32							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description				Reference				
Ameren Illinois									
10021									
*** 0780071001	1/13/2025	204.07	0.00	01/31/2025				No	0
100-032-550500 Electricity For Street Li			500 PETRI LN MTRD STR LGTS - 12/03/24-01/06/25						
0780071001 Total:		204.07							
*** 1583003038	1/13/2025	284.22	0.00	01/31/2025				No	0
100-068-550100 Utilities			301 BROADWAY ST - 12/06/24-01/09/25						
1583003038 Total:		284.22							
*** 2063131008	1/17/2025	3,066.41	0.00	01/31/2025				No	0
100-032-550600 Electricity For Signal Li			TRAFFIC LIGHTS - 11/17/24-01/14/25						
2063131008 Total:		3,066.41							
*** 2096040026	1/8/2025	111.99	0.00	01/31/2025				No	0
525-525-550100 Utilities			13880 AIRPORT LN - 10/31-12/03/24						
*** 2096040026	12/5/2024	165.64	0.00	01/31/2025				No	0
525-525-550100 Utilities			13880 AIRPORT LN - 12/03/24-01/06/25						
2096040026 Total:		277.63							
*** 3139109012	1/8/2025	68.23	0.00	01/31/2025				No	0
100-032-550500 Electricity For Street Li			NEW HANNA RD MTRD STR LGTS - 12/03/24-01/06/25						
3139109012 Total:		68.23							
*** 4110903047	1/6/2025	429.32	0.00	01/31/2025				No	0
231-031-550100 Utilities			1508 EDGEWATER DR - 12/01/24-01/01/25						
4110903047 Total:		429.32							
*** 4453109007	1/13/2025	98.87	0.00	01/31/2025				No	0
100-068-550100 Utilities			5 S 5TH ST STR LGTS - 12/08/24-01/09/25						
4453109007 Total:		98.87							
Ameren Illinois Total:		4,428.75							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description				Reference				
Armature Motor & Pump Co Inc									
12391									
*** 41828	1/16/2025	2,768.74	0.00	01/31/2025				No	0
231-030-534400 Equipment Repairs					REPAIR EBARA PUMP - PARTS				
*** 41828	1/16/2025	2,450.00	0.00	01/31/2025				No	0
231-030-534400 Equipment Repairs					REPAIR EBARA PUMP - LABOR				
41828 Total:		5,218.74							
Armature Motor & Pump C		5,218.74							
Atlas Supply Company									
10038									
*** 41050	1/15/2025	111.12	0.00	01/31/2025				No	0
100-034-522400 General Supplies					THE WAVE URINAL DEODORIZER, 4 CT				
*** 41050	1/15/2025	116.90	0.00	01/31/2025				No	0
100-034-522400 General Supplies					PINNACLE MOP HANDLE, 10 CT				
*** 41050	1/15/2025	259.28	0.00	01/31/2025				No	0
100-034-522400 General Supplies					WHITE LOCOR ROLL TOWEL, 4 CT				
*** 41050	1/15/2025	80.59	0.00	01/31/2025				No	0
100-034-522400 General Supplies					TOILET TISSUE, 96 ROLLS				
*** 41050	1/15/2025	8.00	0.00	01/31/2025				No	0
100-034-522400 General Supplies					FREIGHT				
41050 Total:		575.89							
4105001	1/15/2025	214.20	0.00	01/31/2025				No	0
100-034-522400 General Supplies					EAR PLUGS, 100/BOX, 6 CT				
4105001 Total:		214.20							
*** 41088	1/16/2025	99.98	0.00	01/31/2025				No	0
501-501-522400 General Supplies					33-GAL NATURAL CAN LINER, 250/CASE, 2 CT				
*** 41088	1/16/2025	119.98	0.00	01/31/2025				No	0
501-501-522400 General Supplies					56-GAL BLACK CAN LINER, 150/CASE, 2 CT				
*** 41088	1/16/2025	73.85	0.00	01/31/2025				No	0
501-501-522400 General Supplies					SPEEDEX RTU CLEANER				
*** 41088	1/16/2025	8.00	0.00	01/31/2025				No	0

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number			Description				Reference		
501-501-522400 General Supplies					FREIGHT				
41088 Total:		301.81							
*** 41096	1/16/2025	91.55	0.00	01/31/2025				No	0
100-032-522400 General Supplies					10-OZ FOAM DRINK CUPS, 25/BAG, 40 CT				
*** 41096	1/16/2025	8.00	0.00	01/31/2025				No	0
100-032-522400 General Supplies					FREIGHT				
41096 Total:		99.55							
4109601	1/21/2025	91.55	0.00	01/31/2025				No	0
699-069-522400 General Supplies					10-OZ FOAM DRINK CUPS, 25/BAG, 40 CT - VMF				
4109601 Total:		91.55							
Atlas Supply Company To		1,283.00							
Beck Oil Company of Illinois									
14623									
123124	1/7/2025	350.00	0.00	01/31/2025				No	0
100-761-534000 Automotive Expense					MONTHLY SQUAD WASHES - DEC 2024				
123124 Total:		350.00							
Beck Oil Company of Illino		350.00							
Cat Financial Services Corporation									
10104									
*** 36434198	1/16/2025	1,475.23	0.00	01/31/2025				No	0
100-032-587001 Lease/Purchase of Equipment					LTO WHEEL LOADER - PRINCIPAL - FEB 2025				
*** 36434198	1/16/2025	197.94	0.00	01/31/2025				No	0
100-032-590400 Interest Paid					LTO WHEEL LOADER - INTEREST - FEB 2025				
36434198 Total:		1,673.17							
Cat Financial Services Corp		1,673.17							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description				Reference				
Centre State International Trucks, Inc 10109									
01P90696	1/14/2025	112.68	0.00	01/31/2025				No	0
100-032-534000 Automotive Expense			SPEED SENSOR - STREET TRUCK 465						
	01P90696 Total:	112.68							
	Centre State International T	112.68							
Cintas Corporation 10115									
4217427912	1/9/2025	114.64	0.00	01/31/2025				No	0
699-069-569000 Other Contractual Service			VMF UNIFORM CLEANING						
	4217427912 Total:	114.64							
4218157825	1/16/2025	114.64	0.00	01/31/2025				No	0
699-069-569000 Other Contractual Service			VMF UNIFORM CLEANING						
	4218157825 Total:	114.64							
4218811724	1/23/2025	114.64	0.00	01/31/2025				No	0
699-069-569000 Other Contractual Service			VMF UNIFORM CLEANING						
	4218811724 Total:	114.64							
	Cintas Corporation Total:	343.92							
Citylink/Greater Peoria Mass Transit District 11032									
18891	9/30/2024	52,500.00	0.00	01/31/2025				No	0
100-990-565900 Citylink Contract			TRANSP SVCS - JUL-SEP 2024 - RES 217-24/25						
	18891 Total:	52,500.00							
19000	12/31/2024	52,500.00	0.00	01/31/2025				No	0
100-990-565900 Citylink Contract			TRANSP SVCS - OCT-DEC 2024 - RES 217-24/25						

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description		Reference						
	19000 Total:	52,500.00							
	Citylink/Greater Peoria Ma	105,000.00							
CJ Signs									
14744									
104789	1/13/2025	650.00	0.00	01/31/2025				No	0
100-761-524000	Lease/rental Of Equipment				UPFIT NEW SQUADS/WINDOW TINT FOR 2 TRUCKS				
	104789 Total:	650.00							
104799	1/22/2025	100.00	0.00	01/31/2025				No	0
100-761-524000	Lease/rental Of Equipment				REMOVE FRONT FROM SQUAD				
	104799 Total:	100.00							
	CJ Signs Total:	750.00							
Coe Equipment, Inc									
10123									
86667	1/21/2025	872.46	0.00	01/31/2025				No	0
231-030-534000	Automotive Expense				ACTUATOR, 1-1/4" BALL VALVE FOR VACTOR				
	86667 Total:	872.46							
	Coe Equipment, Inc Total:	872.46							
Collins, Saskia									
14730									
EXPENSE-0125	1/27/2025	27.00	0.00	01/31/2025				No	0
501-501-599000	Miscellaneous				TEXT MESSAGE CREDITS - 01/20/25				
	EXPENSE-0125 Total:	27.00							
	Collins, Saskia Total:	27.00							

AP-To Be Paid Proof List (02/03/2025 - 11:24 AM)

*** means this invoice number is a duplicate.

"They are for texting drivers and monitors. I had to recharge our account on the day that school district's cancelled school due to low temps. I had to send messages from home (to make sure they go to the employees early enough) and there weren't enough credits in the account. So, I had to use my personal card since the City one is kept in the office." CMB 02/03/2025

Page 8

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description		Reference						
Conway Shield, Inc 14482									
531666	1/15/2025	581.00	0.00	01/31/2025				No	0
100-034-529000 Equipment				NEW HIRE GEAR					
531666 Total:		581.00							
Conway Shield, Inc Total:		581.00							
Cook and Sons Autobody Inc 11398									
02194FAD	1/16/2025	53.75	0.00	01/31/2025				No	0
695-093-518132 Claims Paid / Street Dept				SUPP INSURANCE REPAIRS TO 2007 CHEVY 1500					
02194FAD Total:		53.75							
BE0207E4	1/2/2025	1,239.20	0.00	01/31/2025				No	0
695-093-518133 Claims Paid / Police Prot				INSURANCE REPAIR - PPD 2200					
BE0207E4 Total:		1,239.20							
Cook and Sons Autobody I		1,292.95							
Dewberry Architects Inc 12357									
82401961	1/17/2025	4,949.94	0.00	01/31/2025	CITY-INSP	expense		No	0
100-793-569000 Other Contractual Service				CITY HALL BUILDING AND LIFE SAFETY PLANS					
82401961 Total:		4,949.94							
Dewberry Architects Inc T		4,949.94							
Dynamic Design Software 12811									
25111627	1/5/2025	496.00	0.00	01/31/2025				No	0
100-761-538000 Maintenance Agreements				CRIME FREE SOFTWARE SUB - 01/01/25-01/01/26					

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description		Reference						
25111627 Total:		496.00							
Dynamic Design Software		496.00							
EJ Equipment Inc 11489 P06960	12/13/2024	1,214.44	0.00	01/31/2025				No	0
100-032-534000 Automotive Expense			HD HOSES - STREET TRUCK 480						
P06960 Total:		1,214.44							
EJ Equipment Inc Total:		1,214.44							
Farnsworth Group, Inc 10180 256747	12/4/2024	60,256.85	0.00	01/31/2025	CSP3-ENGR	engr		No	0
231-033-580600 Sewer Construction			PHASE 3B & 3C PROJECT ENGR - THRU OCT 2024						
256747 Total:		60,256.85							
Farnsworth Group, Inc Tot		60,256.85							
Fastenal Company 10181 ILPRA473008	1/7/2025	39.24	0.00	01/31/2025				No	0
100-034-534000 Automotive Expense			1/4"-3/4" RR STEP DR (BIT) - ENGINE 1						
ILPRA473008 Total:		39.24							
Fastenal Company Total:		39.24							
Five Star Water Company 12219 *** 106351	1/9/2025	91.97	0.00	01/31/2025				No	0

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number			Description				Reference		
231-031-569000 Other Contractual Service					DRINKING WATER @! WWTP - 01/10-02/06/25				
106351 Total:		91.97							
Five Star Water Company T		91.97							
Forman Ambulance Service 15340									
PFD	1/18/2025	400.00	0.00	01/31/2025				No	0
100-034-519000 Training And Education					ICE WATER RESCUE CLASS (4 PEOPLE) - 02/08/25				
PFD Total:		400.00							
Forman Ambulance Service		400.00							
Gallery Ford of Pekin, LLC 10683									
*** 28320	1/13/2025	180.00	0.00	01/31/2025				No	0
100-034-587500 Vehicles					REMOTE CONTROL - NEW TRUCK BUILD - LABOR				
*** 28320	1/13/2025	225.76	0.00	01/31/2025				No	0
100-034-587500 Vehicles					REMOTE CONTROL - NEW TRUCK BUILD - PARTS				
28320 Total:		405.76							
Gallery Ford of Pekin, LLC		405.76							
Gem City Tires, Inc 12935									
48513	1/17/2025	4,975.20	0.00	01/31/2025				No	0
223-023-534000 Automotive Expense					TIRES - SW12/13/14/15/20/21/22 AND RC1				
48513 Total:		4,975.20							
48514	1/17/2025	2,436.60	0.00	01/31/2025				No	0
223-023-534000 Automotive Expense					TIRES - SW11/12/13/14/20/21/STOCK				

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
	48514 Total:	2,436.60							
48584	1/23/2025	1,715.00	0.00	01/31/2025				No	0
501-501-534000	Automotive Expense			TIRES - BUS 1916/1939/STOCK					
	48584 Total:	1,715.00							
	Gem City Tires, Inc Total:	9,126.80							
GFL Environmental 14249									
P60005204428	1/15/2025	26,855.53	0.00	01/31/2025				No	0
223-023-566500	Landfill Expense			LANDFILL FEES - 01/02-01/15/25					
	P60005204428 Total:	26,855.53							
	GFL Environmental Total:	26,855.53							
Hall Signs 12690									
*** 119486	1/21/2025	2,117.00	0.00	01/31/2025				No	0
100-032-523000	Traffic/Street Signs & Marking			18' X 24" ALUMINUM SIGN BLANK, 100 CT					
*** 119486	1/21/2025	1,826.00	0.00	01/31/2025				No	0
100-032-523000	Traffic/Street Signs & Marking			30" OCTAGON ALUMINUM SIGN BLANK, 50 CT					
	119486 Total:	3,943.00							
	Hall Signs Total:	3,943.00							
Herr Petroleum Corporation 12712									
*** D41766	1/15/2025	16,263.94	0.00	01/31/2025				No	0
699-000-160100	Fuel Inventory			DIESEL - 5004 GAL @ 3.25/GAL					
*** D41766	1/15/2025	5,365.15	0.00	01/31/2025				No	0
699-000-160100	Fuel Inventory			REG N/L - 2000 GAL @ 2.68/GAL					

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description		Reference						
	D41766 Total:	21,629.09							
	Herr Petroleum Corporatio	21,629.09							
Hohulin Fence Company 12880 24633LS	11/6/2024	9,870.27	0.00	01/31/2025				No	0
231-031-534200 Buildings And Grounds Rep					FENCE TO STOP UNAUTH DUMPING IN N. PEKIN				
	24633LS Total:	9,870.27							
	Hohulin Fence Company T	9,870.27							
Icenogle, Greg 15037 EXPENSE-0125	1/27/2025	15.26	0.00	01/31/2025				No	0
501-501-554200 Meals/Lodging					PCHS DANCE TEAM - TRIP 16175 - 01/11/25				
	EXPENSE-0125 Total:	15.26							
	Icenogle, Greg Total:	15.26							
Illinois American Water Company 10291 *** 210000995141	1/17/2025	113.46	0.00	01/31/2025	FIRE-ALLO	expense		No	0
100-068-550100 Utilities					FIRE STATION #1 - 12/14/24-01/15/25				
	210000995141 Total:	113.46							
*** 210001081816	1/17/2025	24.07	0.00	01/31/2025				No	0
100-068-550100 Utilities					MARGARET ST YD HYDRANT - 12/14/24-01/15/25				
	210001081816 Total:	24.07							
*** 210001269890	1/16/2025	20.97	0.00	01/31/2025				No	0
100-068-550100 Utilities					2ND ST YD HYDRANT - 12/14/24-01/15/25				

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description		Reference						
210001269890	Total:	20.97							
*** 210001655200	1/17/2025	29.63	0.00	01/31/2025				No	0
100-068-550100	Utilities			608 S FRONT ST - 12/14/24-01/15/25					
210001655200	Total:	29.63							
*** 210002094969	1/16/2025	28.59	0.00	01/31/2025				No	0
100-068-550100	Utilities			STATE ST LIFT STATION - 12/14/24-01/15/25					
210002094969	Total:	28.59							
*** 210002243143	1/16/2025	28.59	0.00	01/31/2025				No	0
100-068-550100	Utilities			2500 S 2ND ST - 12/14/24-01/15/25					
210002243143	Total:	28.59							
*** 210002282773	1/17/2025	184.94	0.00	01/31/2025	CITY-HALL	expense		No	0
100-068-550100	Utilities			CITY HALL - 12/14/24-01/15/25					
210002282773	Total:	184.94							
*** 210002365869	1/16/2025	20.97	0.00	01/31/2025				No	0
100-068-550100	Utilities			7TH ST YD HYDRANT - 12/14/24-01/15/25					
210002365869	Total:	20.97							
*** 210003283755	1/14/2025	28.12	0.00	01/31/2025				No	0
100-068-550100	Utilities			1842 COURT ST YD HYDRANT - 12/12/24-01/13/25					
210003283755	Total:	28.12							
*** 210004789874	1/17/2025	255.39	0.00	01/31/2025	WWTP-ALLO	expense		No	0
100-068-550100	Utilities			606 S FRONT ST (WWTP) - 12/14/24-01/15/25					
210004789874	Total:	255.39							
*** 220000296568	1/17/2025	32.91	0.00	01/31/2025				No	0
100-068-550100	Utilities			FRONT ST REST AREA - 12/14/24-01/15/25					
220000296568	Total:	32.91							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description			Reference					
*** 220038853805	1/17/2025	35.52	0.00	01/31/2025	FIRE-ALLO	expense		No	0
100-068-550100 Utilities					FIRE STATION #1 SHED - 12/14/24-01/15/25				
220038853805 Total:		35.52							
*** 220040749688	1/17/2025	54.70	0.00	01/31/2025				No	0
100-068-550100 Utilities					311 BROADWAY ST - 12/14/24-01/15/25				
220040749688 Total:		54.70							
Illinois American Water Co		857.86							
Interstate Batteries of Central IL, Inc 10330									
20035269	12/26/2024	617.70	0.00	01/31/2025				No	0
501-501-534000 Automotive Expense					BATTERIES - BUS 1953/1960				
20035269 Total:		617.70							
20035606	1/9/2025	143.77	0.00	01/31/2025				No	0
100-032-534000 Automotive Expense					BATTERY - STREET 450				
20035606 Total:		143.77							
20035973	1/23/2025	143.77	0.00	01/31/2025				No	0
100-034-534000 Automotive Expense					BATTERY - FIRE 152				
20035973 Total:		143.77							
Interstate Batteries of Cent		905.24							
IWIRC 10335									
*** 415916	1/6/2025	1,046.00	0.00	01/31/2025				No	0
501-501-559000 Medical Expense/supplies					DRUG/ALCOHOL SCREENINGS - BUS DEPT				
*** 415916	1/6/2025	42.00	0.00	01/31/2025				No	0
100-032-559000 Medical Expense/supplies					DRUG/ALCOHOL SCREENINGS - STREET DEPT				
*** 415916	1/6/2025	210.00	0.00	01/31/2025				No	0
223-023-559000 Medical Expense/supplies					DRUG/ALCOHOL SCREENINGS - SOLID WASTE				

AP-To Be Paid Proof List (02/03/2025 - 11:24 AM)

Page 15

*** means this invoice number is a duplicate.

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description		Reference						
415916 Total:		1,298.00							
416374	1/21/2025	145.00	0.00	01/31/2025				No	0
501-501-559000 Medical Expense/supplies	NEW-EMPLOY PHYSICAL/DRUG SCREEN - 01/10/25								
416374 Total:		145.00							
416467	1/21/2025	74.00	0.00	01/31/2025				No	0
501-501-559000 Medical Expense/supplies	POST-INCIDENT DRUG SCREEN - 01/07/25								
416467 Total:		74.00							
416524	1/21/2025	125.00	0.00	01/31/2025				No	0
501-501-559000 Medical Expense/supplies	NEW-EMPLOY PHYSICAL/DRUG SCREEN - 01/13/25								
416524 Total:		125.00							
416584	1/21/2025	823.77	0.00	01/31/2025				No	0
100-990-590900 Police And Fire Commission	PRE-EMPLOYMENT EXAM - 01/09/25								
416584 Total:		823.77							
IWIRC Total:		2,465.77							
J.W. Lawn Service LLC									
14521									
01152025	1/15/2025	2,100.00	0.00	01/31/2025				No	0
525-525-536300 Snow Removal - Salt And C	AIRPORT SNOW REMOVAL - 01/06-01/14/25								
01152025 Total:		2,100.00							
J.W. Lawn Service LLC To		2,100.00							
JC Dillon, Inc									
11721									
11797	10/9/2024	9,520.00	0.00	01/31/2025				No	0
231-030-564000 Sewer Maintenance/Improvements	SEWER LATERAL REPAIR @ 600 S 4TH ST								

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description		Reference						
	11797 Total:	9,520.00							
11805	7/31/2024	6,705.00	0.00	01/31/2025				No	0
231-030-564000	Sewer Maintenance/Improvements				SEWER LATERAL REPAIR @ 1218 SUMMER ST				
	11805 Total:	6,705.00							
	JC Dillon, Inc Total:	16,225.00							
JX Enterprises Inc 15148									
4049504P	1/7/2025	-151.46	0.00	01/31/2025				No	0
223-023-534000	Automotive Expense				RETURN CREDIT - PARTICULATE SENSOR - SW22				
	4049504P Total:	-151.46							
	JX Enterprises Inc Total:	-151.46							
Key Equipment & Supply Company 10353									
*** STL208186	1/15/2025	126.66	0.00	01/31/2025				No	0
223-023-534000	Automotive Expense				HINGE, 2 CT - SW21				
*** STL208186	1/15/2025	455.80	0.00	01/31/2025				No	0
223-023-534000	Automotive Expense				GRIPPER PAD, 20 CT - SW21				
*** STL208186	1/15/2025	26.66	0.00	01/31/2025				No	0
223-023-534000	Automotive Expense				FREIGHT				
	STL208186 Total:	609.12							
	Key Equipment & Supply	609.12							
Kimball Midwest 11679									
*** 103000413	1/24/2025	4.00	0.00	01/31/2025				No	0
100-032-522400	General Supplies				1/4 GR8 LOCKWASHER, 100 CT - VMF				
*** 103000413	1/24/2025	74.75	0.00	01/31/2025				No	0

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description			Reference					
100-032-522400 General Supplies *** 103000413	1/24/2025	52.20	0.00	9/16-12 X 4-1/2 KM-USA HH GR8 CS, 25 CT - VMF 01/31/2025				No	0
100-032-522400 General Supplies *** 103000413	1/24/2025	52.25	0.00	3/4-10 X 5" KM-USA HH GR8 CS, 10 CT - VMF 01/31/2025				No	0
100-032-522400 General Supplies *** 103000413	1/24/2025	77.25	0.00	7/16-14 X 5 " KM-USA HH GR8 CS, 25 CT - VMF 01/31/2025				No	0
100-032-522400 General Supplies *** 103000413	1/24/2025	43.30	0.00	7/16-14 X 6" KM-USA HH GR8 CS, 25 CT - VMF 01/31/2025				No	0
100-032-522400 General Supplies *** 103000413	1/24/2025	49.28	0.00	5/8-11 X 6" KM-USA HH GR8 CS, 10 CT - VMF 01/31/2025				No	0
100-032-559000 Medical Expense/supplies *** 103000413	1/24/2025	12.67	0.00	IBUPROFEN TABLETS, 2 CT - MED CABINET 01/31/2025				No	0
100-032-559000 Medical Expense/supplies *** 103000413	1/24/2025	12.67	0.00	FABRIC BANDAGES, 1" X 3" - MED CABINET 01/31/2025				No	0
100-032-559000 Medical Expense/supplies *** 103000413	1/24/2025	18.12	0.00	FINGERTIP BANDAGES, 1" X 3" - MED CABINET 01/31/2025				No	0
100-032-559000 Medical Expense/supplies				ANTACID TABLETS - MED CABINET					
103000413 Total:		396.49							
Kimball Midwest Total:		396.49							
Laser Electric, Inc 10367 SC27343K	12/31/2024	3,700.00	0.00	01/31/2025				No	0
100-032-532000 Electronic Equipment Main				JULIE ELECTRIC LOCATES - NOV 2024					
SC27343K Total:		3,700.00							
SC27343L	1/13/2025	3,286.00	0.00	01/31/2025				No	0
100-032-532000 Electronic Equipment Main				JULIE ELECTRIC LOCATES - DEC 2024					
SC27343L Total:		3,286.00							
SC28212	1/9/2025	496.00	0.00	01/31/2025				No	0
100-032-532000 Electronic Equipment Main				REPLACED BULBS @ B'WAY & 11TH TRF SIGNAL					
SC28212 Total:		496.00							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
	Laser Electric, Inc Total:	7,482.00							
Lauterbach & Amen, LLP 14315 99955	1/10/2025	1,500.00	0.00	01/31/2025				No	0
100-006-569000 Other Contractual Service				CONTRIBUTION HISTORY EXHIBIT + ADD'L DETAIL					
	99955 Total:	1,500.00							
	Lauterbach & Amen, LLP T	1,500.00							
Linde Gas & Equipment Inc 10518 46725146	11/30/2024	329.79	0.00	01/31/2025				No	0
699-069-522400 General Supplies				OXYGEN FOR TORCH TANK					
	46725146 Total:	329.79							
47560763	1/22/2025	230.22	0.00	01/31/2025				No	0
100-034-524000 Lease/rental Of Equipment				MEDICAL O2					
	47560763 Total:	230.22							
	Linde Gas & Equipment In	560.01							
May Welding Repair & Fabrication 14112 4958	1/21/2025	559.75	0.00	01/31/2025				No	0
223-023-534000 Automotive Expense				REPAIR/PATCH HOPPER ON SW12					
	4958 Total:	559.75							
	May Welding Repair & Fab	559.75							

McKesson Medical-Surgical Gov't Solutions LLC

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description		Reference						
10431									
23136471	1/8/2025	346.91	0.00	01/31/2025				No	0
100-034-522500	Emergency Medical Supplie		EMERGENCY MEDICAL SUPPLIES						
	23136471 Total:	346.91							
23149433	1/9/2025	366.35	0.00	01/31/2025				No	0
100-034-522500	Emergency Medical Supplie		EMERGENCY MEDICAL SUPPLIES						
	23149433 Total:	366.35							
	McKesson Medical-Surgica	713.26							
McMillan, Sue									
10407									
EXPENSE-0125	1/28/2025	138.00	0.00	01/31/2025				No	0
100-004-551000	Printing And Publications		RECORDING FEE FOR 2 EASEMENTS - 01/27/25						
	EXPENSE-0125 Total:	138.00							
	McMillan, Sue Total:	138.00							
Melton, Jennifer									
10413									
EXPENSE-0225	1/28/2025	57.00	0.00	01/31/2025				No	0
100-761-519000	Training And Education		DE-ESCALATION CLASS - 02/03-02/05/25 - PER DIEM						
	EXPENSE-0225 Total:	57.00							
	Melton, Jennifer Total:	57.00							
Menards									
10414									
*** 95219	1/10/2025	17.94	0.00	01/31/2025				No	0
100-034-522400	General Supplies		SPLASH -35 ULTIMATE PURPLE						
*** 95219	1/10/2025	101.96	0.00	01/31/2025				No	0
100-034-522400	General Supplies		ROV 123A LITHIUM 8 PK, 4 CT						

AP-To Be Paid Proof List (02/03/2025 - 11:24 AM)

Page 20

*** means this invoice number is a duplicate.

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number			Description				Reference		
*** 95219	1/10/2025	14.44	0.00	01/31/2025				No	0
100-034-522400 General Supplies					HYDRAHYDE GRAIN LEATHER GLV				
95219 Total:		134.34							
95627	1/16/2025	77.88	0.00	01/31/2025				No	0
100-034-522400 General Supplies					XTRA 312-OZ CALYPSO, 6 CT - STATION SUPPLY				
95627 Total:		77.88							
*** 95961	1/21/2025	19.90	0.00	01/31/2025				No	0
100-068-522400 General Supplies					BKF TOILET BOWL CLEANER, 24-OZ, 10 CT				
*** 95961	1/21/2025	19.98	0.00	01/31/2025				No	0
100-068-522400 General Supplies					128-OZ SIMPLE GREEN CLEANER, 2 CT				
*** 95961	1/21/2025	4.38	0.00	01/31/2025				No	0
100-068-522400 General Supplies					28-OZ METHOD AB APC CITRON				
95961 Total:		44.26							
*** 95969	1/21/2025	40.99	0.00	01/31/2025				No	0
100-068-522400 General Supplies					BI-METAL HOLE SAW 6"				
*** 95969	1/21/2025	8.99	0.00	01/31/2025				No	0
100-068-522400 General Supplies					6" FLOWTITE PLAIN				
95969 Total:		49.98							
*** 95974	1/21/2025	11.99	0.00	01/31/2025				No	0
231-031-534400 Equipment Repairs					4 X 10 FLOOR REG MB				
*** 95974	1/21/2025	14.99	0.00	01/31/2025				No	0
231-031-534400 Equipment Repairs					ENGY-SAV PERSONAL HEATER				
*** 95974	1/21/2025	59.99	0.00	01/31/2025				No	0
231-031-534400 Equipment Repairs					DC CORDLESS JOBSITE FAN				
95974 Total:		86.97							
95975	1/21/2025	7.98	0.00	01/31/2025				No	0
231-031-534400 Equipment Repairs					HEAT SHRINK TUBE 8", 2 CT				
95975 Total:		7.98							
96022	1/22/2025	59.96	0.00	01/31/2025				No	0
100-068-522400 General Supplies					ROUND HEATING THERMOSTAT, 2 CT				

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description				Reference				
96022 Total:		59.96							
*** 96096	1/23/2025	2.59	0.00	01/31/2025				No	0
100-032-523000	Traffic/Street Signs & Marking				5/16" LOCK WASHER, 100 PC				
*** 96096	1/23/2025	8.78	0.00	01/31/2025				No	0
100-032-523000	Traffic/Street Signs & Marking				5/16 X 1-1/4 FENDER WASHER, 2 CT				
*** 96096	1/23/2025	11.97	0.00	01/31/2025				No	0
100-032-523000	Traffic/Street Signs & Marking				5/16 X 2-1/2 HEX BOLT, 16 PC				
*** 96096	1/23/2025	5.98	0.00	01/31/2025				No	0
100-032-523000	Traffic/Street Signs & Marking				5/16-18 HEX NUT, 96 PC				
*** 96096	1/23/2025	2.69	0.00	01/31/2025				No	0
100-032-523000	Traffic/Street Signs & Marking				5/16" FLAT WASHER, 82 PC				
*** 96096	1/23/2025	3.99	0.00	01/31/2025				No	0
100-032-523000	Traffic/Street Signs & Marking				5/16 X 1-1/2 HEX BOLT, 25 PC				
96096 Total:		36.00							
*** 96097	1/23/2025	3.99	0.00	01/31/2025				No	0
100-032-522400	General Supplies				2.4A 2-PORT USB CAR-BLU DB				
*** 96097	1/23/2025	3.99	0.00	01/31/2025				No	0
100-032-522400	General Supplies				C TO USB-A - PURPLE 3' DB				
*** 96097	1/23/2025	3.99	0.00	01/31/2025				No	0
100-032-522400	General Supplies				2.4A 2-PORT USB CAR-WHT DB				
*** 96097	1/23/2025	3.99	0.00	01/31/2025				No	0
100-032-522400	General Supplies				2.4A 2-PORT USB CAR-RED DB				
*** 96097	1/23/2025	18.94	0.00	01/31/2025				No	0
100-032-522400	General Supplies				MF-COMB WRN STD 15/16				
96097 Total:		34.90							
*** 96102	1/23/2025	31.96	0.00	01/31/2025				No	0
100-068-522400	General Supplies				HEFTY CINCH SAK BAGS, 4 CT				
*** 96102	1/23/2025	8.98	0.00	01/31/2025				No	0
100-068-522400	General Supplies				75-CT CLOROX WIPES LEMON, 2 CT				
*** 96102	1/23/2025	17.96	0.00	01/31/2025				No	0
100-068-522400	General Supplies				75-CT CLOROX WIPES FRESH, 4 CT				
96102 Total:		58.90							
*** 96108	1/23/2025	16.44	0.00	01/31/2025				No	0

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number			Description			Reference			
231-031-522400 General Supplies *** 96108	1/23/2025	17.96	0.00	01/31/2025				No	0
231-031-522400 General Supplies *** 96108	1/23/2025	16.99	0.00	01/31/2025				No	0
231-031-522400 General Supplies *** 96108	1/23/2025	23.96	0.00	01/31/2025				No	0
231-031-522400 General Supplies *** 96108	1/23/2025	31.99	0.00	01/31/2025				No	0
231-031-522400 General Supplies *** 96108	1/23/2025	21.99	0.00	01/31/2025				No	0
231-031-522400 General Supplies									
96108 Total:		129.33							
*** 96149	1/24/2025	12.79	0.00	01/31/2025				No	0
100-032-522400 General Supplies *** 96149	1/24/2025	6.99	0.00	01/31/2025				No	0
100-032-522400 General Supplies *** 96149	1/24/2025	6.99	0.00	01/31/2025				No	0
100-032-522400 General Supplies									
96149 Total:		26.77							
*** 96167	1/24/2025	7.00	0.00	01/31/2025				No	0
100-032-522400 General Supplies *** 96167	1/24/2025	6.99	0.00	01/31/2025				No	0
100-032-522400 General Supplies									
96167 Total:		13.99							
*** 96172	1/24/2025	59.94	0.00	01/31/2025				No	0
100-068-536300 Snow Removal - Salt *** 96172	1/24/2025	7.29	0.00	01/31/2025				No	0
100-068-536300 Snow Removal - Salt *** 96172	1/24/2025	3.99	0.00	01/31/2025				No	0
100-068-536300 Snow Removal - Salt									
96172 Total:		71.22							
*** 96342	1/27/2025	7.98	0.00	01/31/2025				No	0
100-068-522400 General Supplies									

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number			Description				Reference		
*** 96342	1/27/2025	3.97	0.00	01/31/2025				No	0
100-068-522400 General Supplies				AA CLEANING WIPES					
96342 Total:		11.95							
*** 96396	1/27/2025	29.90	0.00	01/31/2025				No	0
100-068-522400 General Supplies				16-OZ COTTON DECK MOP REFILL, 5 CT					
*** 96396	1/27/2025	6.58	0.00	01/31/2025				No	0
100-068-522400 General Supplies				WHITE VINEGAR, 2 CT					
*** 96396	1/27/2025	10.98	0.00	01/31/2025				No	0
100-068-522400 General Supplies				ZEP STAINLESS STEEL CLEANER, 2 CT					
96396 Total:		47.46							
Menards Total:		891.89							
Mercury Medical 14716 INV260609	1/14/2025	264.50	0.00	01/31/2025				No	0
100-034-522500 Emergency Medical Supplie				EMERGENCY MEDICAL SUPPLIES					
INV260609 Total:		264.50							
Mercury Medical Total:		264.50							
Middle America Government Consulting, Inc 15230									
*** 3021A	1/27/2025	119.81	0.00	01/31/2025				No	0
525-525-569000 Other Contractual Service				FINANCE TEMP - 01/05-01/25/25					
*** 3021A	1/27/2025	119.81	0.00	01/31/2025				No	0
208-208-569000 Other Contractual Service				FINANCE TEMP - 01/05-01/25/25					
*** 3021A	1/27/2025	479.22	0.00	01/31/2025				No	0
270-270-569000 Other Contractual Service				FINANCE TEMP - 01/05-01/25/25					
*** 3021A	1/27/2025	479.22	0.00	01/31/2025				No	0
273-273-569000 Other Contractual Service				FINANCE TEMP - 01/05-01/25/25					
*** 3021A	1/27/2025	479.22	0.00	01/31/2025				No	0
275-275-569000 Other Contractual Service				FINANCE TEMP - 01/05-01/25/25					
*** 3021A	1/27/2025	599.03	0.00	01/31/2025				No	0

AP-To Be Paid Proof List (02/03/2025 - 11:24 AM)

Page 24

*** means this invoice number is a duplicate.

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description			Reference					
277-277-569000 Other Contractual Services									
*** 3021A	1/27/2025	119.81	0.00	01/31/2025				No	0
570-570-569000 Other Contractual Service									
*** 3021A	1/27/2025	599.03	0.00	01/31/2025				No	0
501-501-569000 Other Contractual Service									
*** 3021A	1/27/2025	1,797.08	0.00	01/31/2025				No	0
231-029-569000 Other Contractual Service									
*** 3021A	1/27/2025	1,797.08	0.00	01/31/2025				No	0
223-023-569000 Other Contractual Service									
*** 3021A	1/27/2025	5,391.19	0.00	01/31/2025				No	0
100-006-569000 Other Contractual Service									
3021A Total:		11,980.50							
*** 3021B	1/27/2025	11.02	0.00	01/31/2025				No	0
525-525-569000 Other Contractual Service									
*** 3021B	1/27/2025	11.02	0.00	01/31/2025				No	0
208-208-569000 Other Contractual Service									
*** 3021B	1/27/2025	44.09	0.00	01/31/2025				No	0
270-270-569000 Other Contractual Service									
*** 3021B	1/27/2025	44.09	0.00	01/31/2025				No	0
273-273-569000 Other Contractual Service									
*** 3021B	1/27/2025	44.09	0.00	01/31/2025				No	0
275-275-569000 Other Contractual Service									
*** 3021B	1/27/2025	55.11	0.00	01/31/2025				No	0
277-277-569000 Other Contractual Services									
*** 3021B	1/27/2025	11.02	0.00	01/31/2025				No	0
570-570-569000 Other Contractual Service									
*** 3021B	1/27/2025	55.11	0.00	01/31/2025				No	0
501-501-569000 Other Contractual Service									
*** 3021B	1/27/2025	165.33	0.00	01/31/2025				No	0
231-029-569000 Other Contractual Service									
*** 3021B	1/27/2025	165.33	0.00	01/31/2025				No	0
223-023-569000 Other Contractual Service									
*** 3021B	1/27/2025	495.99	0.00	01/31/2025				No	0
100-006-569000 Other Contractual Service									
3021B Total:		1,102.20							
*** 3021C	1/27/2025	8.51	0.00	01/31/2025				No	0

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number			Description			Reference			
525-525-569000 Other Contractual Service *** 3021C	1/27/2025	8.51	0.00	01/31/2025	MILEAGE - 01/06, 09, 13, 16, 21, 23, 25 (X 2)			No	0
208-208-569000 Other Contractual Service *** 3021C	1/27/2025	34.05	0.00	01/31/2025	MILEAGE - 01/06, 09, 13, 16, 21, 23, 25 (X 2)			No	0
270-270-569000 Other Contractual Service *** 3021C	1/27/2025	34.05	0.00	01/31/2025	MILEAGE - 01/06, 09, 13, 16, 21, 23, 25 (X 2)			No	0
273-273-569000 Other Contractual Service *** 3021C	1/27/2025	34.05	0.00	01/31/2025	MILEAGE - 01/06, 09, 13, 16, 21, 23, 25 (X 2)			No	0
275-275-569000 Other Contractual Service *** 3021C	1/27/2025	42.56	0.00	01/31/2025	MILEAGE - 01/06, 09, 13, 16, 21, 23, 25 (X 2)			No	0
277-277-569000 Other Contractual Services *** 3021C	1/27/2025	8.51	0.00	01/31/2025	MILEAGE - 01/06, 09, 13, 16, 21, 23, 25 (X 2)			No	0
570-570-569000 Other Contractual Service *** 3021C	1/27/2025	42.56	0.00	01/31/2025	MILEAGE - 01/06, 09, 13, 16, 21, 23, 25 (X 2)			No	0
501-501-569000 Other Contractual Service *** 3021C	1/27/2025	127.68	0.00	01/31/2025	MILEAGE - 01/06, 09, 13, 16, 21, 23, 25 (X 2)			No	0
231-029-569000 Other Contractual Service *** 3021C	1/27/2025	127.68	0.00	01/31/2025	MILEAGE - 01/06, 09, 13, 16, 21, 23, 25 (X 2)			No	0
223-023-569000 Other Contractual Service *** 3021C	1/27/2025	383.04	0.00	01/31/2025	MILEAGE - 01/06, 09, 13, 16, 21, 23, 25 (X 2)			No	0
100-006-569000 Other Contractual Service					MILEAGE - 01/06, 09, 13, 16, 21, 23, 25 (X 2)				
3021C Total:		851.20							
Middle America Governme		13,933.90							
Midwest Equipment, Inc - Tremont 14556 767330	11/7/2024	164.92	0.00	01/31/2025				No	0
100-032-534400 Equipment Repairs					STREET DEPT CONCRETE SAW				
767330 Total:		164.92							
Midwest Equipment, Inc -		164.92							
Midwest Transit Equipment, Inc 10421									

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description			Reference					
*** R35100801002	10/25/2024	217.50	0.00	01/31/2025				No	0
501-501-534000 Automotive Expense					BUS 1208 REPAIRS - LABOR				
*** R35100801002	10/25/2024	13.05	0.00	01/31/2025				No	0
501-501-534000 Automotive Expense					BUS 1208 REPAIRS - SHOP SUPPLIES				
R35100801002 Total:		230.55							
*** R35100820301	12/31/2024	217.50	0.00	01/31/2025				No	0
501-501-534000 Automotive Expense					BUS 1939 REPAIRS - LABOR				
*** R35100820301	12/31/2024	13.05	0.00	01/31/2025				No	0
501-501-534000 Automotive Expense					BUS 1939 REPAIRS - SHOP SUPPLIES				
R35100820301 Total:		230.55							
*** R35100826701	1/21/2025	108.75	0.00	01/31/2025				No	0
501-501-534000 Automotive Expense					DPF REPAIR - BUS 1924 - LABOR				
*** R35100826701	1/21/2025	6.52	0.00	01/31/2025				No	0
501-501-534000 Automotive Expense					DPF REPAIR - BUS 1924 - SHOP SUPPLIES				
R35100826701 Total:		115.27							
X10107327601	10/30/2024	239.42	0.00	01/31/2025				No	0
501-501-534000 Automotive Expense					HORN - BUS 1202				
X10107327601 Total:		239.42							
X10107411701	1/9/2025	844.89	0.00	01/31/2025				No	0
501-501-534000 Automotive Expense					SPLIT WINDOW - BUS 1955				
X10107411701 Total:		844.89							
X10107417301	1/23/2025	43.38	0.00	01/31/2025				No	0
501-501-534000 Automotive Expense					OIL FILTER RESERVOIR - BUS 1945				
X10107417301 Total:		43.38							
X10107417401	1/23/2025	1,333.33	0.00	01/31/2025				No	0
501-501-534000 Automotive Expense					CLAMP & GASKET KIT				
X10107417401 Total:		1,333.33							
X10107420401	1/23/2025	903.62	0.00	01/31/2025				No	0

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number			Description				Reference		
501-501-534000 Automotive Expense					HUB W/ ROTOR - BUS 1947				
	X10107420401 Total:	903.62							
X10107420801	1/16/2025	74.14	0.00	01/31/2025				No	0
501-501-534000 Automotive Expense					REPAIR KIT FOR STEERING COLUMN - BUS 1945				
	X10107420801 Total:	74.14							
X10107420901	1/23/2025	554.40	0.00	01/31/2025				No	0
501-501-534000 Automotive Expense					NITROGEN OXIDE SENSOR - BUS 1960				
	X10107420901 Total:	554.40							
X10107429001	1/23/2025	343.35	0.00	01/31/2025				No	0
501-501-534000 Automotive Expense					STEERING COLUMN HOUSING UNIT - BUS 1945				
	X10107429001 Total:	343.35							
X10107430101	1/22/2025	529.60	0.00	01/31/2025				No	0
501-501-534000 Automotive Expense					STEERING SHAFT - BUS 1947				
	X10107430101 Total:	529.60							
	Midwest Transit Equipmen	5,442.50							
Municipal Emergency Services Inc (MES) 10415									
IN2183953	1/13/2025	2,245.00	0.00	01/31/2025				No	0
100-034-529000 Equipment					SCBA EQUIPMENT				
	IN2183953 Total:	2,245.00							
	Municipal Emergency Serv	2,245.00							
NCL of Wisconsin Inc 12393									
513915	1/7/2025	328.09	0.00	01/31/2025				No	0
231-031-561300 Testing Fees And Expenses					LAB TESTING SUPPLIES				

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description		Reference						
513915 Total:		328.09							
NCL of Wisconsin Inc Tota		328.09							
OSF Saint Francis Medical Center 10460									
MORROWMEDIC2	1/15/2025	7,000.00	0.00	01/31/2025				No	0
100-034-519000 Training And Education					TUITION - MORROW				
MORROWMEDIC2025 T		7,000.00							
OSF Saint Francis Medical		7,000.00							
Pekin Shoe Repair 10490									
7669	1/9/2025	25.00	0.00	01/31/2025				No	0
100-034-534400 Equipment Repairs					FIRE PANTS REPAIR				
7669 Total:		25.00							
Pekin Shoe Repair Total:		25.00							
Puritan Springs Water 10766									
*** 1386911	1/16/2025	13.23	0.00	01/31/2025				No	0
525-525-524000 Lease/rental Of Equipment					DRINKING WATER @ AIRPORT - 01/13/25				
1386911 Total:		13.23							
*** 1523786	1/16/2025	11.94	0.00	01/31/2025				No	0
100-990-569000 Other Contractual Service					WATER DISPENS'R @ CITY HALL - 12/20/24-01/16/25				
1523786 Total:		11.94							
Puritan Springs Water Tota		25.17							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description				Reference				
Ragan Communications, Inc									
10533									
31225	1/13/2025	5,922.24	0.00	01/31/2025				No	0
100-034-587500 Vehicles			NEW TRUCK BUILD - RADIOS/LIGHTS						
31225 Total:		5,922.24							
Ragan Communications, In		5,922.24							
Rainbo Oil Company									
10534									
9169882	1/9/2025	425.85	0.00	01/31/2025				No	0
501-501-534000 Automotive Expense			DEF - BUS DEPT						
9169882 Total:		425.85							
*** 9170089	1/23/2025	223.90	0.00	01/31/2025				No	0
501-501-534000 Automotive Expense			OIL/CORE CHARGE - BUS DEPT						
*** 9170089	1/23/2025	1,287.42	0.00	01/31/2025				No	0
100-032-534000 Automotive Expense			TRACTOR BULK HYD FLUID/DEF - STREET DEPT						
*** 9170089	1/23/2025	834.15	0.00	01/31/2025				No	0
223-023-534000 Automotive Expense			TRACTOR BULK HYD FLUID/DEF - SOLID WASTE						
9170089 Total:		2,345.47							
Rainbo Oil Company Total		2,771.32							
Ray Dennison Chevrolet, Inc									
10154									
327618CVW	11/11/2024	101.98	0.00	01/31/2025				No	0
100-761-534000 Automotive Expense			KEY FOR SQUAD						
327618CVW Total:		101.98							
Ray Dennison Chevrolet, I		101.98							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description				Reference				
Ray O'Herron Co, Inc									
10539									
2373587	10/25/2024	971.99	0.00	01/31/2025				No	0
100-761-554300 Tools & Uniforms				NEW HIRE UNIFORMS - MC					
2373587 Total:		971.99							
2387941	1/13/2025	208.32	0.00	01/31/2025				No	0
100-761-554300 Tools & Uniforms				NEW HIRE UNIFORMS - KC					
2387941 Total:		208.32							
2388182	1/14/2025	37.56	0.00	01/31/2025				No	0
100-761-554300 Tools & Uniforms				NEW HIRE UNIFORMS - KC					
2388182 Total:		37.56							
2388693	1/16/2025	113.05	0.00	01/31/2025				No	0
100-761-554300 Tools & Uniforms				NEW HIRE UNIFORMS - MC					
2388693 Total:		113.05							
2390178	1/23/2025	55.98	0.00	01/31/2025				No	0
100-763-522400 General Supplies				INVESTIGATIONS SUPPLIES					
2390178 Total:		55.98							
Ray O'Herron Co, Inc Tota		1,386.90							
Regional Office of Education #17									
12282									
1002500244	1/22/2025	10.00	0.00	01/31/2025				No	0
501-501-519000 Training And Education				INITIAL BUS TRAINING COURSE FOR NEW DRIVER					
1002500244 Total:		10.00							
Regional Office of Educatio		10.00							
Reliant Auto Glass, Inc									

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description		Reference						
13849									
16158	1/16/2025	250.00	0.00	01/31/2025				No	0
501-501-534000 Automotive Expense				INSTALL GLASS ON BUS 1211					
16158 Total:		250.00							
16159	1/16/2025	350.00	0.00	01/31/2025				No	0
501-501-534000 Automotive Expense				REPLACEMENT WINDOW FOR VAN 1075					
16159 Total:		350.00							
Reliant Auto Glass, Inc Tot		600.00							
Rush Truck Centers of Illinois, Inc 12346									
3040230149	1/21/2025	246.88	0.00	01/31/2025				No	0
100-032-534000 Automotive Expense				PIPE FLUID ASSEMBLY - STREET 423					
3040230149 Total:		246.88							
3040263520	1/20/2025	338.21	0.00	01/31/2025				No	0
100-032-534000 Automotive Expense				TUBE ASSY TRANSFER PUMP/FILTER - STREET 421					
3040263520 Total:		338.21							
Rush Truck Centers of Illin		585.09							
Schwartz Electric 10579									
18851	7/31/2024	2,677.50	0.00	01/31/2025				No	0
100-032-569000 Other Contractual Service				JULIE LOCATES - 07/17-07/30/24					
18851 Total:		2,677.50							
18964	9/12/2024	2,310.00	0.00	01/31/2025				No	0
100-032-569000 Other Contractual Service				JULIE LOCATES - 08/28-09/10/24					
18964 Total:		2,310.00							

Invoices sent to previous Public Works Director and were missed due to personnel change. Future invoices will be sent to Street Dept directly. CMB 02/03/2025

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description			Reference					
19047	10/25/2024	3,255.00	0.00	01/31/2025				No	0
100-032-569000 Other Contractual Service				JULIE LOCATES - 10/10-10/22/24					
19047 Total:		3,255.00							
19048	10/25/2024	7,139.11	0.00	01/31/2025				No	0
100-032-534400 Equipment Repairs				RMV DOWN STR LGT POLE @ SIERRA/SIERRA CT					
19048 Total:		7,139.11							
19049	10/25/2024	-3,200.00	0.00	01/31/2025				No	0
100-032-534400 Equipment Repairs				CREDIT FOR POLE/ARM/HEAD (RE: INVOICE 19048)					
19049 Total:		-3,200.00							
19067	11/8/2024	2,645.00	0.00	01/31/2025				No	0
100-032-569000 Other Contractual Service				JULIE LOCATES - 10/23-11/05/24					
19067 Total:		2,645.00							
19068	11/8/2024	216.00	0.00	01/31/2025				No	0
100-032-534400 Equipment Repairs				REPLACE PHOTOCCELL @ 302 MAPLE PARK DR					
19068 Total:		216.00							
19069	11/8/2024	381.90	0.00	01/31/2025				No	0
100-032-534400 Equipment Repairs				INSTALL LGT FIXTURE @ 1216/1300 N PARKWAY					
19069 Total:		381.90							
19070	11/8/2024	607.04	0.00	01/31/2025				No	0
100-032-534400 Equipment Repairs				TROUBLESHOOT/RPR OUTAGES @ 906 TRUMAN					
19070 Total:		607.04							
Schwartz Electric Total:		16,031.55							
SG Screen Graphics 11875									
7297	1/13/2025	137.00	0.00	01/31/2025				No	0
100-034-518900 Uniform Allowance				NEW HIRE UNIFORM PCS (SHIRTS/SWEATPANTS)					

Invoices sent to previous Public Works Director and were missed due to personnel change. Future invoices will be sent to Street Dept directly.
CMB 02/03/2025

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description				Reference				
7297 Total:		137.00							
SG Screen Graphics Total:		137.00							
Sirchie Acquisition Company LLC									
10604									
*** 1000209234	1/14/2025	42.06	0.00	01/31/2025				No	0
100-761-522400 General Supplies				INTEGRITY EVIDENCE BAG 7.5" X 10.5", 100 CT					
*** 1000209234	1/14/2025	154.42	0.00	01/31/2025				No	0
100-761-522400 General Supplies				INTEGRITY EVIDENCE BAG 4" X 7.5", 500 CT					
*** 1000209234	1/14/2025	31.36	0.00	01/31/2025				No	0
100-761-522400 General Supplies				KRAFT EVIDENCE BAG 7" X 4.5" X 13.75", 100 CT					
*** 1000209234	1/14/2025	39.82	0.00	01/31/2025				No	0
100-761-522400 General Supplies				KRAFT EVIDENCE BAG 12" X 7" X 18", 100 CT					
*** 1000209234	1/14/2025	81.76	0.00	01/31/2025				No	0
100-761-522400 General Supplies				SHIPPING/HANDLING					
1000209234 Total:		349.42							
Sirchie Acquisition Compan		349.42							
Smith, Adam									
11543									
EXPENSE-0125	1/29/2025	51.11	0.00	01/31/2025				No	0
100-761-519000 Training And Education				FUEL FOR CAR @ TRAINING - 01/15/25					
EXPENSE-0125 Total:		51.11							
Smith, Adam Total:		51.11							
Springbrook Holding Company, LLC									
14638									
TMINV008759	1/23/2025	600.00	0.00	01/31/2025				No	0
100-006-519000 Training And Education				TRAINING - EXT BUDGET MODULE					

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description		Reference						
Tazewell County Recorder 11172									
01132025	1/13/2025	138.00	0.00	01/31/2025				No	0
231-029-593300 Lien Filing Fee					FILE ZERO/RELEASE 2 WW LIENS				
01132025 Total:		138.00							
01272025	1/27/2025	69.00	0.00	01/31/2025				No	0
100-766-593300 Lien Filing & Release Fees					FILE ZERO/RELEASE 1 LIEN				
01272025 Total:		69.00							
Tazewell County Recorder		207.00							
Tazewell Towing 10641									
215087	1/17/2025	265.00	0.00	01/31/2025				No	0
100-032-534000 Automotive Expense					TOW #19 IH TANDEM 4900 DUMP TRUCK				
215087 Total:		265.00							
Tazewell Towing Total:		265.00							
Teleflex LLC 13887									
9509421608	1/3/2025	1,650.00	0.00	01/31/2025				No	0
100-034-522500 Emergency Medical Supplie					EMERGENCY MEDICAL SUPPLIES				
9509421608 Total:		1,650.00							
Teleflex LLC Total:		1,650.00							
The Carle Foundation 15176									
19620	1/9/2025	440.70	0.00	01/31/2025				No	0
100-034-522500 Emergency Medical Supplie					EMERGENCY MEDICAL SUPPLIES				

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number				Description		Reference			
	19620 Total:	440.70							
	The Carle Foundation Tota	440.70							
T-Mobile USA Inc 13638 9589745113	12/18/2024	50.00	0.00	01/31/2025				No	0
100-763-592600 Special Investigations Exp				PHONE DATA FOR ONGOING CASE - 08/19-11/19/24					
	9589745113 Total:	50.00							
	T-Mobile USA Inc Total:	50.00							
Topless Tree Service 14332 3297	1/24/2025	3,762.50	0.00	01/31/2025				No	0
100-032-536000 Tree Removal / Replacemen				RMV LARGE TREE @ PEKIN LIBRARY - 01/23/25					
	3297 Total:	3,762.50							
3298	1/24/2025	850.00	0.00	01/31/2025				No	0
100-032-536000 Tree Removal / Replacemen				REMOVE TREE @ 1017 SUMMER ST - 01/23/25					
	3298 Total:	850.00							
	Topless Tree Service Total:	4,612.50							
Tractor Supply Credit Plan 10659 243140	1/27/2025	29.28	0.00	01/31/2025				No	0
100-032-522400 General Supplies				PROPANE TANK FILLED					
	243140 Total:	29.28							
	Tractor Supply Credit Plan	29.28							

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description				Reference				
Truck Centers, Inc 10664									
F14045206301	1/14/2025	4.39	0.00	01/31/2025				No	0
100-032-534000 Automotive Expense				ANTENNA - STREET 451					
F14045206301 Total:		4.39							
F14045252901	1/20/2025	784.75	0.00	01/31/2025				No	0
223-023-534000 Automotive Expense				AIR DRYER - SW11					
F14045252901 Total:		784.75							
F14045281201	1/23/2025	251.62	0.00	01/31/2025				No	0
223-026-534000 Automotive Expense				TENSIONER BELT - RC1					
F14045281201 Total:		251.62							
F14045313701	1/27/2025	1,074.35	0.00	01/31/2025				No	0
100-032-534000 Automotive Expense				EXHAUST VALVE KIT FOR VACTOR					
F14045313701 Total:		1,074.35							
*** R14008478901	1/20/2025	35.00	0.00	01/31/2025				No	0
223-026-534000 Automotive Expense				REPAIRS TO RC2 - MISC CHARGES					
*** R14008478901	1/20/2025	68.40	0.00	01/31/2025				No	0
223-026-534000 Automotive Expense				REPAIRS TO RC2 - PARTS					
*** R14008478901	1/20/2025	2,479.50	0.00	01/31/2025				No	0
223-026-534000 Automotive Expense				REPAIRS TO RC2 - LABOR					
*** R14008478901	1/20/2025	297.54	0.00	01/31/2025				No	0
223-026-534000 Automotive Expense				REPAIRS TO RC2 - SHOP SUPP/DIAGNOSTICS					
R14008478901 Total:		2,880.44							
*** R14008573001	1/16/2025	15.00	0.00	01/31/2025				No	0
100-034-534000 Automotive Expense				TRUCK REPAIR - MISC CHARGES					
*** R14008573001	1/16/2025	1,739.35	0.00	01/31/2025				No	0
100-034-534000 Automotive Expense				TRUCK REPAIR - PARTS					
*** R14008573001	1/16/2025	7,311.70	0.00	01/31/2025				No	0
100-034-534000 Automotive Expense				TRUCK REPAIR - LABOR					
*** R14008573001	1/16/2025	477.40	0.00	01/31/2025				No	0
100-034-534000 Automotive Expense				TRUCK REPAIR - SHOP SUPP/DIAGNOSTICS					

AP-To Be Paid Proof List (02/03/2025 - 11:24 AM)

Page 38

*** means this invoice number is a duplicate.

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description		Reference						
	R14008573001 Total:	9,543.45							
	Truck Centers, Inc Total:	14,539.00							
Uftring Auto Group 10829									
175353FOW	1/20/2025	154.68	0.00	01/31/2025				No	0
501-501-534000 Automotive Expense					MOTOR ARM ASSEMBLY - BUS VAN				
	175353FOW Total:	154.68							
	Uftring Auto Group Total:	154.68							
United Ready Mix, Inc 11485									
59822	1/17/2025	1,175.50	0.00	01/31/2025				No	0
231-030-564000 Sewer Maintenance/Improvements					FLOWABLE FOR SEWER RPR @ 419 EDGEWOOD				
	59822 Total:	1,175.50							
	United Ready Mix, Inc Tot	1,175.50							
Vicary, Cody 14597									
EXPENSE-0225A	1/28/2025	442.00	0.00	01/31/2025				No	0
100-761-519000 Training And Education					ALERRT LEVEL 1 - 02/16-02/22/25 - PER DIEM				
	EXPENSE-0225A Total:	442.00							
EXPENSE-0225B	1/28/2025	494.92	0.00	01/31/2025				No	0
100-761-519000 Training And Education					ALERRT LEVEL 1 - 02/16-02/22/25 - CAR RENTAL				
	EXPENSE-0225B Total:	494.92							
EXPENSE-0225C	1/28/2025	722.81	0.00	01/31/2025				No	0
100-761-519000 Training And Education					ALERRT LEVEL 1 - 02/16-02/22/25 - LODGING				

Invoice Number	Invoice Date	Amount	Quantity	Payment Date	Task Label	Type	PO #	Close PO	Line #
Account Number	Description				Reference				
	EXPENSE-0225C Total:	722.81							
	Vicary, Cody Total:	1,659.73							
Weyland, Austin									
14663									
EXPENSE-0225A	1/28/2025	442.00	0.00	01/31/2025				No	0
100-761-519000 Training And Education			ALERRT LEVEL 1 - 02/16-02/22/25 - PER DIEM						
	EXPENSE-0225A Total:	442.00							
EXPENSE-0225B	1/28/2025	722.81	0.00	01/31/2025				No	0
100-761-519000 Training And Education			ALERRT LEVEL 1 - 02/16-02/22/25 - LODGING						
	EXPENSE-0225B Total:	722.81							
EXPENSE-1124	1/28/2025	95.00	0.00	01/31/2025				No	0
100-761-519000 Training And Education			RAPID DEPLOYMENT - 11/18-11/22/24 - PER DIEM						
	EXPENSE-1124 Total:	95.00							
	Weyland, Austin Total:	1,259.81							
	Report Total:	390,370.88							



PEKIN FIRE DEPARTMENT

3232 COURT ST — Pekin, IL 61554

www.ci.pekin.il.us

Monthly Incident Type Report (Pekin Fire)

Basic Incident Type	Total Incidents	Total Incidents Percent of Incidents
Incidents for: January 2025		
Incident Type Category: 1 - Fire		
111 - Building fire	1	0.15%
113 - Cooking fire, confined to container	4	0.59%
150 - Outside rubbish fire, other	4	0.59%
151 - Outside rubbish, trash or waste fire	1	0.15%
Total: 10		Total: 1.47%
Incident Type Category: 3 - Rescue & Emergency Medical Service Incident		
311 - Medical assist, assist EMS crew	37	5.43%
321 - EMS call, excluding vehicle accident with injury	480	70.48%
322 - Motor vehicle accident with injuries	9	1.32%
324 - Motor vehicle accident with no injuries.	7	1.03%
Total: 533		Total: 78.27%
Incident Type Category: 4 - Hazardous Condition (No Fire)		
411 - Gasoline or other flammable liquid spill	1	0.15%
412 - Gas leak (natural gas or LPG)	2	0.29%
442 - Overheated motor	1	0.15%
445 - Arcing, shorted electrical equipment	1	0.15%
Total: 5		Total: 0.73%
Incident Type Category: 5 - Service Call		
500 - Service call, other	2	0.29%
511 - Lock-out	2	0.29%
550 - Public service assistance, other	16	2.35%
551 - Assist police or other governmental agency	2	0.29%
552 - Police matter	1	0.15%
553 - Public service	1	0.15%
554 - Assist invalid	38	5.58%
561 - Unauthorized burning	2	0.29%
Total: 64		Total: 9.40%
Incident Type Category: 6 - Good Intent Call		
600 - Good intent call, other	1	0.15%
611 - Dispatched and cancelled en route	28	4.11%
622 - No incident found on arrival at dispatch address	2	0.29%
651 - Smoke scare, odor of smoke	1	0.15%
671 - HazMat release investigation w/no HazMat	1	0.15%
Total: 33		Total: 4.85%
Incident Type Category: 7 - False Alarm & False Call		
700 - False alarm or false call, other	7	1.03%
731 - Sprinkler activation due to malfunction	1	0.15%
733 - Smoke detector activation due to malfunction	4	0.59%
735 - Alarm system sounded due to malfunction	1	0.15%
736 - CO detector activation due to malfunction	1	0.15%
740 - Unintentional transmission of alarm, other	5	0.73%
741 - Sprinkler activation, no fire - unintentional	2	0.29%
743 - Smoke detector activation, no fire - unintentional	5	0.73%
744 - Detector activation, no fire - unintentional	3	0.44%

Basic Incident Type	Total Incidents	Total Incidents Percent of Incidents
745 - Alarm system activation, no fire - unintentional	5	0.73%
746 - Carbon monoxide detector activation, no CO	2	0.29%
	Total: 36	Total: 5.29%
	Total: 681	Total: 100.00%
	Total: 681	Total: 100.00%



140 EAST WASHINGTON STREET
EAST PEORIA, IL 61611
309.222.8600



6035 N. KNOXVILLE AVENUE
SUITE 203B
PEORIA, ILLINOIS 61614

insight • experience • results

STATEMENT OF QUALIFICATIONS

Phase Two Engineering for the Veteran's Drive Extension
from Sheridan Road to Fischer Road



PREPARED FOR

City of Pekin

Public Works and Engineering Department

JOSIE A. ESKER

111 South Capitol Street

Pekin, IL 61554



fehrgraham.com/midwestengineering



Table of Contents

	Page
Firm Introduction	3-4
Letter of Interest	5
Evidence of Past Work	6-12
Qualifications of Personnel	13-18
Project Plan and Schedule	19-24





Firm Introduction

History

Midwest Engineering Associates joined Fehr Graham in 2024. Fehr Graham was founded in September 1973 by professional engineers Allen Fehr and Joseph Graham. The firm was established by merging these two individuals' practices established in 1965 and 1962, respectively. Today, we proudly serve our valued clients from 15 office locations: Aurora, Champaign, East Peoria, Freeport, Marion, Peoria, Rockford, Rochelle, and Springfield, Illinois; Cedar Rapids, Coralville, Manchester and West Union, Iowa; and Monroe and Sheboygan, Wisconsin.

Professional Staff

Our staff of 230 is comprised of a wide range of experts, including professional engineers, landscape architects, professional geologists, environmental scientists, safety professionals, engineers-in-training, professional land surveyors, community planners and development specialists, engineering and environmental technicians, field inspectors, grant writers, and support technicians and assistants. Our staff has hands-on experience and applicable registrations and licenses in their areas of discipline. This project will be lead and supported out of the East Peoria office.

Organization

Fehr Graham is a Limited Liability Company led by President Mick Gronewold, PE. Fehr Graham is owned by Trilon Group.



CONTACT

Rich Dotson, PE
Project Manager
rdotson@mweainc.com

140 East Washington Street
East Peoria, Illinois 61611
309.222.8600

Office Locations

ILLINOIS

Aurora

230 Woodlawn Avenue
Aurora, IL 60506

Champaign

1610 Broadmoor Drive
Champaign, IL 61821

East Peoria

140 East Washington Street
East Peoria, IL 61611

Freeport

101 West Stephenson Street
Freeport, IL 61032

Marion

103 Airway Drive, Suite 3
Marion, IL 62959

Peoria

1904 NE Monroe Street
Peoria, IL 61603

Rochelle

515 Lincoln Highway
Rochelle, IL 61068

Rockford

200 Prairie Street, Suite 208
Rockford, IL 61107

Springfield

2160 South Sixth Street, Suite D-1
Springfield, IL 62703

IOWA

Cedar Rapids

200 5th Avenue SE, Suite 100
Cedar Rapids, IA 52401

Coralville

2000 James Street, Suite 213
Coralville, IA 52241

Manchester

221 East Main Street, Suite 301
Manchester, IA 52057

West Union

128 South Vine Street
West Union, IA 52175

WISCONSIN

Monroe

1107 16th Avenue
Monroe, WI 53566

Sheboygan

909 North 8th Street, Suite 101
Sheboygan, WI 53081



IDOT Prequalification

Category	Fehr Graham	MWEA	HR Green
Airports – Construction Inspection			X
Airports – Design		X	
Environmental Reports – Environmental Assessment			X
Environmental Reports – Environmental Impact Statement			X
Highways – Freeways		X	X
Highways – Roads and Streets	X	X	X
Hydraulic Reports – Pump Stations		X	X
Hydraulic Reports – Waterways: Complex			X
Hydraulic Reports – Waterways: Typical	X	X	X
Location Design Studies - New Construction/Major Reconstruction	X	X	X
Location Design Studies – Reconstruction/Major Rehabilitation	X	X	X
Location Design Studies – Rehabilitation	X	X	X
Special Plans – Pumping Stations			X
Special Plans – Traffic Signals	X	X	X
Special Services – Construction Inspection	X	X	X
Special Services - Electrical Engineering		X	X
Special Services – Hazardous Waste: Simple	X		
Special Services – Landscape Architecture	X	X	X
Special Services – Mechanical			X
Special Services – Public Involvement			X
Special Services – Sanitary	X	X	X
Special Services – Surveying	X	X	X
Special Studies - Feasibility	X	X	X
Special Studies – Location Drainage	X	X	X
Special Studies – Safety		X	X
Special Studies – Signal Coordination & Timing (SCAT)			X
Special Studies – Traffic Studies	X	X	X
Structures – Highway: Complex			X
Structures – Highway: Simple	X	X	X
Structures – Highway: Advanced Typical			X
Structures – Highway: Typical	X	X	X
Structures - Railroad			X



May 31, 2024

Josie A. Esker
City of Pekin
Public Works and Engineering Department
111 South Capitol Street
Pekin, Illinois 61554

Re: Letter of Interest
Phase Two Engineering for the Veterans Drive Extension from Sheridan Road to Fischer Road

Dear Josie,

Veteran's Drive is an important connector route in Pekin and to surrounding communities. For this next phase – extending Veterans Drive from Sheridan Road to Fischer Road – you'll want engineers who designed previous sections to be your consultants. Midwest Engineering Associates, a Fehr Graham company's team has a history with this project spanning more than 30 years. It's important to bring in key partners on a project of this scope, so we are collaborating with HR Green to provide structural engineering support.

▶ **Watch Veterans Drive aerial flythrough (tinyurl.com/veteransdriveflythrough).**

Rich Dotson will serve as the Project Manager. Before joining Midwest Engineering Associates, a Fehr Graham company, Rich led many road extension projects as a Project Engineer for Illinois Department of Transportation (IDOT) District 4. Ken Coulter played an instrumental role in all the previous sections of Veterans Drive and will provide guidance and help with project management. Our team includes the key design professionals who worked on the other Veterans Drive improvements, including the Phase I Study for this extension from Sheridan Road to Fischer Road. Our intrinsic knowledge of the best design practices from the previous phases will result in a quality and cost-effective roadway.

We have worked for decades for Tazewell, Peoria and Woodford counties, the cities of Peoria, East Peoria and Chillicothe, and the villages of Creve Coeur and Morton on multiple federal- and state-funded projects. Our work for those agencies ranges from small patching projects to the recent \$26 million Technology Boulevard project. We are Chillicothe's City Engineer – for 26 years and counting. And Groveland Township, which is in the project limits, recently selected us as their Engineer.

Our team has also worked for IDOT and the Illinois State Toll Highway Authority on many Phase I Studies and Phase II designs, including U.S. 24 over Copperas Creek in Banner, U.S. 30 structure replacements at Melugins Road and Townhall Road, Route 336 near Macomb, Route 336 from Peoria to Hanna City, Route 90 design near Rockford and Route 50 from Salem to Lawrenceville. Local agency projects requiring significant coordination include the reconstructions of Glen Avenue from University Street to U.S. 150 in Peoria, West Washington Street in East Peoria and Old Galena Road in Mossville.

Sincerely,



Rob Culp
Principal

Project Experience



Veterans Drive extension enhances regional connectivity, community access

PEKIN, ILLINOIS



CLIENT CONTACT

Josie Esker
City Engineer
309.478.5399
jaesker@ci.pekin.il.us

PERIOD OF SERVICES

1999 to 2017

PROJECT TEAM

PRINCIPAL

Rob Culp, PE, CFM

SENIOR PROJECT ENGINEER

Ken Coulter, PE, PLS, Senior Project Manager

SENIOR PROJECT MANAGER

Courtney Allyn, PE, PTOE

SENIOR STRUCTURAL ENGINEER

Phil Lane, PE

AT A GLANCE

- » **Phase I:** Environmental assessments, access justification report, Interchange Design Study, Intersection Design Studies, Traffic Studies, type, size and location plans, structure reports, structural geotechnical report, geotechnical hydraulics, survey and right-of-way plats.
- » **Phase II:** Urban and rural pavement sections, paved shoulders, curb and gutter, at-grade multilane signalized and unsignalized intersections, detailed maintenance of traffic, railway crossing, new open and closed storm sewer systems, large single and multibarrel box culverts, a bridge, an interchange with I-474, two grade separation structures and landscaping.

To enhance regional access and support community development, the City of Pekin extended Veterans Drive in phases over the past two decades. This project established a continuous route from Illinois Route 9 to Interstate 474. The City hired Midwest Engineering Associates, a Fehr Graham company to design the connection from the eastern limits of Pekin and Marquette Heights to the region, facilitating commercial and residential growth.

This project was broken into multiple phases and aimed to provide the City with access to Illinois 474, provide access between Route 29 and Illinois 474 and provide an alternate route for truck traffic other than driving through the City's business district. Veterans Road provided the City of Pekin with access to I-474, provide access between State Route 29 and I-474, and provide an alternate route for truck traffic other than driving through the City's CBD. Construction of Veterans Drive was completed in the following stages: Illinois Route 29/Court Street to Broadway Street, Townline Road to Commercial Drive, Broadway to Sheridan and Illinois Route 29 to Townline.

Phase I

Our team completed Phase I studies for several phases of the project, which included environmental assessments, an access justification report, Interchange Design Study, Intersection Design Studies, traffic studies, Type, Size and Location Plans, structure reports, structural geotechnical report, geotechnical, hydraulics, survey and right-of-way plats.

Phase II

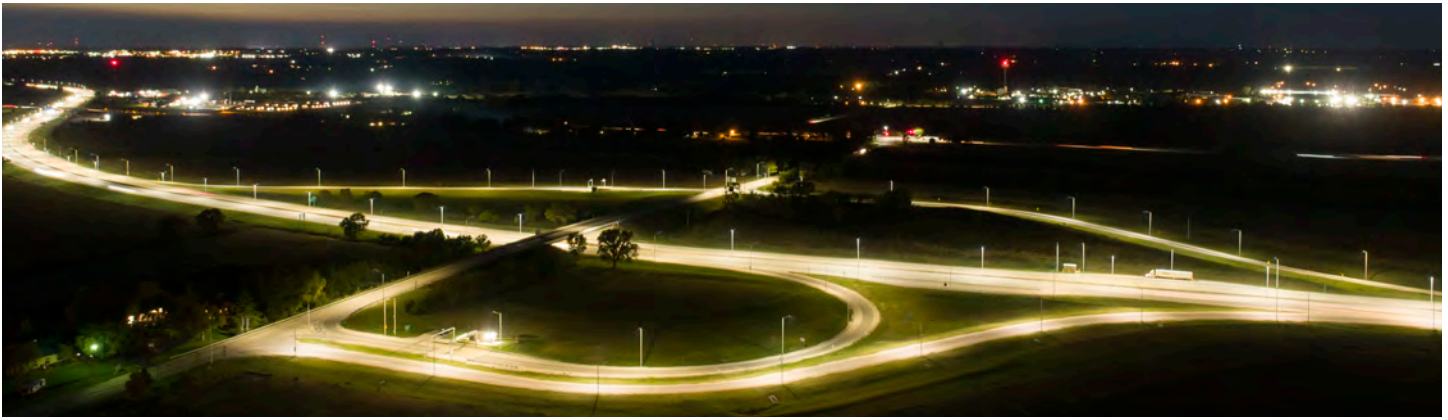
The second phase focused on design and construction of a four-lane Veterans Drive from Court Street to Sheridan Road. This section included pavement design, storm sewer construction and intersection upgrades, notably at Broadway where we implemented signalization and geometric modifications. Our design also accommodated major box culvert and bituminous shoulder construction for improved drainage and safety.

The City funded the preliminary design work for Veterans Drive North and sought funding for right-of-way acquisition and construction. This included a \$600,000 design phase paid for using money from the Motor Fuel Tax. This phase involved right-of-way plats and hydraulic and preliminary studies for two bridges.

Regional impact and community integration

The extension of Veterans Drive improved regional connectivity, linking the local road to arterial highways and the interstate. This helped with traffic movement within the Peoria metropolitan area and supported economic and residential expansion, which were goals for Pekin, Marquette Heights and Tazewell County. The project responded to the community's long-term transportation needs by creating a more accessible and efficient road system.

Project Experience



Jane Addams Memorial Tollway reconstruction reduces congestion

ROCKFORD, ILLINOIS



CLIENT CONTACT

Paul Kovacs
Chief of Engineering
630.335.6978

PERIOD OF SERVICES

March 2012 to November 2014

CONTRACT VALUE

\$1,400,000

CONSTRUCTION COST

\$14,000,000

SIZE

Length: 236 feet
Width: 55 feet

PROJECT TEAM

PRINCIPAL

Mick Gronewold, PE

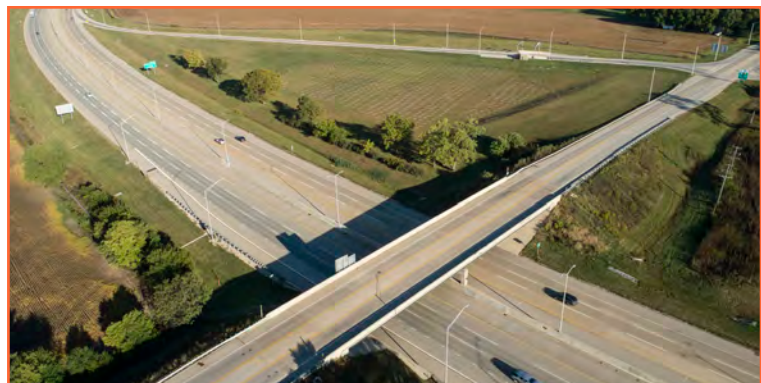
AT A GLANCE

- » Prepared plans and specifications.
- » Obtained permitting.
- » Completed topographic surveys.
- » Prepared signal designs.

The Illinois State Toll Highway Authority completed the reconstruction of I-90 from Rockford to Chicago to relieve congestion and reduce pollution. About 11,500 people, including Fehr Graham employees, worked on the Joint Venture project. The Tollway awarded the Joint Venture team the design of a 7.4-mile stretch of road, which included five bridges, ramps to oases and toll plazas and a new interchange ramp. We improved eight lanes from the Kennedy Expressway to Randall Road and six lanes from Randall Road to I-39, linking the City of Rockford to O'Hare International Airport in Chicago.

Fehr Graham provided all engineering required to replace the bridge carrying Irene Road over I-90. Our staff provided quality control and quality assurance reviews for other bridges within the project produced by the Joint Venture partners to ensure final plans were complete and accurate. Our team also provided a significant portion of the engineering required to provide contract plans, specifications and cost estimates to reconstruct and widen I-90 and build roadway and access ramps at Irene Road. We also completed field surveys to verify conditions and establish controls for construction. We widened all embankments, rebuilt pavement and added a median barrier wall, new combination closed and open drainage system with detention, interchange lighting and pavement marking and signage. The work was divided into two main contracts. Improvements from Rockford to Randall Road were completed in November 2014.

The project was awarded an Engineering Excellence Honor Award. Fehr Graham was a consultant on the team completing a section of the Jane Addams Memorial Highway western segment extending 37 miles from the Elgin Toll Plaza to the Cherry Valley Interchange in Rockford, Illinois. This widening and reconstruction project is one of the first projects completed under Move Illinois, the Illinois Tollway Authority's 15-year, \$12 billion capital program.





Project Experience

Illinois Route 47 from Illinois Route 71 to Caton Farm Road, Phases I and II

Client: Illinois Department Of Transportation (IDOT) | District 3 | PTB 154 | Item 30

HR Green was responsible for completing Phase I and II engineering for Illinois Route 47 from Illinois Route 71 to Caton Farm Road, south of Yorkville. The purpose of the project is to improve capacity and overall roadway safety for existing and future traffic volumes along Illinois 47.

The proposed improvements consist of reconstructing Illinois 47 to add one through lane in each direction and auxiliary turn lanes at the intersections of Legion Road and Windette Ridge Road and Ament Road, Walker Road and Caton Farm Road. The typical section is rural, consisting of one through lane in each direction with shoulders and open ditches. North of Ament Road, the roadway will be converted to a five-lane, urban typical section with two through lanes in each direction and a two-way left-turn lane. Curb and gutter will be provided along the outside edges of pavement, and the drainage system will be enclosed. South of Ament Road, the roadway will be converted to a four-lane facility with two through lanes in each direction and a 32-foot-wide depressed median, which includes combination paved/aggregate inside shoulders. Combination paved/aggregate shoulders and open ditches will be provided along the outside edges of pavement. The project also includes the extension of SN 047-2010 (double 10-foot-by-6-foot box culvert), the replacement of SN 047-2006 (double 12-foot-by-7-foot box culvert) and the construction of SN 047-2053 (double 12-foot-by-3-foot box culvert). Improvements associated with the reconstruction of IL 47 consist of widening and resurfacing Legion Road, Ament Road, Walker Road and Caton Farm Road to add auxiliary turn lanes on the local legs.

Illinois Route 23 at Jane Addams Memorial Tollway (I-90) Interchange

Client Contact: City of Marengo | McHenry County | Illinois Toll State Highway Authority | Illinois Department of Transportation

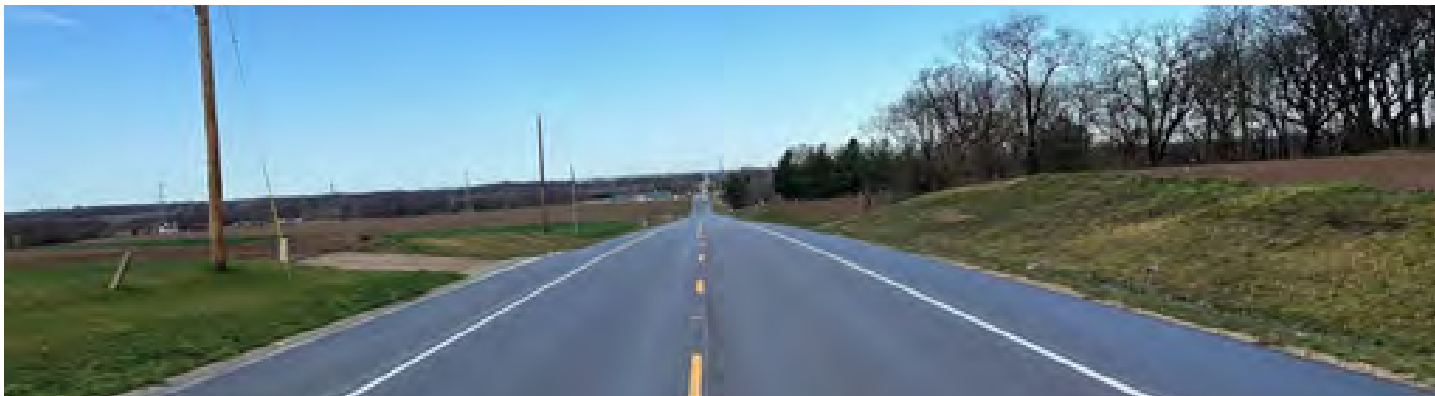
HR Green provided conceptual design Phase I and Phase II engineering services for a new interchange at Illinois Route 23 and I-90 in the City of Marengo, Illinois. The City, in partnership with McHenry County, IDOT and the Illinois Tollway, has been pursuing an interchange at Illinois Route 23 and I-90 to provide economic growth and job creation for McHenry County and the region. Delivery of this project required the coordination of multiple agencies with jurisdiction.

The project included reconstruction of Illinois Route 23 from a two-lane highway to a three-lane highway, new interchange ramps, electronic tolling plazas, reconstruction of the Illinois Route 23/Harmony Road intersection, extensive utility coordination, drainage provisions for the interchange, natural resource preservation, and right-of-way acquisition documents. The project was designed with roundabouts at the ramp termini and at Illinois Route 23 and Harmony Road, a local route. This new interchange is the first interstate interchange in McHenry County and the first use of roundabouts at an interchange in Illinois. HR Green used a 3-D video rendering of the interchange for the public to visualize the design at the public meeting.



Extensive coordination was required between HR Green and the Illinois Tollway related to the construction of the Illinois Route 23 bridge. The Tollway led bridge construction was being conducted during the interchange design process creating a slightly variable existing condition. Additionally, two local streets south of I-90 with access to Illinois Route 23 were turned into a cul-de-sac and relocated, requiring coordination with IDOT and Riley Township.





Broadway Road transformation enhances safety, connectivity

PEKIN, ILLINOIS



CLIENT CONTACT

Dan Parr
County Engineer
309.925.5532
dparr@tazewell.com

PERIOD OF SERVICES

2015-2021

CONTRACT VALUE

\$208,600

CONSTRUCTION COST

\$5 million

FUNDING

STP-Urban

PROJECT TEAM

PRINCIPAL

Dave Horton, PE, Principal

SENIOR PROJECT ENGINEER

Jeff Macke, PE, CFM

ASSOCIATE ENGINEERING TECHNICIAN

Bob Frey

AT A GLANCE

- » Information and utility review.
- » Engineering design.
- » Project Development Report.
- » Survey with LIDAR data.
- » Right of way survey and land acquisition.
- » Hydraulic and crash data analysis.
- » Environmental Survey Request.
- » Environmental reviews.

The Tazewell County Highway Department hoped to improve Broadway Road from Veteran's Drive to Springfield Road, a crucial connection between Pekin and Interstate 155. The County hired Midwest Engineering Associates, a Fehr Graham company to assess the roadway, improve safety, and lead the Phase I study and Phase II design improvements.

Broadway Road posed significant safety risks with narrow earth shoulders and steep ditches. The road required extensive repair to improve driving conditions and safety. Our team addressed these challenges by helping the County purchase the right of way, widening the roadway with paved shoulders, and improving the driving surface with milling and overlay. The proposed plans also included the required pavement typical section, improved the foreslopes and backslopes, and upgraded the drainage of the roadway and surrounding properties.

Our design for the 2.5-mile project included 8-foot paved shoulders on each side of the road and plans to regrade and reconstruct ditches to accommodate the shoulders, and improve and extend crossroad culverts, and mill and resurface the driving lanes. This significantly improved the roadway and drainage.

Midwest Engineering Associates, a Fehr Graham company completed the Project Development Report and secured environmental approvals. We coordinated with the Department of Agriculture (DOA) and facilitated right-of-way acquisitions from more than 40 parcels, providing right-of-way and temporary easement plats.

Our team completed a hydraulic analysis to determine appropriate culvert sizes and ditch sizes using LiDAR data to supplement the topographic survey, ensuring accurate drainage assessments. The design throughout the project corridor allowed us to effectively negotiate right of way with landowners. We helped secure Surface Transportation Program-Urban funds through the Peoria/Pekin Urbanized Area Transportation Study, which allowed state and federal resources for this project.

This project shows the commitment to enhancing safety and connectivity in rural Tazewell County. The project created a safer and more reliable route for motorists and improved regional connections.



Glen Avenue rehabilitated for efficiency

PEORIA, ILLINOIS



CLIENT CONTACT

Andrea Klopfenstein
City Engineer
309.494.8816
aklopfenstein@peoriagov.org

PERIOD OF SERVICES

2015-2022

CONTRACT VALUE

\$1.2 million

CONSTRUCTION COST

\$11 million

FUNDING

Motor Fuel Tax

PROJECT TEAM

PROJECT MANAGER

Rob Culp, PE, CFM

SENIOR PROJECT ENGINEER

Courtney Allyn, PE, PTOE

DESIGNER

Kevin Sills

AT A GLANCE

- » **Phase I:** Right of way and engineering survey, pavement evaluation, hydraulic analysis, traffic analysis.
- » **Phase II:** Roadway design plans, traffic signal design, cross section development, erosion control plans, Stormwater Pollution Prevention Plan, quantity calculations, land acquisition services, detailed estimates of cost and time. program.

When the City of East Peoria needed to rehabilitate a 1-mile stretch of Glen Avenue, it hired Midwest Engineering Associates, a Fehr Graham company to help.

Project background

Glen Avenue spans from War Memorial Drive to University Street and serves as a vital connector in a dense area. The Portland Cement Concrete (PCC) pavement and curb exceeded its design life, and sidewalk ramps didn't meet Americans with Disabilities Act (ADA) standards. Signal replacements were needed.

Phase I: Project development and planning

During Phase I, Midwest conducted a study and submitted a Project Development Report (PDR) that evaluated alternatives, including different lane widths and pavement types. The team also evaluated the possibility of a bike path and green infrastructure for stormwater control.

Key components of the Phase I:

- **Environmental considerations:** Integrating results from the Environmental Survey Requests and Preliminary Environmental Site Assessment (PESA).
- **Community involvement:** Hosting a public open house meeting and incorporating public feedback.
- **Utility coordination:** Identifying utilities in the project limits.

Phase II: Detailed design and execution

For Phase II, the focus shifted to plans, specifications and cost estimates. The design scope included reconstructing the PCC pavement, concrete curb and gutter and sidewalks. The team optimized the subgrade and subbase design to address soil strengths by developing a typical section that could be adjusted to address soft areas. A geogrid would be added to any soft areas rather than additional excavation and increasing the aggregate base. This allowed the contractor to quickly address soft soils reducing potential delays during construction. Key design elements included:

- **ADA compliance** – Designing 33 driveway aprons and 26 sidewalk ramps.
- **Storm sewer system** – Assessing 4,350 feet of storm sewer, resulting in retaining 3,000 feet, lining 350 feet and constructing 1,000 feet.
- **Intersection upgrades** – Designing two signalized intersections with emergency vehicle preemption, video detection, Closed Circuit Television (CCTV) and fiber optic interconnect.

Challenges and solutions

The project faced schedule delays, scope additions and land acquisition hurdles. Our team dealt with late modifications to the Maintenance of Traffic (MOT) plan, the addition of new signals to two signalized intersections and a late discovery of four hidden storm sewer connections that required access. Our team secured 40 property easements or right of way. Evaluating the storm sewer proved successful by narrowing the lanes to 11 feet, which allowed the inlets to remain. We reduced project costs by minimizing pavement work and eliminating the need to reconstruct curb inlets.



Project Experience

Levee District mixed-use concept makes downtown walkable, safer

Client: City of East Peoria | East Peoria, Illinois

When the City of East Peoria, Illinois, transformed its 85-acre brownfield site into a vibrant downtown, they turned to longtime partner Midwest Engineering Associates, a Fehr Graham company. We completed Phase I, II and III engineering services for the Levee District's public infrastructure, a mixed-use development combining commercial and residential spaces. This area, once dominated by manufacturing facilities, required a comprehensive and innovative approach. This was a hybrid public and private partnership, where Illinois' \$24 million public investment resulted in approximately \$200 million in private investment.



Our team provided Phase I services that consisted of a Project Development Report (PDR) based on a Group II categorical exclusion. This phase included Type Size and Locations for two new three-span bridges over a creek and six Intersection Design Studies – one stop-controlled, four signalized intersections and one roundabout.

Phase II demanded fast-track amendments to the PDR. We suggested a roundabout and a through-lane reduction on East Washington Street to improve traffic flow. We also incorporated diagonal on-street parking to foster New Urbanism. The City funded a portion of the project to allow for variances in roadway geometrics from Illinois Department of Transportation (IDOT) policies.

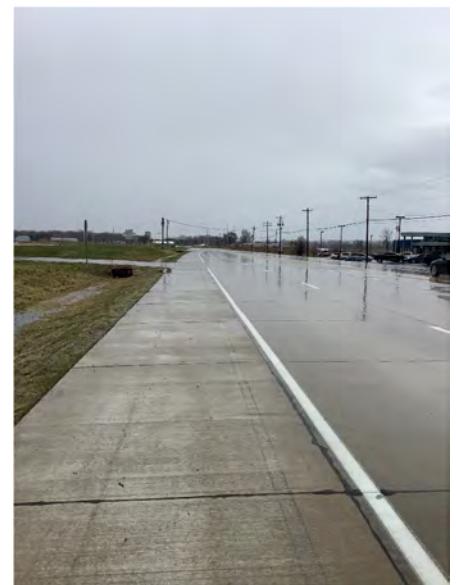
Funded mostly by an Illinois Capitol grant, the project required meticulous coordination spanning eight years and multiple construction phases. Our team followed IDOT's Phase III construction engineering policies and procedures. The plan included realigning, reconstructing and widening 0.7 miles of roadway and adding 1 mile of roadway.

State Street and Old Galena Road, Phase I/II

Client: Peoria County Highway Department, Mossville, Illinois

The Peoria County Highway Department hired Midwest Engineering Associates, a Fehr Graham company to conduct Phase I and II engineering services to rehabilitate State Street and Old Galena Road in Mossville, Illinois. The project covered approximately 4 miles, featuring two- to four-lane collectors, a locally maintained Class II Truck Route, and an intersection with Illinois Route 29 and Class II truck route.

The design included horizontal and vertical roadway alignments, three Intersection Design Studies — one stop-controlled, one signalized and one multilane roundabout — along with storm sewer improvements, a bike path, crash analysis, a traffic maintenance plan and right-of-way determinations. Coordination with utility companies, bicycle groups and adjacent landowners was crucial. The team also completed a wetland impact evaluation, a Preliminary Environmental Site Investigation response letter and a PDR. A hydraulic analysis of Dickinson Run Creek revealed that structure improvements were not feasible because of frequent creek overtopping. Additionally, a TIGER grant application included a crash analysis and a benefit-cost analysis.





Illinois Department of Transportation

Region 3, District 4
Ronald Nolte, Squad Leader
401 Main St.
Peoria, IL 61602
309.671.3470
ronald.nolte@illinois.gov



Peoria County
Illinois

Peoria County Highway Department

Amy McLaren, County Engineer
6915 W. Plank Road
Peoria, IL 61604
309-697-6400 Ext. 128
pchighway@peoriacounty.org



Tazewell County Highway Department

Dan Parr, County Engineer
21308 IL Route 9
Tremont, IL 61568
309.925.5532
dparr@tazewell-il.gov



City of Freeport

Rob Boyer, City Manager
314 West Stephenson Street
Freeport, IL 61032
815.297.1166
citymgr@cityoffreeport.org



City of Rockford

Tim Hinkens, Director of Public Works
425 East State Street
Rockford, IL 61104
779.348.7300
Timothy.Hinkens@rockfordil.gov



Organizational Chart



PROJECT MANAGER
Rich Dotson, PE*



QA/QC STRUCTURES
Megan Moot, PE*



PRINCIPAL
Robert Culp, PE



QA/QC TRANSPORTATION
Amanda Woods, PE*



HYDRAULICS
Jennifer Buholzer, PE*
Karoline Qasem, PhD, PE



TRAFFIC/GEOMETRICS
Courtney Allyn, PE, PTOE*
Jason Dove, PE
Vaughn Lewis, PE, PTOE, RSP1



STRUCTURES
Mary Coombe-Bloxdorf, PE, SE*
Steven Schwarz, PE, SE*
Kevin Brehm, PE, SE*
Andrew Underwager, PE, SE*
Adam Mauer, PE, SE



SURVEY
Bryan Hartman, PLS*
Scott Immel, PLS



PS&E
Ken Coulter, PE*
Trevor Larson, PE, PTOE
Paul Ertmer, PE
Yanel Jones



ENVIRONMENTAL
Melissa Kupczyk*
Ross Grimes, PG
Pat Kelsey, CPSS/SC

*Resumes included. Support discipline resumes can be provided upon request.



Richard J. Dotson, PE

Senior Project Manager



Rich Dotson has 30 years of experience in transportation, specializing in highway design. He is a retired Illinois Department of Transportation (IDOT) engineer with experience in designing and managing construction of rural bridge and culvert replacements to urban arterial and freeway reconstruction projects. He has managed and completed Phase I and Phase II projects of all types and sizes. Rich's technical expertise in pavement design, traffic management plans, traffic control design, guardrail design, Federal Aviation Administration (FAA) coordination, value engineering and contract special provisions led him to serve as the IDOT District 4 resource in many of these areas. He managed public involvement for several projects, including public hearings and meetings and individual property owner meetings to discuss issues during the design and land acquisition process.

EDUCATION

B.S. in General Engineering
University of Illinois at Urbana-Champaign, 1992

M.S. in Civil Engineering and Construction Management
Bradley University, 1997

PROFESSIONAL LICENSE

Professional Engineer
Illinois #062-053752

PROFESSIONAL ASSOCIATION

Illinois Association of Highway Engineers

I-474 OVER ILLINOIS 116 (PLANK ROAD)

IDOT, District 4 | Peoria, Illinois

Rich served as Project Engineer for the Phase I and II engineering to replace the three-span bridges over Illinois 116 and develop a treatment for a failing 9-foot plate arch culvert under the north bridge cone. He used creative traffic control staging because the project was set up adjacent to an interchange with an on-ramp ending on the eastbound structure.

I-474 FROM ILLINOIS RIVER TO I-74 INTERCHANGE

IDOT, District 4 | Peoria, Illinois

Rich as Project Engineer led the Phase I and II engineering for the 3R improvement of 8 miles of four-lane interstate. The project included designs for three interchanges, eight structure overlays, guardrail replacement, significant drainage and erosion repairs. Engineering efforts included developing a Traffic Management Plan, working restrictions because of traffic volumes, verifying roadway geometry, barrier warrants, length of need calculations and crash history study.

PINECREST DRIVE OVER I-74 BRIDGE REPLACEMENT

IDOT, District 4 | East Peoria, Illinois

As Project Engineer for Phase I and II, Rich led the design to replace the four-span bridge with a two-span steel beam bridge carrying a local road over I-74. The profile required a significant grade raise to improve vertical clearance and alleviate frequent bridge hits while meeting alignment policies and providing adequate sight distance to the interchange ramp traffic. He coordinated with local municipalities to include a multiuse path across the interchange.

I-74 MURRAY BAKER BRIDGE OVER THE ILLINOIS RIVER

IDOT, District 4 | Peoria, Illinois

I-155 BRIDGES OVER INDIAN CREEK NEAR HOPEDALE

IDOT, District 4 | Peoria, Illinois

ALLEN ROAD OVER ILLINOIS ROUTE 6 BRIDGE REPLACEMENT

IDOT, District 4, | Peoria, Illinois

ILLINOIS 6 FROM UP RR TO KNOXVILLE, AVENUE

IDOT, District 4 | Peoria, Illinois

U.S. 67 FROM NORTH OF ROSEVILLE TO THE U.S. 34 INTERCHANGE

IDOT, District 4 | Peoria, Illinois



Fehr Graham Key Staff

Jennifer Buholzer, PE – Hydraulics Lead

Education: B.S. in Civil Engineering, University of Minnesota, 2002

Experience: 21 years

Jennifer works on various transportation projects, specializing in Hydraulic and Drainage Reports for Phase I engineering designs. She is knowledgeable in the Illinois Department of Transportation (IDOT) Drainage Manual and experienced at running the Hydrologic Engineering Center's River Analysis System (HEC-RAS). Her experience ranges from simple drainage studies to detailed and intricate floodplain/floodway projects. She works closely with IDOT districts, the Illinois Department of Natural Resources (DNR) and the Federal Emergency Management Agency (FEMA).

Selected Project Experience

- » Illinois Route 101 over Harrison Brook – IDOT District 6 – Hydraulics
- » Sonora Road District and Carthage Road District Bridges – Hancock County Highway Department – Hydraulics
- » Weldon Road Box Culvert– Winnebago County Highway Department – Hydraulics



Courtney Allyn, PE, PTOE – Traffic/Geometrics Lead

Education: B.S. in Civil Engineering, University of Illinois at Urbana-Champaign, 2001

Experience: 22 years

Courtney is a seasoned transportation engineer specializing in designing and analyzing complex transportation projects. She is an expert in intersection geometrics, Intersection Design Studies, signal design, roundabout design and traffic maintenance for construction staging. She has experience in vertical and horizontal roadway alignment, storm sewer, inlet spacing and detonation analysis. Courtney leads Phase I engineering studies and Phase II tasks like obtaining permits, developing plans, drafting special provisions and estimating costs.

Selected Project Experience

- » Veterans Drive, Phase I Study and Phase II Roadway Design – City of Pekin – Traffic Engineer
- » State and Old Galena Road Phase I and II – Peoria County Highway Department – Project Engineer
- » Camp Street Connector – City of East Peoria – Project Engineer



Mary Coombe-Bloxdorf, PE, SE – Structural Lead

Education: B.S. in Civil Engineering, University of Kansas, 1981

Experience: 42 years

Mary is an experienced transportation engineer, specializing in bridge design. Mary has a strong combination of practical field, design and project management experience. In addition to technical structural engineering design, she is responsible for client coordination, scheduling, cost control, and quality assurance and quality control (QA/QC). Her project roles include completing engineering designs and calculations, analysis and planning, steel and concrete traffic structure evaluations, and QA/QC plan reviews. Mary also manages Phase I/II engineering efforts in accordance with IDOT design policies and approval procedures. She leads our bridge inspection team in accordance with National Bridge Inspection Standards.

Selected Project Experience

- » Bradley Avenue over I-57 Phase II – PTB 1176, Item 16, Work Order 5 - IDOT– Lead Structural Engineer
- » I-74 Over French Creek Phase I/II– PTB 171, Item 10 – IDOT, District 4 – Lead Structural Engineer
- » IL 97 Over Little Haw Creek Phase I/II - PTB 151, Item 34, Work Order 8 – IDOT – Structural Engineer





Fehr Graham Key Staff

Bryan Hartman, PLS – Survey Lead

Education: A.A. in Civil Engineering, Morrison Institute of Technology, 1994

Completed 24 Credit Hours of Land Surveying Classes, Northern Illinois University, 2017

Experience: 30 years

Bryan has served as a Party Chief for preliminary design surveys for road, highway and bridge relocations and rail. He's also led construction layout and staking inspection. He's surveyed and laid out for the design and construction of commercial, residential, correctional facilities and subdivisions. His experience includes land section, tracts, urban lot, right-of-way and ALTA/ACSM Land Title surveys and many easements. Bryan is experienced in using Real Time Kinematic GPS for construction layout and establishing control for large-scale topographical, boundary and aerial photographic control surveys.

Selected Project Experience

- » Veterans Drive, Sheridan Road to Fischer Road, Phase II – City of Pekin – Land Surveyor
- » Veterans Drive, Phase II Roadway Design, Court Street to Towerline Road – City of Pekin, Land Surveyor
- » Veterans Drive, Route 29 to Towerline Road – City of Pekin – Land Surveyor



Ken Coulter, PE – PS&E Lead

Education: B.S. in Agricultural Engineering, University of Illinois at Urbana-Champaign, 1975

Experience: 45 years

Mr. Coulter serves as Project Manager with more than 45 years of experience, specializing in Site Development, Transportation (including Phase I and Phase II projects) and Environmental Services. He has assisted and managed many Phase I and II projects of all sizes. These projects included reconstruction projects as well as proposed roadways on new alignment. He has assisted and led land acquisition work, including meeting with property owners to explain the project and the impacts. He has completed land acquisition documentation on many parcels and is familiar with the Department procedures for land acquisition. He has been a "hands on" project manager and has thorough knowledge of the Department of Transportation procedures, policies and standards.

Selected Project Experience

- » Veterans Drive, Phase I Study, Broadway to Fischer Road – City of Pekin – Project Manager
- » Veterans Drive, Court Street to Sheridan Road – City of Pekin – Project Manager
- » Veterans Drive Expressway Phase II Design, Sheridan Road to I-474 – City of Pekin – Project Manager



Melissa Kupczyk – Environmental Lead

Education: B.S. in Geology and B.S. in Environmental Studies, Northern Illinois University, 2014

Experience: 10 years

Melissa brings experience in soil assessment and management and due diligence and site remediation. She specializes in conducting Phase I and Phase II Environmental Site Assessments (ESAs), Preliminary Environmental Site Assessments (PESAs) and Preliminary Site Investigations (PSIs). From scope planning to field oversight, sample collection, data review and analysis and final reporting, she ensures thorough and accurate reporting.

Selected Project Experience

- » Phase I and Phase II ESAs – Various Municipalities – Project Hydrogeologist
- » PESAs and PSIs – Various Clients – Project Hydrogeologist



DRMP Key Staff

Amanda Woods, PE – Quality Assurance/Quality Control Transportation

Education: B.S. in Civil Engineering, University of Central Florida, 1996

Experience: 27 years

Amanda serves as the Director of Transportation for DRMP's Transportation Market Sector. She prepares preliminary and final design calculations and plans production on many single and multiple bridge projects involving rehabilitation, widening and replacement. Her design assignments have included Florida-I Beams, AASHTO girder bridges, cast-in-place flat slab bridges, steel plate girders and Florida double tee bridges for highway and pedestrian bridges. She also has experience in toll plaza structure, box culvert, mast arm, strain pole, sheet pile wall, retaining wall, cantilever sign structure, overhead sign structure and bridge mounted sign design and load rating, shop drawing review and proposal preparation.

Selected Project Experience

- » SR 91 Widening from SR 50 Interchange – Florida's Turnpike Enterprise – Project Manager
- » SR 91 Widening, Minneola Interchange to Obrien Road – Florida's Turnpike Enterprise – Structures Quality Reviewer and Public Involvement Lead
- » SR 528 Widening, Florida's Turnpike to McCoy Road – Florida's Turnpike Enterprise – Project Manager



Megan Mott, PE – Quality Assurance/Quality Control Structures

Education: B.S. in Civil Engineering, University of Florida, 2007

Experience: 15 years

Megan is the Structures Division Leader for DRMP's Transportation Market Sector. She has been involved in all phases from preliminary engineering to the final design of highway-related structures for conventional and design-build projects. Specific responsibilities have included design and analysis of superstructure and substructure of various bridge types. Superstructure design experience includes Florida-I Beams, AASHTO Beams, steel plate girders and cast-in-place flat slabs. Substructure design experience includes conventional reinforced concrete piers, pile bents and ship impact analysis. Other duties include the design of box culverts, mast arms, strain poles, sheet pile walls, retaining walls, cantilever sign structures, overhead sign structures and bridge mounted signs and load rating and shop drawing review.

Selected Project Experience

- » SR 429/SR 414 Maitland Boulevard Extension – Central Florida Expressway Authority – Structures Engineer
- » SR 9B Extension, I-95 to US-1, Design-Build – Florida DOT, District 2, Duval County – Structures Engineer
- » SR 528 at Innovation Way – Central Florida Expressway Authority – Structures Engineer





HR Green Key Staff

Steven Schwarz, PE, SE – Structural Support Staff

Education: B.S. in Civil Engineering, Southern Illinois University, 1989

Experience: 34 years

Steve is a lead structural engineer with experience in structural, civil and construction engineering and surveying. He is responsible for structural calculations and preparation of plans, Bridge Condition Reports and recommendations. He also leads bridge inspections and shop drawing review for projects as simple as small bridges and culverts to as complex as a 1,557 linear foot eight-span steel plate girder bridge over the Fox River. Steve specializes in precast and prestressed concrete, roadway, grading, sound/retaining walls, drainage design and construction.

Selected Project Experience

- » Eldamain Road Extension – Kendall County Highway Department – Structural Engineer
- » Beech Street Bridge over Ravine 3 – City of Highland Park – Structural Engineer
- » Seminary Street over Keith Creek Bridge Replacement – City of Rockford – Structural Engineer



Kevin Brehm, PE, SE – Structural Support Staff

Education: M.S. in Civil Engineering, University of Michigan, 2003, and B.S. in Civil and Environmental Engineering, University of Michigan, 2002

Experience: 20 years

Kevin is experienced in structural design that includes a range of simple to complex bridges, culverts, retaining walls, drainage structures, overhead sign trusses and light/signal pole foundations. He has managed the design of structures on interstates and highways for state Departments of Transportation and local roads for city and county agencies. His project management responsibilities encompass client coordination, project financials, and oversight of project staff and tasks. He hands-on and heavily involved in the design approach and review of design calculations and plans.

Selected Project Experience

- » Miller Road Improvements – McHenry County Division of Transportation – Structural Engineer
- » Hwy X99 Wapello Bridge – Louisa County, Iowa – Structural Engineer
- » SE Bridge [Bundle 1] – Missouri Department of Transportation – Project Manager



Andrew Underwager, PE, SE – Structural Support Staff

Education: B.S. in Mathematics, Western Illinois University, 1993, and B.S. in Civil Engineering, University of Illinois-Chicago, 1998

Experience: 34 years

Andy's responsibilities include preparing contract plans, specifications and cost estimates for bridge structures, performing bridge inspections, and preparing Bridge Condition Reports and bridge-type studies. Throughout the design process, Andy consults on bridge aesthetics, reviews design to minimize long-term maintenance requirements and provides construction engineering services during building. He has been involved in the review of contractor submittals, answering requests for information and issuing any design changes.

Selected Project Experience

- » Pedestrian Bridge Phase II and Site Redevelopment Amendment – Village of Mundelein – Structural Engineer
- » IL 47, Cross Street to Galena Boulevard – PTB 188, Item 1 – IDOT District 1 – Structural Engineer
- » TR 93, Cambria Road to County Line Road, Phase I/II – PTB 194, Item 62 – IDOT District 9 – Structural Engineer





Project Plan

Veterans Drive Extension from Sheridan Road to Fischer Road

Project Understanding

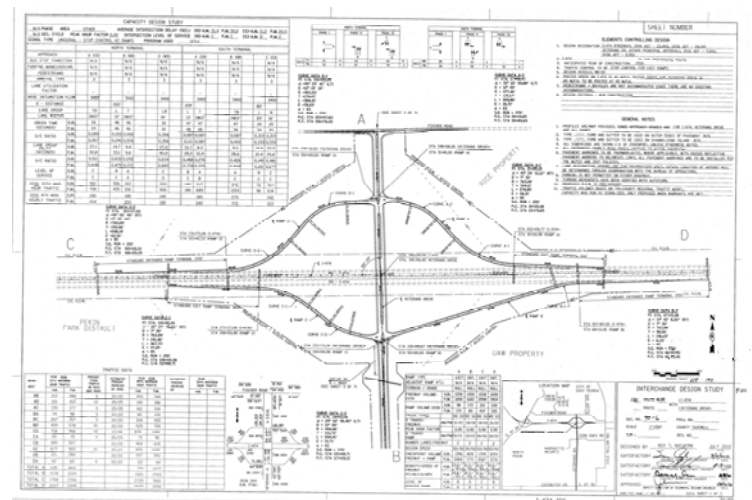
Our team at Midwest Engineering Associates, a Fehr Graham company and HR Green comprises a skilled group of designers and transportation specialists fully committed to enhancing the connectivity between Pekin and the surrounding area. This project to extend Veterans Drive will significantly improve the commuting experience for local and regional travelers. The proposed extension, executed in three defined phases, will span 4 miles, connecting Interstate 474 from its terminus at Sheridan. This strategic phased approach allows for the continuous progression of the project, enabling the City of Pekin to complete each phase while subsequent phases are in the engineering stage. Our team successfully advanced the Project Development Report (PDR), and we possess exclusive background knowledge and project familiarity. This uniquely positions us to commence Part 1 of the scope of services immediately after receiving authorization to proceed. It also provides a significant opportunity for cost savings in the PE-II Phase and minimizes the time to letting. Below we detail our understanding of and our strategy to complete the project.

Detailed Project Plan/Deliverables

Part 1 – Completion of Preliminary Engineering

The Phase I PDR and the Environmental Assessment (EA) for this roadway section were approved by the Illinois Department of Transportation (IDOT) in 2011. Our team prepared the PDR and is unquestionably the most familiar with the corridor and history. It is important to note Ken Coulter, the Project Manager/Project Engineer for each previous phase, including the Phase I PDR for this project and the Access Justification Report (AJR), will be the Assistant Project Manager for these Phase II Design Engineering services. The initial step will be to review the PDR and the environmental section to identify what needs updating to meet IDOT policies.

Confirming the traffic projections is a key step in updating the PDR. In reviewing the 2011 PDR, the 2036 Design Traffic Volume of 9700 ADT suggests there may be a reason to consider staging the improvements. Specifically, should consideration be given to securing the right of way and building the various structures consistent with the proposed five-lane section but constructing the roadway cross-section as a three-lane segment that can be expanded as demand dictates? Our team will review the data and provide feedback, including cost and schedule implications, related to this issue.

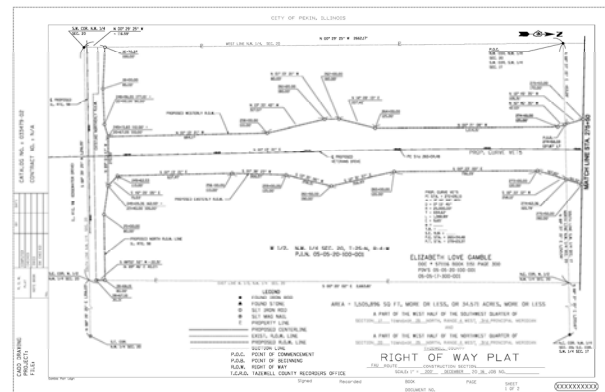


Similarly, as part of the PDR review/update, another look at the intersection with Fischer Road may be warranted. Considering the potential cost savings and level of service improvements that may be obtainable by a single-lane roundabout instead of a stop-controlled intersection is worth reviewing.



In our experience, efficient land acquisition management often dictates the success of a project, as it frequently becomes the critical path item. Based on our successful track record with plat development during earlier work for this project, we are confident we can significantly minimize the time it takes to finalize this step. Once design parameters are confirmed or adjusted, our surveyors and engineers will promptly finalize the right of way and easement limits, updating or preparing land acquisition plats accordingly. We will provide these plats, with courthouse research, to the City at the earliest stage to expedite discussions with property owners. Our streamlined strategy in managing right of way and easements allows the City to initiate land acquisitions concurrently with the detailed design engineering of the corridor. This approach saves time and ensures the City can engage with affected property owners, addressing their concerns and fostering solutions that advance the project.

Should there be a need for expert negotiation assistance with landowners, we recommend integrating Volkert Inc. into our team. Their expertise in adhering to federal land acquisition standards and strong relationship with the local IDOT district, particularly with Jen Earleywine. This ensures the certification and approval processes with IDOT and the Federal Highway Administration are seamless and efficient.



Our team is committed to efficiently managing the environmental approvals. With an approved PDR, significant groundwork has been laid during the preliminary engineering phase, including cultural and biological assessments. Our immediate objective is to confirm these studies and make necessary adjustments to align with current standards. Changes to the right-of-way and easement acquisition, because of any desired adjustments in roadway alignment, will be assessed to ensure compliance with National Environment Policy Act requirements. While additional environmental studies, such as a Preliminary Environmental Site Assessment (PESA) or other evaluations, may be required, our foundational work is expected to expedite the overall environmental review process significantly. Because we will use the completed environmental assessments, we will streamline the review process and quickly identify any areas needing updates, minimizing potential delays. This proactive and efficient approach ensures that environmental reviews enhance the project's progress without causing significant holdups.

Part 1 will also include an abbreviated feasibility study of various roadway and bridge/culvert design elements. Phasing construction for future growth will be a primary goal of this initial study phase. Our transportation engineers will dig into the feasibility of initially constructing a three-lane roadway section with the option of transitioning to a five-lane section to accommodate future demands. The feasibility analysis will include initial and final costs, capacity impacts, IDOT Bureau of Local Roads and Streets (BLRS) and Bureau of Design and Environment (BDE) design policies and exceptions and impacts on potential funding. This abbreviated feasibility study will also evaluate the culverts and bridges within the corridor. The evaluation may include:

- » Reviewing and updating the Hydraulic Report for Lick Creek as needed.
- » Adding Hydraulic Reports for the remaining culverts, as necessary.
- » Completing Type, Size and Location (TS&L) drawings for the Lick Creek Bridge, I-474 overpass and any nonstandard culverts that require TS&Ls.
- » Completing supplemental structure geotechnical reports, as needed.

Our Team will coordinate the submittals of all hydraulic reports, structure geotechnical reports and TS&L drawings with IDOT District 4 Local Roads and the Bureau of Bridges and Structures.

Efficient and thorough completion of this Part 1 scope of work is critical to project success as it provides the basis of design for Parts 2 and 3 as detailed below.

Part 2 – Final Design of Veterans Drive from Sheridan Road to Illinois Route 98

Part 2 of this project will include the detailed design engineering for the roadway section between Sheridan Road and Illinois Route 98. This work will include all necessary Phase II engineering (PE II) following the IDOT BLRS and BDE manuals. The goal of PE II is to move the project from planning to letting. Specifically, PE II is the design engineering phase that refines the PE I engineering design and develops plans, specifications and estimates (PS&Es) for construction. PE II includes specific items such as any land acquisition and additional environmental studies, such as Preliminary Site Investigations (PSIs) and other biological and cultural investigations. In addition to the typical roadway design, geotechnical investigations and soils reports, pavement calculations, grading design, bridge and culvert plans, traffic control and staging analysis, and lighting and traffic signal designs are advanced during phase II engineering. After Part 2, the City of Pekin will have a complete PS&E package approved by IDOT for public letting.



Our team has studied the Veterans Drive corridor and the approved PDR for the project. We have identified several critical design elements to hit the City's desired timeline. They are:

- » **Lick Creek Structure and Other Culverts.** The design of the bridge over Lick Creek and the other drainage structures along this corridor are critical path items. During Part I of our team's scope of work, it will be decided whether to advance the design of the five-lane section or a three-lane section that is expandable to a five-lane section during a future phase. Depending on the decision reached during PE I on this design element, our team of structural engineers led by Mary Coombe-Bloxdorf, PE, SE, with support from HR Green, will advance the structural design of the necessary bridges and culverts for review and approval by the IDOT bridge office.
- » **Land Acquisition (Right of Way and Easements).** As mentioned in Part 1, land acquisition has the potential to affect the time to advance to letting. With the multiple parcels and potentially complex and time-consuming nature of appraisals and negotiations, our team will advance and support the City's land acquisition efforts. Our surveyors and engineers will be responsive for plat changes/updates, investigate design impacts caused by modifications to right of way and easements, and support condemnation efforts (if needed). We also have strong connections with IDOT-approved appraisers and negotiators, should these services be needed. The goal is to secure IDOT District 4 right-of-way certification as efficiently as possible and avoid project delays.

- » **Illinois Route 98 Intersection.** The intersection of Veterans Drive and Illinois Route 98 will be affected during construction. The traffic signal design will be completed in collaboration with IDOT and the City of Pekin. Our design team will also advance traffic management plans and maintenance-of-traffic designs early in the design process to ensure safe and efficient movement of vehicles during construction.

Part 3 – Final Design of Veterans Drive from Illinois Route 98 to Fischer Road

The approach to Part 3 will be like the process described for Part 2. This work will include all necessary PE II activities advanced following the IDOT BLRS and BDE manuals. Part 3 includes the northern portion of the extension from Illinois Route 98 to Fischer Road. The PE II for this section of Veterans Drive will be advanced similarly to Part 2, sharing cross sections, roadside elements and the drainage approach with Part 1. As our team reviewed the northern corridor of the project, we identified the following critical design items:

- » **I-474 Interchange Bridges.** The major design effort for Part 3 is the interchange with I-474. While preliminary engineering was advanced that detailed the feasibility of the interchange, the PE II effort for an interchange is substantial. The roadway structures have been identified as critical path items, and our team will focus on preparing and submitting the TS&Ls and plans for the twin structures Bureau of Bridges and Structures approval. Our team's deep familiarity with the project's specifics – and our extensive experience with previous geotechnical work – positions us uniquely for efficient preparation of TS&L documents and bridge plans for the twin structures.
- » **I-474 Interchange Transportation Management.** The safe and efficient movement of traffic is critical to project success. As part of this design effort, our traffic engineers will prepare a Transportation Management Plan (TMP) to address work zone safety, traffic congestion and user delays. The TMP will focus on transportation operation, temporary traffic control and public information strategies to lessen the impact on motorists. Our designers will initially focus on the TMP's temporary traffic control item, determining the feasibility and impact of lane closures, lane shifts and speed reductions during construction. The development and approval of the TMP (and associated temporary traffic control and staging plans) will require an iterative and engaged back-and-forth process with IDOT and the City of Pekin to ensure the most effective means and methods are used.
- » **Land Acquisition (Right of Way and Easements).** As mentioned in Parts 1 and 2, land acquisition is critical to the timely advancement of construction. The northern extension of Veterans Drive is no different, with substantial right-of-way acquisition before construction. While the timing was not specifically expressed in the Request for Qualifications, our team advises the City to combine all the land acquisition into a single process (where able) and advance all of the right-of-way acquisition of Parts 2 and 3 concurrently to help reduce delays.

Other Considerations

Midwest Engineering Associates, a Fehr Graham company has assembled the right team for this project. Below are some additional considerations when selecting your engineering partner:

- » Team members like Ken Coulter, Courtney Allyn, Bryan Hartman and Rob Culp were instrumental in advancing the approved PDR and completing prior phases of the Veterans Parkway extension from Court Street (Illinois Route 8) to the termini at Sheridan Road. This legacy involvement will streamline the project schedule, reduce design fees, lower construction costs and alleviate the burden on City staff to orient a new team. This efficient approach will expedite the process, delivering substantial savings and easing management for the City.



- » **Structural Engineering Efficiency and Redundancy.** In addition to Mary Coombe-Bloxdorf's extensive experience in preparing TS&L documents and bridge construction plans, she spent significant time in the IDOT Bridge office working on similar projects throughout central Illinois. Her understanding of project deliverables is based on firsthand knowledge of preparing the plan documents and providing thorough quality control and quality assurance of our submittals to ensure they are compiled to facilitate timely reviews and approvals. Further, the HR Green team has multiple structural engineers with similar structural experience that's being considered for this project. This will ensure this critical path item is advanced timely and cost-effectively.
- » **Surveying Efficiency and Redundancy.** Our survey team, led by Bryan Hartman, provided the right of way for the approved PDR. This familiarity will lead to time and cost savings in conducting any required right-of-way survey updates and completing new right-of-way surveys as needed. Our team is equipped to enhance these efforts with drone aerial survey capabilities, offering an accurate, cost-effective and minimally invasive alternative to traditional methods. This technology ensures minimal disruption to crops, landscapes and private properties. Our team also includes multiple Professional Land Surveyors, with deep IDOT experience, all ready to support Bryan to ensure efficient and accurate surveying outcomes.
- » **In-House Environmental Professionals.** Our team includes experienced environmental experts who can complete any NEPA, PESA and PSI items associated with this project. With approvals for Environmental Survey Requests taking up to 11 months, an experienced team close to the project and familiar with what the Central Office wants is essential to ensure the timeline is kept, should any update be necessary.
- » Because we have Rich Dotson on our team, we undoubtedly have strong ties and relationships with the various IDOT offices, including District 4. That will be the key to getting approval of documents that will need to be finalized and/or prepared and submitted. In a time when the IDOT staffing levels, as they relate to the IDOT workload, can slow projects, intimate working relationships and experience with IDOT, which Rich Dotson has, will be the key to keeping the project on schedule and mitigating cost.
- » With an anticipated construction cost of \$75 million, our team's extensive knowledge and preliminary work position us to deliver unmatched efficiency. Our familiarity with the technical and logistical aspects enables us to streamline processes and address potential challenges more efficiently than others. This accelerates project timelines and guarantees better execution and significant cost savings, establishing us as an invaluable partner. One specific example is the right-of-way plats, prepared by Bryan Hartman, that can be advanced to appraisal with only minor review to verify property transactions that may have happened since the prior effort.

Schedule



JUNE 2024

- » Selection and contract award.
- » Kickoff Meeting with stakeholders.



JULY 2024

- » Gather data and project planning.
- » Update environmental clearances.



AUGUST 2024 – NOVEMBER 2024

- » Review typical section options.
- » Verify alignment and establish construction limits.
- » Prepare typical sections and limits.
- » Update Intersection Design Studies.
- » Amend Project Development Report (PDR).



DECEMBER 2024 – MARCH 2026

- » Approve PDR amendment.
- » Preliminary Plans, Specifications and Estimates (PS&E) for Parts 2 and 3.



JANUARY 2025

- » Finalize right-of-way (ROW) plats.



MARCH 2025

- » Provide Preliminary PS&E for Part 2 to the City for review.
- » Initiate the right-of-way acquisitions for Parts 2 and 3.
- » Submit PBD for I-474 structures.



MAY 2025

- » Provide Preliminary PS&Es for Part 3 to the City for review.



AUGUST 2025

- » Submit pre-final plans for Part 2.
- » Submit pre-final I-474 Structure Plans.



OCTOBER 2025

- » Illinois Department of Transportation (IDOT) pre-certify ROW for Part 2.
- » Submit final I-474 Structure Plans.



NOVEMBER 2025

- » Submit final PS&Es for Part 2.
- » Submit pre-final plans for Part 3.



JANUARY 2026

- » Letting for Part 2.



March 2026

- » Submit Final PS&Es for Part 3.
- » IDOT certify ROW for Part 3.



June 2026

- » Letting for Part 3.



Table of Contents

Page 2	Firm Information
Page 6	Letter of Interest
Page 7	Evidence of Past Work
Page 13	Qualifications of Personnel
Page 23	Project Plan & Schedule



*CMT has a
transformative effect
on the design issues it
encounters.*

*Engineering News
Record Magazine*

Project Manager & Primary Contact

Emily Munday, PE
emunday@cmtengr.com
309.680.1306

Office to Perform Work

203 Harrison Street
Peoria, IL 61602

Firm Information

Established:
1946

Employees:
450

Illinois Offices:
Peoria, IL
Moline, IL
Springfield, IL
Rockford, IL
Aurora, IL
Chicago, IL
Edwardsville, IL
Belleville, IL

& 17 offices in MO, OH,
IN, TN, GA, FL

Web
www.cmtengr.com



Company Profile Firm Background



Founded in 1946, CMT is a nationally ranked professional company providing planning, engineering, and construction services to both the public and private sectors. CMT's 450 employees provide leadership in civil infrastructure by leveraging shared knowledge, staff longevity, and unique insights. For over 77 years, the employee-owned corporation has sustained a trademark level of service and commitment to clients that continues to translate into long-term relationships and enhanced value for our clients' projects.

Helping You Achieve Value through Infrastructure

Building in Value is CMT's core brand promise. It's all the more important as governments and agencies across the nation are facing funding shortfalls and increasing pressure to "build more with less." To this end, our partners receive value through excellent performance on projects, and ultimately from the level of investment they experience from our people to make them successful.

Industry Leading Value Engineering Solutions

Value engineering is a systematic team-based approach to make better project investment decisions by maximizing value while lowering overall life-cycle costs. The application of Value Engineering can help stretch budget dollars without compromising essential project functionality. In addition to adopting value engineering as an overall design philosophy, CMT has formalized value engineering into its project delivery approach through the development of our value engineering team. CMT offers a wide range of value engineering tools and creative processes that have achieved significant value/cost savings on similar transportation projects.

Surface Transportation Services

MUNICIPAL FACILITIES

- Roadways
- Bridges & Structures
- Bikeways & Paths
- Complete Streets

DESIGN SERVICES

- Geometrics
- Bridges – simple to complex
- Storm sewer modeling and design
- Utility coordination
- Intersection & roundabout designs
- Signalization
- Constrained corridors
- Bike lanes & cycle tracks
- Pavement evaluation & preservation
- Value engineering

TRAFFIC SERVICES

- Traffic engineering
- Impact, pedestrian, & parking studies
- Simulations
- Trip generation
- Traffic calming

RIGHT-OF-WAY SERVICES

- Boundary & ALTA survey
- Right of plats & legal descriptions
- Acquisition negotiation
- Relocation assistance
- Turn-key services

PLANNING SERVICES

- Feasibility studies
- Corridor & alignment studies
- Context-sensitive solutions
- Public involvement
- Downtown/corridor revitalization
- Asset management
- Non-motor travel accommodations

ENVIRONMENTAL SERVICES

- NEPA documentation
- Noise and air quality assessments
- Phase 1 initial site investigations

CONSTRUCTION SERVICES

- On-site construction inspection
- PCC/HMA plant inspection
- Construction/materials documentation

STRATEGIC FUNDING SERVICES

- Strategy development
- Opportunity tracking & evaluation
- Grant application preparation
- Narrative development
& advertisement
- Benefit/cost analysis
- Budget development
- Graphic creation
- Outreach & education



This was a difficult project with a tight timeline. CMT's ability to coordinate the project with all the various agencies is probably the biggest reason for the success of this project and the ability to deliver it on time.

- Carrie Nelson, IDOT

9.4
out of 10

CMT CLIENT SATISFACTION

Average Score, past 3 years

SCHEDULE SCORES

- 9.5** Respond in a timely manner?
- 9.5** Follow through on commitments and promises?
- 9.4** Complete assignments on time?

BUDGET SCORES

- 9.3** Demonstrate sensitivity to construction?
- 9.3** Demonstrate sensitivity to engineering/design?
- 9.3** Submit clear & accurate invoices in a timely manner?

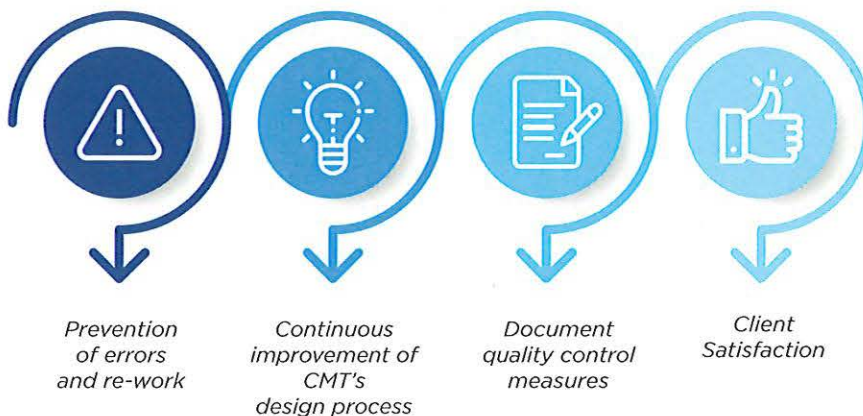
COMMUNICATION SCORES

- 9.7** Listen to you?
- 9.6** Effectively communicate?
- 9.5** Keep you informed?
- 9.5** Meet your needs?

The CMT Experience

CMT's ability to achieve the goals of the intended improvement is only part of the equation when selecting the desired firm. You are also interested in how such a project will be delivered. Making your life easier and giving you peace of mind throughout a project is a major driver of our firm's culture. You can be confident that CMT will be delivering a positive experience to you and your stakeholders.

CMT has a well-established reputation for strong performance, as demonstrated in our IDOT ratings and recognitions. This is a reflection on the strong project management and quality management emphasis of our firm. But more importantly are the people who lead those efforts, such as Eric Hansen and Emily Munday. Together they bring more than 51 years of consistent and stable CMT leadership on federal, state, and locally funded projects. Our local team is supported by over 430 diverse professionals adding strength to the project team through specialized experience. Our universal quality assurance process comprised of the four elements below ensures that projects are completed on time and exceed client expectations.



MEETING SCHEDULES & BUDGETS

Through our Client Satisfaction Improvement Process (CSIP), CMT has been formally measuring our performance through our clients for nearly 20 years. Our average scores over the last three years indicate a high level of performance on meeting schedule, budget, and communication expectations.



Partnering Firms

Hutchison Engineering, Inc.

ROADWAY DESIGN, STRUCTURAL ENGINEERING, CULVERT DESIGN, CONSTRUCTABILITY

Hutchison Engineering, Inc. (HEI) is a full-service civil engineering firm that has served clients throughout Illinois since 1945. The firm's primary emphasis is on transportation engineering with a client focus on state departments of transportation, municipalities, and county highway departments. HEI is widely respected for project planning, transportation design, structural design, and construction engineering services. We consistently provide comprehensive planning reports, plans, specifications, estimates, and construction management services for our transportation clients.



TERRA Engineering LTD. (WBE)

ROADWAY DESIGN, STRUCTURAL ENGINEERING, COST ESTIMATES, SPECIAL PROVISIONS, CONSTRUCTABILITY

TERRA Engineering, Ltd. is a multi-disciplinary WBE professional service firm that utilizes our experience, intellect, passion, and diversity to serve our clients. Since 1992, Terra's portfolio has evolved to include local, national, and global projects ranging in both type and scale. Terra's Peoria office has a successful history of completing federally funded municipal transportation projects.



Millennia Professional Services (MBE) (DBE)

GEOTECHNICAL ENGINEERING, SURVEYING, AND CONSTRUCTABILITY

Millennia Professional Services was founded in 2004 on the principle that high-quality engineering work is the result of experience, efficiency, intense dedication, and a diverse set of ideas. Their mission is to enable our public and private sector clients to succeed at their goals by providing exceptional quality, unparalleled economic value, consistent timely delivery, and by developing synergistic client relationships built on trust. Millennia is a certified DBE firm that specializes in geotechnical engineering, surveying, and construction services in Central Illinois.



IDOT Prequalifications

IDOT Prequalification Category	CMT	Hutchison	TERRA	Millennia
Airports - Construction Inspection	•	•		
Airports - Construction Inspection: Complex Electrical	•			
Airports - Design	•	•		
Airports - Design: Complex Electrical	•			
Airports - Master Planning/Airport Layout Plans (ALP)	•			
Environmental Reports - Environmental Assessment	•			
Environmental Reports - Environmental Impact Statement	•			
Geotechnical Services - General Geotechnical Services				•
Geotechnical Services - Subsurface Explorations				•
Geotechnical Services - Structure Geotechnical Reports (SGR)		•	•	•
Highways - Freeways	•	•	•	•
Highways - Roads and Streets	•	•	•	•
Hydraulic Reports - Pump Stations	•	•		•
Hydraulic Reports - Waterways: Complex	•	•	•	•
Hydraulic Reports - Waterways: Typical	•	•	•	•
Location Design Studies - New Construction/Major Reconstruction	•	•	•	
Location Design Studies - Reconstruction/Major Rehabilitation	•	•	•	
Location Design Studies - Rehabilitation	•	•	•	•
Special Plans - Lighting: Complex	•			
Special Plans - Lighting: Typical	•			
Special Plans - Pumping Stations	•			
Special Plans - Traffic Signals	•	•	•	•
Special Services - Architecture	•			
Special Services - Construction Inspection	•	•	•	•
Special Services - Electrical Engineering	•		•	
Special Services - Landscape Architecture	•		•	
Special Services - Mechanical	•			
Special Services - Public Involvement	•			
Special Services - Quality Assurance PCC & Aggregate				•
Special Services - Sanitary	•	•		•
Special Services - Surveying	•	•	•	•
Special Studies - Feasibility	•	•	•	
Special Studies - Location Drainage	•	•	•	•
Special Studies - Safety	•	•	•	
Special Studies - Signal Coordination & Timing (SCAT)			•	
Special Studies - Traffic Studies	•	•	•	•
Structures - Highway: Advanced Typical	•	•	•	
Structures - Highway: Complex	•			
Structures - Highway: Simple	•	•	•	
Structures - Highway: Typical	•	•	•	
Structures - Major River Bridges	•			
Structures - Railroad	•			
Transportation Studies - Railway Engineering	•			
Transportation Studies - Railway Planning	•			

Josie A. Esker
City Engineer
Pekin Public Works and Engineering Department
Pekin, IL 61554

CMT Letter of Interest

Dear Ms. Esker,

Congratulations on the 4-million-dollar award of HUD funds for engineering services to design the final leg of the Veteran's Parkway corridor. The Veteran's Parkway project is a testament to past Pekin leadership and ambition of current leadership to complete the most complicated portion of the project. Our team understands the significance of this project. Some members of our team benefit directly as residents of Pekin and customers of Pekin businesses. Other members of our team have been directly involved with the Veteran's Parkway planning and design during their engineering careers with IDOT.

Crawford Murphy & Tilly Inc. (CMT) and our partners welcome the chance to present our qualifications and offer this [Letter of Interest](#) as our commitment to help you make this project a reality. CMT brings a track record of success on federally funded local agency projects, strong relationships and understanding of IDOT policies and procedures, and a team with a passion for improving quality of life in the Peoria-Pekin urbanized area. Our partners include Hutchison Engineering, Terra Engineering, and Millennia Professional Services. As you can see from the table of our IDOT prequalification categories provided in the [Firm Information](#) section, we all have expertise to complete this project and as a team, we provide Pekin the capacity to deliver construction plans on schedule. For each person named in this [Qualifications of Personnel](#) section, we have many others with similar qualifications that are available if needed. Our team brings individuals with decades of IDOT and municipal engineering experience, environmental professionals, traffic, geotechnical, safety, structural, lighting, drainage, utility, value, and construction engineers. This flexibility allows Pekin to undertake this ambitious project with confidence knowing that Veteran's Parkway will be constructed once the funds are appropriated.

CMT has worked with municipalities on federally funded projects to deliver community-centered benefits on a tight timeline. We have managed, and are currently managing, projects funded by RAISE and other federal grants. We are working with IDOT, other state DOTs, and directly with the Federal Highway Administration to help sponsors develop grant agreements, manage tight timelines, and create transformative designs. Our team will navigate roadblocks, anticipate challenges, and advocate for your vision. Because we understand how IDOT engineers see elements of the project, we will use their policies and guidelines to implement your plan to make the connection to I-474. The enclosed [Work Plan and Schedule](#) demonstrate our initial thoughts for how we will manage an ambitious, multi-phased project while staying on a deadline-driven schedule.

Within our [Work Plan](#), we describe a value engineering approach to complete the preliminary engineering phase. Our review of the federal guidelines leads us to believe the northern extension of Veteran's Parkway meets the requirements for a value engineering study. CMT has completed 20 Value Engineering Studies over the past 12 years. Our process is flexible and adaptable to the client and DOT expectations. Our Lead Facilitator, Warren Knoles, has led VE studies that on average have achieved savings of 14%. This is the right time to perform a VE study for the northern extension of Veteran's Parkway because the preliminary engineering process completed in 2011 needs to be reviewed and updated. Our value proposition is not just a task that creates another report. Our value proposition offers a fresh perspective on the documented design recommendations. We anticipate the results of a VE Study would validate much of the work that has already been completed. However, we are confident this process will lead to many improvements and savings that will enhance previous design work and result in a better project.

Our team offers complimentary services that Pekin can choose to employ for the northern extension of Veteran's Parkway. Ally Fields is CMT's Community Enhancement and Government Affairs Manager. She and her team have an impressive track record of helping clients build coalitions to promote infrastructure initiatives and secure federal grants. Another essential service is led by CMT's Ambra Knox who heads up our land acquisition team that provide services in compliance with the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act. Our team also includes nationally recognized subject matter experts like Traffic Engineer Brian Eads, Safety Engineer Scott Knebel, Value Engineer Warren Knoles, Construction Engineer George Ryan, and Bentley Accredited Premier Scholar Matt Overbey.

Thank you for the opportunity to express our interest in the Veteran's Parkway Extension. Please reach out to me if I can answer any further questions about our experience or approach.

Most sincerely,



Eric J. Hansen, P. E.
Vice President & Surface Transportation Group Manager



LONGMEADOW PARKWAY | KANE COUNTY DEPT. OF TRANSPORTATION ST. CHARLES, IL

Reference: Mike Zakosek, Assistant County Engineer, 630.584.1170, zakosekmike@co.kane.il.us

CMT was selected by the County to be the lead design phase engineer for Longmeadow Parkway, Section C. Longmeadow Parkway is a new 5-mile corridor; CMT led the largest section that carried a final construction cost of roughly \$75 million. Through a Value Engineering (VE) workshop study, CMT helped the county minimize the costs of the project. Most notably, changes in several aspects of the bridge design projected savings of approximately \$27 million.

CMT's section of Longmeadow Parkway involved several large structural elements highlighted by a 788-foot long, 4-span bridge over the Fox River. Additionally, an 80-foot long, single-span bridge carrying Longmeadow Parkway over Sandbloom Road was also part of CMT's design. The bridges were separated by a 160-foot long and 35-foot tall MSE wall island.

One of the most difficult challenges of the project was the coordination involved with mitigating roughly 60,000 cubic yards of special waste soil located in the middle of the roadway alignment. The soil was impacted with hazardous levels of lead and previous mitigation efforts by former owners were never fully approved by the EPA.



I-57 / 64 INTERCHANGE AT IL 15 RECONSTRUCTION | IDOT DISTRICT 9 MT. VERNON, IL

Reference: Susan Poe, IDOT D9 Studies & Plans / Geometrics Engineer, 618-351-5213, susan.poe@illinois.gov

CMT provided Phase I studies and Phase II design engineering services for reconstruction of the I-57/64 and Illinois Route 15 Interchange in Mt Vernon, Illinois. Our experience on this project consisted of planning and location study to evaluate alternative interchange configurations. Additional services included preparation of an environmental assessment, traffic forecasting and modeling, access management/justification, a Traffic Management Plan (TMP), Type, Size and Location (TS&L) plans for the new bridge and retaining walls, assessment of utility conflicts and geotechnical studies including a Structure Geotechnical Report (SGR). Public Involvement included a Context Sensitive Solutions (CSS) approach with two public meetings, Community Advisory Group (CAG), stakeholder and agency coordination, and the preparation of exhibits and all other materials for these meetings along with necessary coordination with the City of Mt. Vernon, resource agencies and special interest groups.

143RD STREET EXTENSION | VILLAGE OF PLAINFIELD, IL PLAINFIELD, IL

Reference: Scott Threewitt, Director of Public Works, 815-436-3577, sthreewitt@goplainfield.com

CMT has been the prime consultant from the feasibility study to environmental mitigation, design and land acquisition for the extension of 143rd Street from IL Route 59 to IL Route 126. The 1.25-mile extension consists of new roadway along an existing ComEd right-of-way corridor, the construction of a 950-foot bridge structure to cross the DuPage River, and intersection improvements at three different signalized intersections. CMT overcame the coordination challenge of roadways owned by IDOT, the Village of Plainfield, and the Township. CMT assisted the Village of Plainfield to secure funding from several avenues to assist with the project. In total, \$50.5 million of the \$66.6 million in project costs came from five different federal sources.



Environmental studies encompassed a comprehensive suite of analyses including noise assessment, air quality, section 4(f) de minimis, wetland delineation, impact evaluation, tree survey, Preliminary Environmental Site Assessment (PESA) and Preliminary Site Investigation (PSI). An individual permit was successfully secured from the US Army Corps of Engineers (USACE), including a water quality certification from the Illinois Environmental Protection Agency (IEPA), for activities within jurisdictional water bodies, notably the DuPage River and the West Norman Drain.

A segment spanning approximately 1700 feet of the roadway alignment encroached upon the southern perimeter of Fletcher Lake, resulting in the disturbance of around 20,000 cubic yards of prime club sport fishing habitat. To offset this impact, CMT devised compensatory storage zones aimed at minimizing floodplain disruptions and compensating for the loss of fishing grounds, effectively providing a net increase in the lake's volume by over 22,000 cubic yards. The project incurred the removal of over 3000 non-invasive tree species, with nearly 1000 trees replaced directly on-site and the remaining 2000 trees compensated through an off-site tree replanting initiative spanning the Village.



PIONEER PARKWAY EXTENSION | CITY OF PEORIA, IL PEORIA, IL

Reference: Andrea Klopfenstein, Deputy Director/City Engineer, 309.494.8816, aklopfenstein@peoriagov.org

The City of Peoria engaged CMT to perform engineering and environmental studies for an extension of Pioneer Parkway from Allen Road to Trigger Road. The roadway is planned to be a multi-lane arterial with a new interchange at Illinois Route 6 and a bridge over the Union Pacific railroad. Preliminary engineering required extensive coordination with a variety of property owners, municipal planners, state and federal environmental agencies, elected officials, property developers, and transportation engineers of the state and city. The street extension was developed in response to community plans to develop approximately 4500 acres in northwest Peoria. The environmental studies utilized the Combined NEPA/404 Merger Process for highway improvements in Illinois. Beginning in 2015, CMT prepared plans and initiated property acquisition for reconstruction of the Allen Road intersection and a westerly extension to Villa Lake Drive. The section has yet to be constructed due to a lack of funds.



I-44 MARSHFIELD INTERCHANGE | CITY OF MARSHFIELD, MO MARSHFIELD, MO

Reference: Sam Rost, City Administrator, 417.859.2352, samrost@marshfieldmo.gov

The constraints on Marshfield's transportation network heightened the need for a long-term solution and an additional access point with I-44. CMT performed all planning, design, and construction inspection of the new interchange and 1.5-mile Route CC alignment, including through the intensive AJR and NEPA processes. Optimizing the design was critical to fit within the City's budget and the project was bid under budget and substantially completed on time.



BARRINGTON ROAD AT I-90 INTERCHANGE IMPROVEMENTS | IDOT DISTRICT 1 HOFFMAN ESTATES, IL

Reference: Jennifer Horn, Director of Planning and Transportation, Jennifer.horn@vohe.org, 847.781.2661

CMT successfully completed the Phase I engineering study and Phase II engineering services for the interchange of Barrington Road at the Jane Addams Memorial Tollway (I-90) in the villages of Hoffman Estates and South Barrington. The project is a joint effort between the village of Hoffman Estates, Illinois Tollway and the Illinois Department of Transportation. The Phase I was coordinated through the IDOT Bureau of Design and Environment and the Federal Highway Administration and received categorical exclusion group II processing.

The engineering scope included data collection, coordination with IDOT for a photogrammetric base, topographic and hydraulic surveys, development of feasible alternatives, location drainage study, alternate geometric studies, crash analysis, traffic maintenance analysis, interchange and intersection design studies, bridge inspections, and condition reports. The environmental scope included environmental data coordination, inventory and analysis, development of a purpose and need, noise analysis, air quality analysis, a determination of comprehensive impacts, identification of measures to minimize harm, ECAD journal, wetland impact evaluation forms, section 4(f) evaluation, section 106 evaluation, and statement of effect. The scope of work included a public involvement program including the principles of context sensitive solutions.



ILLINOIS MACOMB 336 BYPASS | IDOT DISTRICT 4 MACOMB, IL

Reference: Kensil Garnett, District 4, 309.671.3333

Hutchison Engineering, Inc. (HEI) was selected by the IDOT - District 4 to provide Phase II preliminary engineering services for the \$60M new 6.6-mile expressway bypass around the northwest side of Macomb, IL from IL 336 to US 67. The four-lane access controlled expressway was constructed on completely new alignment through rough terrain. Major components of the project included full depth HMA pavement with HMA shoulders on an aggregate subbase, crossroad culverts, two expressway interchanges, 15 new structures including a new structure carrying US 136 over IL 336 and dual structures over the East Fork of the LaMoine River, and extensive earthwork including over 3,000,000-cy of earth excavation. The project was separated into two separate construction contracts that required the development of two separate sets of plans and specifications for state lettings. The first construction contract included earthworks, culverts, and bridges and the second construction contract included aggregate subbase and HMA paving.

HEI performed phase II engineering services for the two separate projects including survey, roadway realignment design, intersection design, interchange design, guardrail design, maintenance of traffic plans, pavement design for HMA pavement and shoulders, bridge and box culvert design, drainage design, stormwater management design, roadway lighting design, utility coordination including relocation coordination, and the development of plans, specifications, & estimates for state lettings.

RIDGE ROAD PHASE I | KENDALL COUNTY HIGHWAY DEPARTMENT KENDALL COUNTY, IL

Reference: Fran Klas, PE, County Engineer 630.553.7616

HEI was selected to perform preliminary engineering services for the 4.5 mile, \$40.0M federally funded reconstruction and capacity improvement project on Ridge Road from in a rapidly developing area of Kendall County in the southwest Chicago suburbs. The project consists of expanding Ridge Road from a rural 2 lane roadway to a suburban 4 lane roadway divided by an 18' wide raised turf median.

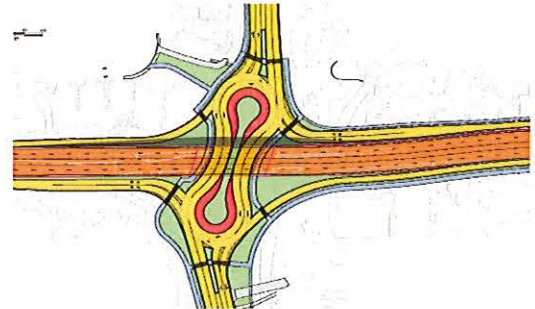
HEI has completed preliminary engineering services to obtain design approval from IDOT and the FHWA including survey, environmental coordination including wetland impacts evaluation, special waste study, noise analysis, utility coordination, traffic study including traffic counting, capacity analysis, intersection option analysis, and intersection design study, ROW impact analysis, preliminary drainage analysis, crash analysis, traffic maintenance analysis, multiple public information meetings, client, IDOT and FHWA analysis, stakeholder coordination including the Village of Minooka, City of Joliet, public, and numerous resource agencies.

HEI is currently working on plans and specifications including horizontal and vertical profile design, erosion control plans, storm sewer design, culvert design, stage construction plans, intersection layout plans, cross sections, and specifications and estimates for a state letting.

KNOXVILLE AVENUE RECONSTRUCTION (ILLINOIS 40) | IDOT DISTRICT 4 PEORIA, IL

Reference: Karen Dvorsky, PE, 309.671.3490, Karen.Dvorsky@illinois.gov

TERRA is providing Phase I & II engineering services for the reconstruction of Knoxville Avenue (Illinois Route 40) between Pennsylvania Avenue and Lake Street in Peoria. TERRA's Phase I responsibilities include public involvement, roadway and intersection studies, storm sewer design, ADA/PROWAG improvements, bicycle and pedestrian accommodations for Complete Streets compliance, crash analysis, utility design, and traffic studies. Phase II responsibilities include preparation of plans, specifications and estimates; right-of-way plats; route and land surveys, traffic control details, and preparation of lighting and signal plans.



As part of the ongoing traffic and alternative analysis effort, TERRA prepared traffic signal warrant studies for 31 intersections along the corridor in accordance with the ILMUTCD.

EASTERN BYPASS STUDY | IDOT DISTRICT 4 PEORIA, TAZEWELL, & WOODFORD COUNTIES, IL

Reference: Karen Dvorsky, PE, 309.671.3490, Karen.Dvorsky@illinois.gov

IDOT is conducting the Eastern Bypass Study, a study anticipated to span 8 years to design a new highway connecting Interstate 74 near Morton with Illinois Route 6 north of Peoria. The study is intended to determine the best possible route location, the best design concept, and identifying its impact on the area communities and environment.

TERRA's work on the Eastern Bypass Study includes the gathering and processing of Geographic Information Systems (GIS) data using and creating maps and documents for the public. Responsibilities also include organizing and assisting in public involvement activities with the CAG and the public at-large, including both large-scale public open-house meetings, and smaller meetings with the project's CAG.



O'HARE WESTERN ACCESS | ILLINOIS TOLLWAY ELGIN, IL

Reference: Don Wittmer, PE, 312.237.1599, dwittmer@getipass.com

TERRA provided 3D/4D design, structural design including an ALSF light bridge, constructability/staging, earthwork, pavement marking and signage, landscaping, erosion control, and overall project management as a teaming partner.

This work includes Phase II engineering services for the preparation of contract plans, specifications, and project related permits. proposed improvements include constructing new mainline pavements along the Western Access corridor, rail bridge structures, roadway bridge structures, pump station design, drainage improvements, retaining wall construction, earthwork, traffic barriers, lighting installation, installation of storm sewers and drainage structures, maintenance of traffic, pavement markings, vegetation planning and coordination, and other miscellaneous construction.



I-74 OVER FRENCH CREEK | IDOT DISTRICT 4 KNOX COUNTY, IL

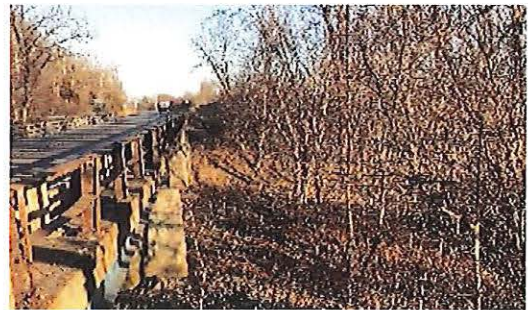
Millennia Professional Services was retained as a subconsultant, in concert with IDOT, to provide geotechnical services on this contract. The scope of work consisted of the design of replacement structures for the existing bridges carrying Interstate 74 over French Creek south of Galesburg, Knox County, Illinois. The proposed structures will consist of two single-span bridges with concrete decks. The superstructures will be supported by integral abutments. A Structural Geotechnical Report was prepared for the new bridge structures. Work included geotechnical exploration, laboratory testing, boring log preparation, discussion of local geology, evaluation of embankment slope stability, subsidence/abandoned coal mines, driven pile recommendations, site stripping, subgrade preparation, suitability of materials for use as fill, fill placement, and subgrade protection.



FAP 317 - US ROUTE 24 & ROUTE 9 OVER COPPERAS CREEK | IDOT DISTRICT 4 FULTON COUNTY, IL

The existing structure carrying IL 9/ US 24 over Copperas Creek in Fulton County required replacement due to deterioration and the planned widening of IL 9/ US 24. Millennia Professional Services provided route and right-of-way surveying services and QA/QC of quantity calculations.

The surveying services included establishing new ground control, property research and field monument reconnaissance, completing property boundary calculations to determine existing right-of-way lines for IL 9/US 24, complete drafting of right-of-way and easement plats, setting right-of-way corners for proposed ROW lines, staking tree removals and managing all boundary survey data.



FAP 870 - ILLINOIS ROUTE 53 AT ROUTE 56 | IDOT DISTRICT 1 DUPAGE COUNTY, IL

Millennia Professional Services was retained by prime consultant, in concert with IDOT, to provide Phase II design and geotechnical services on this various-various contract. The scope of work consists of the reconstruction of Illinois Route 53 and Illinois Route 56 intersection.

Millennia also prepared a Roadway Geotechnical Report for roadway widening from two plus lanes to five lanes including borings for multiple culverts and sound walls. A Structural Geotechnical Report was written for a large culvert and retaining wall at the south end of the project. Work included geotechnical exploration, laboratory testing, IDOT log preparation, discussion of local geology and pedology, evaluation of embankment fill settlement, embankment slope stability, ground improvement, pile lateral load resistance, lateral earth pressures, bearing capacity, culverts, seismic loading, mine subsidence/ abandoned coal mines, site stripping, and subgrade preparation.





Organizational Chart

CMT offers the City of Pekin an experienced team of local engineering professionals to assist in implementing this transformative project. The CMT team is made up of individuals with highly focused experience in managing projects of similar size and scope.

CITY ENGINEER

Josie Esker

PROJECT MANAGER

- Emily Munday, PE, CESSWI

PROJECT PRINCIPAL

- Eric Hansen, PE

VALUE ENGINEERING

- Warren Knoles, PE, CVS

CONSTRUCTABILITY

- George Ryan, PE
- Steve Dietz, PE
- Shane Larson, PE
- Paul Grabowski, PE

INTERSECTION & INTERCHANGE

- Andrew Schlichting, PE, PTOE
- Jason Heinekamp, PE

QUALITY ASSURANCE

- Eric Therkildsen, PE
- Ahmad Idriss, PE, SE
- Jim Michael, PE
- Mike Mizeur, PLS

PROJECT ENGINEERS

- Ryan Bradle, PE
- Colin Coad, PE, PTOE, VMA

HYDROLOGY & HYDRAULICS

- Chris Whitfield, PE

GEOTECHNICAL ENGINEERING

- Joe Olson, PE
- Jacob Schaeffer, PE

STRUCTURE DESIGN

- Joey Heger, PE, SE
- Kristen Fields, PE, SE
- Ben Nebel, PE, SE

SURVEYING

- Derek Huffman, PLS

DESIGN ENGINEERING STAFF

- Scott DeSplinter, PE, CFM
- Denise Herrera, PE, SE
- Matt Overbey, PE
- Luke Zeller, PE
- Matt Ogden, PE
- Brian Borgman, PE

ENVIRONMENTAL ASSESSMENT

- Heather Lacey, PMP
- Jennifer Miller

TRAFFIC MANAGEMENT PLAN

- Brian Eads, PE, PTOE
- Scott Knebel, PE

GRANT FUNDING

- Ally Fields

HIGHWAY/STREET LIGHTING

- Lou Weller, PE

LAND ACQUISITION SERVICES

- Ambra Knox

UTILITY ENGINEERING

- Ron Leible, PE

KEY

- CMT Team Member
- Hutchison Team Member
- Millennia Team Member
- TERRA Team Member



Emily Munday, PE, CESSWI | PROJECT MANAGER

As Project Manager, Emily is able to deliver successful projects because she works with all parties to develop consensus around optimal solutions. Her holistic approach toward project development and design leverages her technical strengths in design of busy corridors, stormwater drainage, 3D modeling, and hydrology.

City of East Moline, IL

Greater Downtown Revitalization

Project Manager for East Moline's RAISE grant funded \$30 million revitalization of their greater downtown area. Project includes new connected bikeways from the Mississippi River to downtown, roadway reconstruction with new streetscaping, and the extension of Bend Blvd to catalyze new development through the former Case IH plant site.

IDOT District 9

Mount Vernon Interchange

Project Engineer responsible for managing all technical disciplines for an innovative diverging diamond interchange. Context sensitive solutions were applied through several meetings with a community advisory group made up of local business owners and stakeholders.

Years Experience: 15 | **Education:** BS Civil Engineering, Bradley University, 2008 |

Registrations: Professional Engineer, Certified Erosion, Sediment, & Stormwater Inspector



Ryan Bradle, PE, PTOE | PROJECT ENGINEER

Ryan has 27 years of experience working for Peoria area engineering firms on transportation projects for municipalities, counties, and IDOT. He has a proven track record of producing comprehensive Phase I engineering reports and Phase II plans and specifications that minimize construction change orders and the corresponding construction cost overruns and project delays.

His professional background includes being lead designer for preliminary engineering services for urban and rural roadway improvements for municipalities, counties, and IDOT. Mr. Bradle has led preliminary engineering efforts on over 25 federally funded local agency projects in the last five years and therefore has a thorough understanding of IDOT Local Roads design policies and IDOT District 4 preferences.

Ryan has recently been involved in complex new roadway alignment projects similar to your project including the Peoria to Chicago IL 29 expressway from IL 6 to Cedar Hills Drive that included two miles of new four lane expressway on new alignment and one new interchange and CH 6 in Marshall County that includes one mile of new two lane roadway on new alignment through rough terrain.

Years Experience: 27 | **Education:** MS Civil Engineering, Bradley University |

Registrations: Professional Engineer, Professional Traffic Operations Engineer



Colin Coad, PE, PTOE, VMA | PROJECT ENGINEER

Colin specializes in the design of Phase I and Phase II transportation projects. He has over 12 years of experience in roadway geometrics, traffic analysis, traffic signal design, environmental processes/documentation and preparing Project Development Reports on State, County and Municipal transportation projects with both local and federal funding. He also has experience in maintenance of traffic, utilities and drainage design.

IDOT District 4

Illinois Route 40 (Knoxville Ave) Reconstruction

This project is the Phase I design of a principal arterial through Peoria, which includes the intersection of War Memorial Drive and Knoxville Avenue, one of the busiest intersections in Central Illinois. Colin led the preliminary design, alternative analysis, and the ongoing public involvement effort.

IDOT District 9

Illinois Route 13 Expansion

TERRA is part of a design team to provide engineering services for Phase II engineering services for the widening of IL 13. Colin is managing the TERRA team while assisting with traffic signal design and development of plans and specifications.

Years Experience: 12 | **Education:** BS Civil Engineering, University of Illinois at Urbana-Champaign, 2006 |

Registrations: Professional Engineer, Professional Traffic Operations Engineer



Joey Heger, PE, SE | STRUCTURE DESIGN

Joey's career has focused on bridge structures at every stage including preliminary design, final design, construction oversight, and routine and detailed inspections throughout the lifespan of many bridges. Joey has designed steel and concrete bridge superstructures, substructures, and repairs to existing bridges. His experience covers pedestrian, highway, and railroad bridges over small creek crossings to major river bridges.

IDOT

District 5 - Champaign Interchange

Lead Structural Engineer and Engineer of Record for the design and plan preparation of a 1,500-foot 8-span curved bridge carrying an interstate ramp over the interchange at I-74 and I-57. The project included detailed structural analysis for the complex structure and significant coordination with other disciplines, designers, and subconsultants.

Years Experience: 15 | **Education:** MS Civil Engineering, Southern Illinois University-Edwardsville, 2012 | BS Civil Engineering, Southern Illinois University-Edwardsville, 2009 | **Registrations:** Professional Engineer, Structural Engineer

Village of Plainfield, IL

143rd Street Extension - Phase I & II

Structural Engineer and Engineer of Record responsible for overseeing the design of a 7-span, 950-foot-long river bridge, MSE walls, and two culvert extensions. Also assisted in the selection of a bridge alternative and the development of the TSL plans for the new river bridge and other structures.



Joe Olson, PE | GEOTECHNICAL ENGINEERING

Joe is a geotechnical engineer with 32 years of relevant experience in industrial, commercial, transportation, and environmental fields. Before joining Millennia, he served as IDOT's District 4 Geotechnical Engineer. Joe manages a full range of geotechnical services including drilling, laboratory testing, geotechnical analyses, geotechnical design, construction monitoring and field consultation. His geotechnical engineering experience includes planning and supervising subsurface investigations, evaluation of soil and rock data, settlement calculations, and slope stability analyses, foundation design, and construction oversight.

IDOT District 7

US Route 50 Bridge Replacements

Joe planned and executed a geotechnical evaluation for use in the design and replacement of four dual structures on US 50. He prepared field and laboratory test reports for materials encountered, and prepared four Structural Geotechnical Reports (SGR) for the project.

Years Experience: 43 | **Education:** BS Civil Engineering, Bradley University, 1984 | **Registrations:** Professional Engineer, IDOT Certified Documentation of Quantities

IDOT District 7

Northwest Bypass

As IDOT Geotechnical Engineer, supervised field sampling and laboratory testing for lime and cement modification of subgrade soils for a new four-lane highway. Mix designs were performed in the IDOT soils lab to determine percentages of lime or cement needed for subgrade stability.



Heather Lacey, PMP | ENVIRONMENTAL ASSESSMENT

Leading CMT's Environmental Services Group, Heather has been managing the environmental compliance activities and project development process as required under NEPA for most of her career, and is particularly skilled in navigating projects through the environmental approval process requirements under a variety of regulatory agencies including Federal Highway Administration (FHWA), National Park Service (NPS), Department of Defense (DoD), Housing and Urban Development (HUD), and DOTs throughout the Midwest.

Village of Plainfield, IL

143rd Street Extension

Environmental Lead for this roadway extension to reduce traffic congestion in Plainfield's downtown. Heather conducted ecological field investigations, including wetland delineations, stream and U.S. Army Corps of Engineers jurisdictional ditch

assessments and tree surveys, and waterway permitting and mitigation. She documented Section 4(f) and the Environmental Survey Request process, and prepared the noise measurement plan, coordinated noise field measurements, performed noise modeling and noise barrier analysis, and participated in public involvement.

Years Experience: 25 | **Education:** MS Biological Sciences, Wright State University, 2003, BS Biological Sciences, Wright State University, 1999 | **Registrations:** Project Management Professional



Eric Hansen, PE | PROJECT PRINCIPAL



Eric brings a balanced perspective to every project and represents the best interests of clients and the public users of infrastructure systems. He is a "hands-on" Project Principal with strong analytical skills and creative insights and a proven ability to assemble a diverse group of experts to achieve successful results for the benefit of the millions of people that depend on safe and reliable infrastructure.

City of Peoria, IL

Pioneer Parkway

Project Manager for the project development process for the complex design and environmental studies, public involvement process, economic impact studies and ROW property acquisition for a new \$80 million extension of Pioneer Parkway from Allen Road to Trigger Road that would serve 4,500 acres of developing land in northwest Peoria.

Years Experience: 38 | **Education:** BS Civil Engineering, Bradley University, 1986 | **Registrations:** Professional Engineer

Village of Plainfield, IL

143rd Street Extension

Project Manager for design and environmental study (Phase I) of this new multi-lane urban street. Project was processed through IDOT because it used federal funding for construction. The new roadway crosses the DuPage River. Extensive hydraulic modeling has been completed to design a bridge opening that will not impact the floodway. An individual 404 and 401 permit for wetland and water quality impacts was attained. The \$50 million dollar project will be constructed in 2024 and 2025.



Warren Knoles, PE, CVS | VALUE ENGINEERING



Warren has over 15 years of experience leading Value Engineering (VE) studies for transportation projects and is a Certified Value Specialist (CVS) from SAVE International. Warren's VE study experience along with over 20 years experience as a transportation designer and project manager, six years as a construction inspector and resident engineer, and 17 years as CMT's quality program manager make him exceptionally qualified to lead the VE study for this project.

IDOT Value Engineering Experience

- I-74/IL 5 Interchange Replacement. Project consisted of replacing a cloverleaf interchange with an \$81 million diverging-diamond interchange in Moline, IL. WE study at the end of Phase 1 design and environmental studies that resulted in 11 accepted VE proposals totaling \$13.2 million (19% of construction cost).
- Value Engineering Study for \$51 million replacement of Illinois Route 104 bridge over the Illinois River in Meredosia. Results were 5 accepted VE proposals totaling \$1.1 million in savings (2.6% of construction cost).
- Value Engineering Study for U.S. 51, a \$55 million, 6.6-mile, four-lane rural expressway in Christian County. Results were 9 accepted VE proposals totaling \$4.7 million in savings (8.9% of construction cost).

Years Experience: 54 | **Education:** BS Civil Engineering, Bradley University, 1970 | **Registrations:** Professional Engineer, Certified Value Specialist



George Ryan, PE | CONSTRUCTABILITY



George has four decades of experience in the transportation industry from IDOT and consultants. His expertise includes facilitating communication and cooperation in the design, construction and maintenance of projects while attaining and preserving the best highway system possible within available resources. He has performed Quality Assurance/Quality Control and Project Management for various preliminary design studies, designs, and construction.

Illinois & Iowa Departments of Transportation

I-74 Corridor

Corridor Manager for the \$1 Billion I-74 corridor in the Quad Cities. Improvements include the replacement of twin structures over the Mississippi River and 5.3 miles of reconstruction in Moline, Illinois and Bettendorf, Iowa. Responsibilities include assisting the DOTs in various aspects of construction management and in an advisory role to the DOTs.

Years Experience: 43 | **Education:** BS Civil Engineering, Bradley University, 1984 | **Registrations:** Professional Engineer, IDOT Certified Documentation of Quantities

IDOT

US Route 34 Construction Inspection

Responsible for quality control review of services for the construction management and inspection of US Route 34. Duties include periodic review of project records and project progress to ensure the client is receiving the highest quality of service. Provide technical oversight to ensure the project scope, schedule, and budget are met.



Chris Whitfield, PE

HYDROLOGY & HYDRAULICS

Chris brings 23 years of experience as a structural designer of cast-in-place and pre-stressed concrete, bridge substructures, and culverts. His experience includes design of structures over waterways, standard highway overpasses, railroad bridges, structures in urban areas, retaining walls and culverts under state highways. Additional experience includes all facets of CAD, storm drainage design, and federal emergency response.

City of Peoria, IL

Pioneer Parkway Extension

Design Engineer for the Phase 1 design of two structures on Pioneer Parkway. The first structure is a 2-span, 360-foot, continuous plate girder bridge over IL Route 6 and a 7-foot, 6-inch by 6-foot triple box culvert extension. The second structure is a 4-span, 744-foot, continuous curved plate girder bridge over Union Pacific Railroad.

- Years Experience: 23
- Education: BS Civil Engineering, North Carolina State University, 2001
- Registrations: Professional Engineer



Scott Knebel, PE

TRAFFIC MANAGEMENT PLAN

As CMT's in-house safety expert, Scott excels at working with clients to solve complex geometric challenges, developing innovative and feasible solutions with a performance-based practical design focus (PBPD) on project types ranging from interstate to local road applications. He leverages national best practices and emerging safety research to deliver innovative solutions that are both practical and effective. Scott is recognized as an industry leader in innovative techniques in traffic safety countermeasures and traffic operations, having been involved in more than 350 safety studies and the preparation of more than 40 IMS and interchange operations studies (IOS) analyses, working with local governments as an extension of their staff to develop practical safety solutions that can be implemented for reasonable costs.

- Years Experience: 32
- Education: BS Civil Engineering, University of Dayton, 1992
- Registrations: Professional Engineer



Brian Eads, PE, PTOE

TRAFFIC MANAGEMENT PLAN

Brian serves as a Project Manager and Engineer on complex roadway design projects, bringing extensive experience helping clients deliver cost-efficient projects. He is a leader in incorporating traffic operations and roadway safety factors into roadway designs to provide communities with transportation solutions that are safe, equitable, efficient, and cost-effective.

City of Warrenton, MO

I-70 Interchange Location Study

Project Manager for the completion of a conceptual interchange study and Access Justification Report for a new interchange of Route MM and I-70. The interchange type selected to minimize impacts and operate efficiently was a series of three roundabouts along the Route MM corridor.

- Years Experience: 25
- Education: MS Civil Engineering, North Carolina State University, 1999 | BS Civil Engineering, University of Illinois, 1997
- Registrations: Professional Engineer | Professional Traffic Operations Engineer



Jacob Schaeffer, PE

GEOTECHNICAL ENGINEERING

Jacob is a Geotechnical Engineer with over 16 years of experience in the public infrastructure industry. He has performed several investigations and geotechnical analyses on various projects, including wastewater treatment facilities, sanitary and storm sewer projects, streets, sidewalks, trails and pedestrian bridges, culverts, and slope stabilization.

St. Louis County Transportation District, MO

Heintz Road Bridge Replacement

Jason served as Project Engineer and performed geotechnical engineering services for use in the design and construction of the replacement of the Heintz Road Bridge. The scope of work consisted of the design of a replacement structure for the existing Heinz Road Bridge No. 513 over a tributary to Mattese Creek.

- Years Experience: 16
- Education: BS Civil Engineering, Southern Illinois University - Edwardsville, 2006
- Registrations: Professional Engineer



Andrew Schlicting PE, PTOE

INTERSECTION & INTERCHANGE

Andrew is a versatile engineer with expertise in roundabout and interchange design, having designed and managed many of CMT's interchange projects throughout the Midwest. He has a successful record of providing reliable and safe design applications that are well-liked by the community, businesses, and elected officials.

City of Wentzville, MO

I-70/David Hoekel Parkway Interchange

Project Engineer for civil design, including the innovative interchange type and alignment changes, which reduced the cost of the interchange by \$5.9 million, a 20% savings over the concept originally considered.

- Years Experience: 19
- Education: BS Civil Engineering, University of Illinois Urbana-Champaign, 2004
- Registrations: Professional Engineer | Professional Traffic Operations Engineer



Jason Heinekamp, PE

Intersection & Interchange

Jason is a Senior Project Engineer who has been with TERRA for eight years.

He has designed or overseen the construction of a wide array of projects in various rural and urban environments. Coupled with his technical training, Jason now incorporates his field experience into planning and design and offers key insights towards constructability.

City of Pekin, IL

Downtown Improvements - ADA

Jason served as the Project Manager and led the overall design for task order contract within TERRA's Master Service Agreement with the City of Pekin. The project included asphalt resurfacing and the replacement of 88 curb ramps within Pekin's downtown commercial district. Primary roadways included Court Street, Broadway Road, and the inscribed streets east of 3rd Street.

- Years Experience: 14
- Education: BS Civil Engineering, Bradley University, 2009
- Registrations: Professional Engineer



Kristen Fields, PE, SE

STRUCTURE DESIGN

Kristen's 29 years of experience includes performing analysis and design of structural systems for buildings, bridges, retaining walls, underground storage tanks, foundations, and various other types of structures. In addition to design work, she has performed numerous evaluations of structures regarding structural condition and providing recommendations for repair or improvements if needed.

IDOT District 7

L 121 Over Mule Creek, Cumberland County

Project Structural and Geotechnical Engineer for the planning and design phases of structure replacement. Preparation of Structure Geotechnical Report and TSL for a two span PPC I-Beam bridge using staged construction. The bridge was supported by integral abutments with driven steel piles, and a solid wall pile bent pier with steel piles set in rock.

- Years Experience: 29
- Education: BS Civil Engineering, University of Illinois Urbana-Champaign, 1993
- Registrations: Professional Engineer | Structural Engineer



Ben Nebel, PE, SE

STRUCTURE DESIGN

Mr. Nebel has 25 years of transportation structure design experience. After graduating from the University of Illinois with a BS in civil engineering, Mr. Nebel went to work for the IDOT - Bureau of Bridges and Structures (BBS) for 2 years prior to coming to work for Hutchison Engineering, Inc. His IDOT - BBS experience along with his experience at HEI gives him a thorough understanding of IDOT structure design policies, procedures, and preferences. This experience allows him to efficiently produce structure designs thereby reducing engineering costs. He has been responsible for the design of over 250 bridges and culverts while working at Hutchison Engineering including structures for IDOT and local agencies throughout Illinois.

- Years Experience: 25
- Education: BS Civil Engineering, University of Illinois Urbana-Champaign
- Registrations: Professional Engineer | Structural Engineer



Steve Dietz, PE

CONSTRUCTABILITY

Steve is a civil engineer with 25 years of experience in Phase I, II, and III engineering for various public works projects including roadway rehabilitation and new construction. He has extensive experience as a Resident Engineer on many different types of highway construction projects, including large-scale urban reconstruction and multi-span bridge projects. He has a proven history of successfully coordinating projects with contractors, utility companies, municipalities, business owners, home owners, emergency services, and news media.

City of Peoria, IL

Construction Engineering On-Call

Serves as Project Manager for a team of engineers and technicians that perform Phase III Construction Inspection, Materials Testing, and project documentation on Public Works construction contracts annually for the City of Peoria.

- Years Experience: 25
- Education: BS Civil Engineering, Bradley University, 1998
- Registrations: Professional Engineer



Paul Grabowski, PE

CONSTRUCTABILITY

Paul is a Senior Construction Engineer whose duties include contract administration to ensure projects are built according to plans, specifications, and agency policies. Paul joined CMT after a 30-year career at IDOT. He served many roles at IDOT, most recently as a construction supervising field engineer. In this role, he supervised construction projects and project staffing within four counties in southeast Illinois.

IDOT District 8

I-255 from Collinsville Road to IL 15

While employed as a Supervising Engineer with IDOT, Paul supervised the contract for this major interstate rehabilitation. This project included the rehabilitation of multiple interstate structures, cold milling and placing over 80,000 tons of HMA, and completing over 15,000 SQ YD of pavement patching. This project was constructed implementing a complete interstate closure.

- Years Experience: 32
- Education: BS Civil Engineering, Southern Illinois University-Edwardsville, 1992
- Registrations: Professional Engineer



Shane Larson, PE

CONSTRUCTABILITY

Shane has 32 years of experience, including 17 years of experience working at IDOT- District 4, managing and working on complex transportation projects for municipalities, counties, and IDOT. He has been project manager for over 25 federally funded local agency projects within the last 5 years that required IDOT/FHWA coordination and approval.

Shane has recently been involved in complex new roadway alignment projects similar to your project including the Peoria to Chicago IL 29 expressway from IL 6 to Cedar Hills Drive that included 2 miles of new 4 lane expressway on new alignment and one new interchange, IL 336 NW Macomb Bypass that included 6.6 miles of new 4 lane expressway on new alignment with two new interchanges, and CH 6 in Marshall County that includes 1.0 mile of new two lane roadway on new alignment through rough terrain.

- Years Experience: 32
- Education: BS Civil Engineering, University of Illinois Urbana-Champaign
- Registrations: Professional Engineer



Eric Therkildsen, PE

QUALITY ASSURANCE

Eric brings 40 years of transportation planning, design and construction experience with Illinois Department of Transportation (IDOT) to TERRA's award-winning team. During his tenure at IDOT he served District Four in numerous capacities including Programming Engineer, Land Acquisition Engineer, Program Development Engineer and Project Implementation Engineer. Eric also served as Acting Deputy Director of Highways, Region Two Engineer. He served on several statewide committees including IDOT's Context Sensitive Solutions Policy and Training Committees and Chairman of IDOT's Program Development Training Committee. While based in TERRA's Peoria office, Eric is involved with projects locally, nationally, and internationally.

- Years Experience: 40
- Education: BS Civil Engineering, Bradley University, 1984
- Registrations: Professional Engineer | American Association of State Highway and Transportation Officials (AASHTO) Management Program



Derek Huffman, PLS

SURVEYING

Derek has 16 years of experience in various areas including: boundary, right-of way, topographic, and ALTA surveys, layout and construction staking, as well as courthouse research. His computer skills include MicroStation w/ GEOPAK, AutoCAD, Microsoft Word, and Microsoft Excel. He is proficient with Trimble R-8 and R-10 GPS, and Trimble S6 and 5600 Robotic Total Stations.

City of Pekin, IL

Derby Street Improvements

Served as Survey Crew Chief. Millennia was a subconsultant and provided route and land surveys for this urban roadway reconstruction project. Millennia's involvement included over 8,000 feet of route surveys, horizontal and vertical control network, right-of-way determination for land acquisition purposes, utility survey, and utility coordination.

- Years Experience: 16
- Education: BS Industrial Technology with a Specialization in Land Surveying, Southern Illinois University, 2007
- Registrations: Professional Land Surveyor



Ambra Knox

LAND ACQUISITION SERVICES

Ambra serves as a Project Manager for land and easement acquisition programs for projects that must comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act) as a result of Federal Funding within the project. Ambra is an approved negotiator for Right-of-Way with experience in overall acquisition project management, appraisal coordination, negotiations, administrative settlement reports, relocations, program development and financial management.

City of Peoria, IL

ROW Acquisition for Pioneer Parkway Extension

Lead Negotiator for land acquisition services for the Pioneer Parkway extension. This project includes acquiring 20 partial takings to accommodate the improved/expanded roadway. The parcels range in use from commercial businesses to farmland.

- Years Experience: 24
- Education: MS Environmental Management, University of Maryland-College Park, 2008 | BS Aeronautics, Parks College of St. Louis University 2000
- Registrations: Professional Engineer



Ally Fields

GRANT FUNDING

Ally serves as CMT's Government Affairs Manager. She brings a unique skill set helping communities navigate hurdles around federal programs at the highest level, having served as a top policy adviser to a member of Congress and serving on the House Transportation & Infrastructure Committee. Since joining CMT, she has successfully built a growing practice in advancing clients' top priority infrastructure initiatives. Ally is instrumental in not only seeking out, applying for, and drafting grant applications, but also in coalition building. She focuses her efforts on assisting clients in tackling funding challenges and providing strategic assistance.

Successful Grant Applications

- Greater Downtown Revitalization Project RAISE Grant – East Moline, IL – \$23.7M in funding
- 143rd Street Extension INFRA Grant – Plainfield, IL
- Alternative Water Source Program – Joliet, IL – \$3.5M in Federal funds and supported closing of a \$308M Federal loan
- West Florissant Avenue Great Street RAISE Grant – St. Louis County, MO – \$18.2M in funding
- Years Experience: 13
- Education: BA Political Science, Yale University, 2011 | MA Public Policy & Administration, Northwestern University, 2023



Ron Leible, PE

UTILITY ENGINEERING

Ron has 37 years of experience specializing in public and private sector utility coordination. He is an expert in proactive utility coordination and serves as CMT's Senior Utility Coordinator, enabling our team to efficiently coordinate with utility owners and contractors. Ron works hand in hand with CMT's designers to ensure the utility coordination process runs smoothly. He is also very involved during the construction engineering phase to ensure the utilities are coordinated correctly. Prior to joining CMT, Ron spent more than 19 years with MoDOT, including assignments as the State Utility Engineer and District Utility Engineer in the St. Louis metropolitan area.

- Years Experience: 37
- Education: BS Civil Engineering, Missouri University of Science & Technology, 1987
- Registrations: Professional Engineer



Ahmad Isdriss, PE, SE | QUALITY ASSURANCE | CMT

Ahmad is a Senior Project Manager and Lead Structural Engineer who has been involved in the design and construction of a wide variety of structural systems. He directs and coordinates the design and preparation of structural drawings, specifications, reports, and cost estimates of structural engineering projects. He joined CMT in 1995 and has an extensive background evaluating existing structures through hands-on inspection, computer modeling, and fatigue analysis.



Jim Michael, PE | QUALITY ASSURANCE | CMT

With CMT since 1995, Jim has extensive experience serving as project manager and design engineer facilitating planning, design, permitting, and implementation of a wide range of transportation improvement projects involving complex drainage modeling, public involvement/education, and innovative design features. His expertise includes hydrology and hydraulics, outfall analysis, floodplain/floodway management, and stormwater drainage analysis and design in both rural and urban environments.



Mike Mizeur, PLS | QUALITY ASSURANCE | CMT

As Chief Surveyor at CMT, Mike's project roles have ranged from being Survey Crew Field Chief to Project Manager of survey projects, which sometimes requires the use of electronic level equipment for control surveys and the placement of concrete permanent monuments. Mike provides project management of different survey tasks along with the preparation of surveys and documents for land acquisition, platting, and closing transactions.



Lou Weller, PE | HIGHWAY/STREET LIGHTING | CMT

Lou specializes in detailed electrical engineering design for a wide variety of lighting, power distribution, and electrical control systems for roadways and parking lots. His expertise includes LED lighting for pedestrian/shared use paths, roundabout lighting, conventional roadway lighting, aesthetic/decorative LED lighting, and the relocation of high mast light towers on urban interchanges.



Scott DeSplinter, PE, CFM | DRAINAGE ENGINEER | CMT

Scott has been with CMT since 2001, serving as a Project Manager and Senior Engineer on various transportation projects. He has extensive experience working for local municipalities addressing issues such as stormwater management, collection, treatment and distribution, drainage, mapping, water analysis, and financing.



Denise Herrera, PE, SE | STRUCTURAL ENGINEER | CMT

Denise is a senior structural engineer with extensive experience in structural design and support for bridge projects for counties, municipalities, state departments of transportation, and Tollways. Her work has covered every stage, including preliminary design, final design, inspection, and construction as a resident engineer. She is celebrated as the first woman at CMT to hold the esteemed Structural Engineer license.



Chris Moushard, PE | TRANSPORTATION ENGINEER | TERRA

Chris is an accomplished engineering professional with more than 31 years of transportation engineering experience in all phases of project management, engineering, and design. His Chris' extensive management and transportation engineering experience combined with strong organizational, verbal, and interpersonal communication skills enable him to effectively coordinate and manage roadway and bridge design studies and design reports (Phase I) and design and construction contract plan preparation (Phase II).



Matt Overbey, PE | TRANSPORTATION ENGINEER | CMT

Matt is a strong project leader and is recognized for communication and collaboration skills that foster teamwork and enhance trust. He has more than a decade of experience on transportation projects on a variety of urban and rural IDOT and local roadway projects. His expertise includes vertical and horizontal roadway geometrics, utility coordination, and drainage design.



Jennifer Miller | ENVIRONMENTAL ASSESSMENT | CMT

Jennifer is a Certified Environmental Inspector and Senior Environmental Scientist with CMT who uses her research, fieldwork, and technical writing to prepare a wide variety of environmental investigations and reports for projects. She has conducted noise barrier modeling and public involvement/benefitted receptor balloting, as well as noise analysis and abatement calculations for DOT's across the Midwest.



Luke Zeller, PE | TRANSPORTATION ENGINEER | Hutchison

Luke has 17 years of experience completing transportation projects for IDOT, municipalities, and county highway departments. He has extensive experience designing interchanges and intersections of various types including signalized and non-signalized. He also has experience designing expressways, rural roadways, urban streets, recreational trails, and sidewalk projects for public agencies throughout Illinois.



Matt Ogden, PE | HYDRAULICS ENGINEER | Hutchison

Matt has 4 years of transportation structure design and hydraulic analysis experience. Matt holds a professional engineering license in Illinois and has extensive experience performing hydraulic analysis to determine bridge opening and culvert sizing for bridge and culvert designs for local agencies and IDOT throughout Illinois.



Brian Borgman, PE | TRANSPORTATION ENGINEER | Hutchison

Brian has 24 years of experience working in transportation engineering providing quality designs for IDOT, municipalities, and county highway departments. He has experience designing freeways, expressways, and rural roadways projects for agencies throughout Illinois. He has a reputation for producing detailed Phase I reports and Plans, Specifications, and Estimates that eliminate change orders and schedule delays.



Nick Stoffer, PE | TRAFFIC ENGINEER | TERRA

Nick recently retired from the City of Peoria's Public Works Department after nearly 27 years, including 9 years as the City's Traffic Engineer. He has worked on many municipal projects including roadway design, parking lot layout and a citywide LED streetlight replacement project as well as managing the Traffic Section of the Public Works Department.



Matthew Heiberger, PE | TRANSPORTATION ENGINEER | TERRA

Matt has five years experience in transportation design and has a strong background in hydraulics and hydrology. His design duties have included leading coordination between all disciplines, geometric roadway design, drainage design, traffic control plans, erosion control design, developing contract special provisions, preparing cost estimates, and plan production lead.

Project Work Plan & Schedule

Pekin's decision to organize the scope of work into three phases is an excellent plan to complete this final piece of a sixty-year vision for the Pekin community. Our approach to updating the 13-year-old design and environment report and delivering two sets of construction plans is summarized in the following paragraphs and schedule.

PART 1 – PROJECT DEVELOPMENT

Our consultant team proposes a value engineering (VE) approach to review, update, and complete the design and environment reports and plans. Whether or not a VE Study will be required is a decision to be made by IDOT in consultation with FHWA. Our review of the federal guidelines leads us to believe the Veteran's Parkway Extension project meets the requirements because Interstate 474 is part of the National Highway System, and the project costs will exceed 50 million dollars. Whether or not a formal VE Study is required, we believe Pekin has a unique opportunity to use the VE process to review the selected alignment, design criteria, structure types and sizes, and constructability considerations. CMT's Value Engineering professionals are ready to deliver a practical design that will fulfill the project purpose, be constructable, and result in life-cycle cost value without sacrificing safety, quality, and environmental resources.

● Consultant Services ● State & Federal Agency Review			Year		2024					2025												2026	
			Month		8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2
Task	Start	Finish																					
Design Studies																							
Topographic & Boundary Surveys	9/1/24	1/31/24																					
Purpose & Need and Design Criteria Review	8/1/24	8/31/24																					
Topographic Mapping	11/1/24	11/30/25																					
Property Boundary Mapping	2/1/25	2/28/25																					
Alignment & Cross Section Review	9/1/24	10/31/24																					
Hydraulic Analysis	11/1/24	1/31/25																					
Value Engineering Study	11/1/24	1/31/25																					
Geotechnical Borings and Report	11/1/24	12/31/24																					
Preliminary Bridge Design & Hydraulic Reports	2/1/25	5/31/25																					
Interchange Design Study	2/1/25	7/13/25																					
Intersection Design Studies	2/1/25	6/30/25																					
TS&L Plans	3/1/25	12/31/25																					
Traffic Management Plan	5/1/25	9/30/25																					
Construction Limits & Right-of-Way Plan	6/1/25	9/30/25																					
Design Report Amendment	10/1/25	1/31/26																					
Environment Studies																							
Biological Resource Review	9/1/24	11/30/25																					
Cultural Resource Review	9/1/24	4/30/25																					
Special Waste Study	7/1/25	11/30/25																					
Noise Study	7/1/25	11/30/25																					
Section 404 Permit (USACOE)	6/1/25	11/30/25																					
Section 401 Permit (IEPA)	6/1/25	11/30/25																					
Floodway Permit (IDNR/OWR)	6/1/25	11/30/25																					
Environmental Report Amendment	10/1/25	1/31/26																					
Public Involvement																							
Local Government Engagement	9/1/24	11/30/25																					
Public Hearing	1/1/25	9/30/25																					
Commitment Documentation	10/1/25	11/30/25																					

Our preliminary project development schedule allows 18 months to complete the necessary design and environment studies and reports. Throughout the process, we will work closely with Pekin's City Engineer and IDOT's District 4 staff to allow for timely input and reviews that will keep the project on schedule. Our schedule allows for 15 months of review during the 18-month timeline. The Local Government Engagement sub-task is included under the Public Involvement task because project success will require repeated and regular coordination with all impacted units of local government to create two-way communications that will create partners for Pekin as they seek construction funding.

PART 2 - PROJECT DEVELOPMENT (SHERIDAN ROAD TO ILLINOIS 98)

We propose to begin creating right of way plats for the new roadway as soon as we have IDOT approval of the design elements. We propose to start that activity while the final Design Report is being circulated for IDOT approval. Once IDOT and FHWA have approved the design and environment reports, Pekin can begin the appraisal and acquisition process. CMT is prequalified to provide this service for federally funds projects and will be available to do so if requested. CMT uses a GIS right of way application within our Canopy® platform to manage documents and track the acquisition progress. Pekin staff will be provided access to our Canopy® platform to track the acquisition process and provide input to the negotiation team.

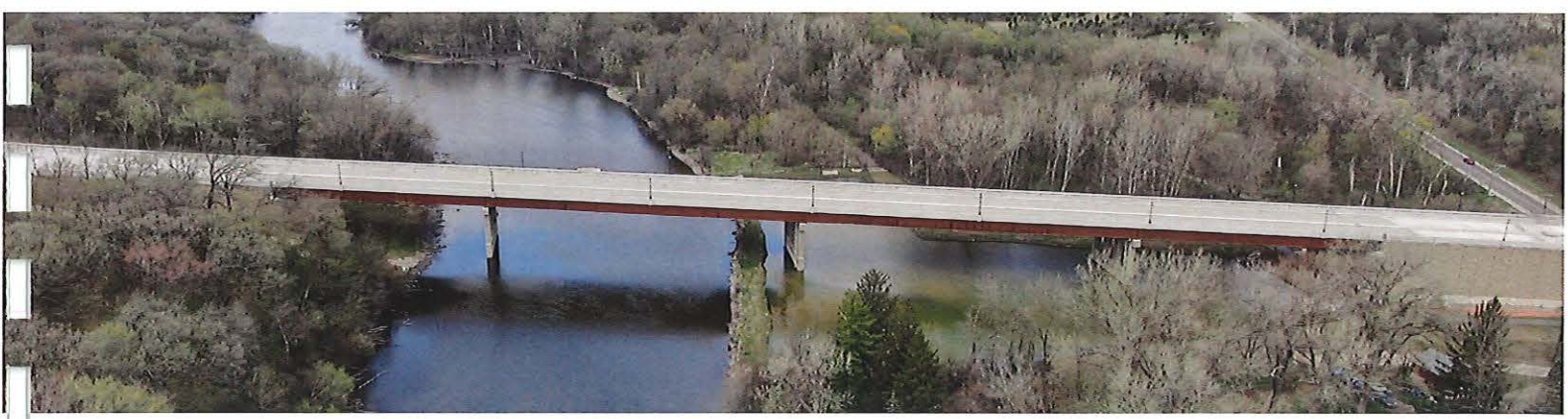
The 3D corridor modeling process is the central data source used to create the construction plan set. Corridor files created in the Project Development phase will be expanded and refined to generate all plans, profiles, and cross sections for the project. CMT uses Bentley's ProjectWise file management platform to share files with a multi-consultant team. These efficiencies allow us to operate as one cohesive team.

We have alternative ideas for the dual box culvert over the tributary to Lick Creek and the two-span bridge structure over Lick Creek as proposed in the Design Report. We will consider single span structures that will eliminate the obstruction in the center of the streams. We also intend to develop solutions to balance earthwork within the first construction contract and plan for earthwork requirements in the next construction section to I-474.

Our proposed schedule for delivering the construction plan documents and certifying the right of way allows for an April 2027 letting.

			Year		2025		2026												2027				
			Month		11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5
Task	Start	Finish																					
Right-of-Way Plats	11/1/25	1/31/26																					
Property Acquisition	2/1/26	11/30/26																					
Corridor Models (Veteran's, IL 98)	2/1/26	6/30/26																					
Pavement Design	2/1/26	3/31/26																					
Structure Design																							
Trib. to Lick Creek (1.8 Sq. Mile Drainage Area)																							
Lick Creek (4.8 Sq. Mile Drainage Area)																							
Culvert Design	5/1/26	6/30/26																					
Roadside Ditch Design	5/1/26	6/30/26																					
Roadside Safety Design	5/1/26	6/30/26																					
Street Lighting Design	7/1/26	7/31/26																					
Stormwater Pollution Prevention Plan	8/1/26	8/30/26																					
Traffic Control Plan	8/1/26	8/30/26																					
Preliminary Plans	5/1/26	10/31/26																					
Preliminary Quantity Calculations and Estimate	8/1/26	10/31/26																					
Preliminary Special Provisions	8/1/26	10/31/26																					
Final Plans, Estimates, & Special Provisions	11/1/26	1/31/27																					

- Consultant Services
- State & Federal Agency Review

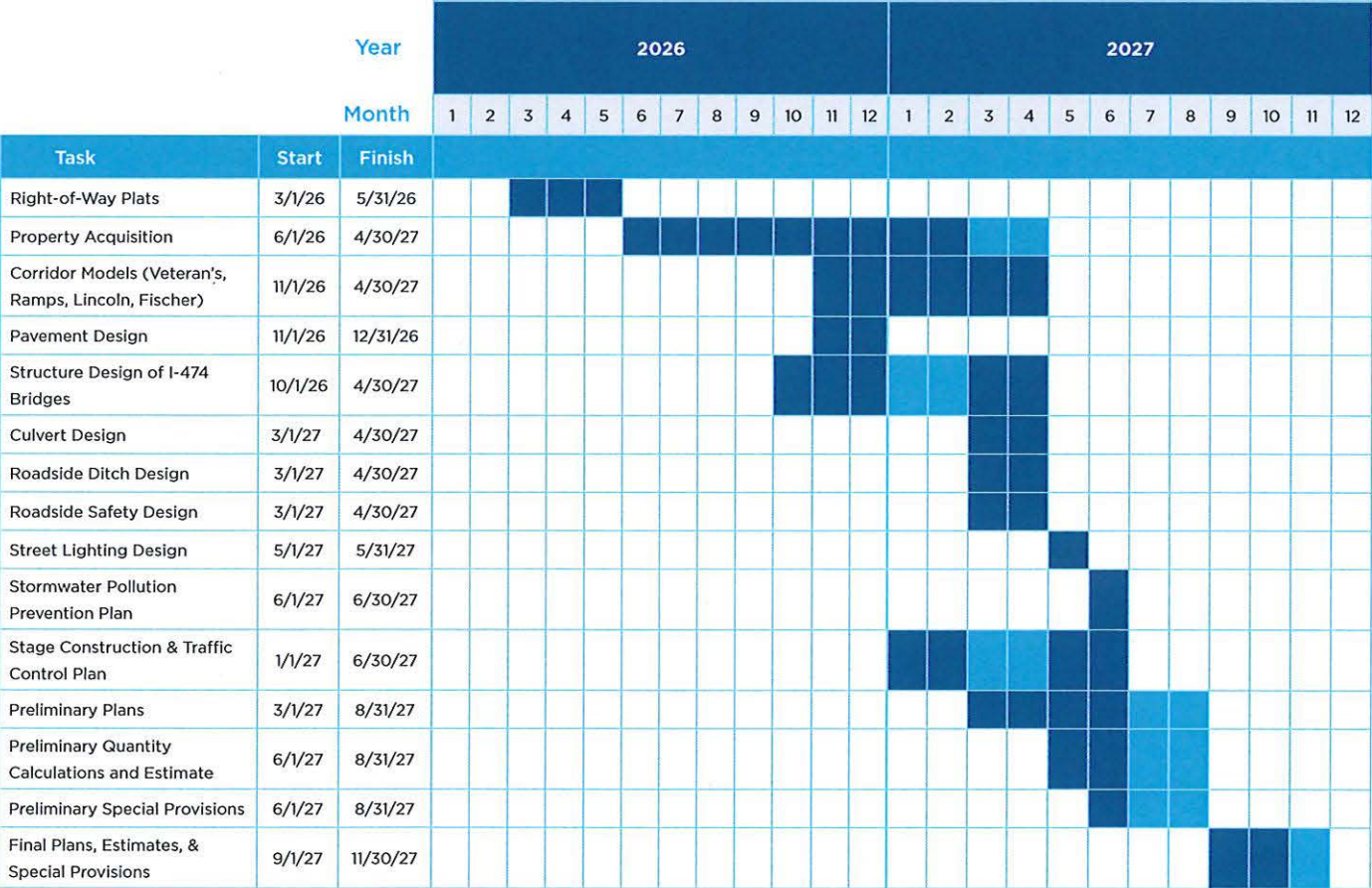


PART 3 - PROJECT DEVELOPMENT (ILLINOIS 98 TO FISCHER ROAD)

We propose creating right of way plats for the Part 3 project immediately after the plats are created for the Part 2 project limits. The land acquisition process initiated in February 2026 for the Part 2 project can be expanded to include the additional properties for the Part 3 project limits. CMT land acquisition staff under the leadership of Ambra Knox has the capacity to add these properties to the workflow without impacting the Part 2 acquisition schedule.

The critical element of the Part 3 project will be the construction staging and traffic control plan for constructing the new interchange and I-474 bridges. Our team includes structural, geotechnical, construction, and traffic engineers that all have experience with complex interchange construction. Many of our team were the IDOT leaders that managed the I-74 reconstruction through Peoria. We will consider all the viable alternatives to building the bridges and managing existing traffic flows. One observation made by our team is that I-74 was closed to traffic during reconstruction and I-474 served as the detour route. Will IDOT and FHWA consider a six-month closure of I-474 to allow for expedited construction of the two new bridges? Our team has the vision to develop innovative ideas and the experience to lead these discussions.

Our proposed schedule for delivering the construction plan documents and certifying the right of way allows for a March 2028 letting.



- Consultant Services
- State & Federal Agency Review

VETERANS DRIVE EXTENSION PHASE II ENGINEERING (Sheridan Road to Fischer Road)

**CITY OF PEKIN
PUBLIC WORKS & ENGINEERING DEPARTMENT**

MAY 31, 2024



HANSON PROFESSIONAL SERVICES INC.

7625 N. University Street
Suite 200
Peoria, IL 61614

309-691-0902

Lucinda (Cindy) Loos, P.E.
Vice President/Project Manager

309-713-1402

cloos@hanson-inc.com

Address listed above

**PHOTO: Olympian Drive Extensions
Champaign/Urbana, IL**

VETERANS DRIVE EXTENSION PHASE II ENGINEERING

CITY OF PEKIN PUBLIC WORKS & ENGINEERING DEPARTMENT

May 31, 2024

Ms. Josie Esker, P.E., S.E., City Engineer
City of Pekin Public Works & Engineering Department
111 S. Capitol Street
Pekin, IL 61554

Veterans Drive, from Sheridan Road to Fischer Road, is an important infrastructure project for the City of Pekin and Tazewell County. This new expressway will complete the final segment of the long-anticipated corridor of Veterans Drive connecting Route 9 to Interstate 474. This connection improves the efficiency of the current transportation network and balances preserving agricultural land with promoting development within the incorporated boundaries by facilitating inter-governmental cooperation on land-use and zoning issues. This new truck route will mitigate congestion in Pekin's central commercial and business district, in addition to providing an efficient link to I-474 for the growing industrial park located on its southeastern border.

Our recent experience with a comparable project for the Illinois Department of Transportation (IDOT) on U.S. Business Route 20 was a destined precursor to being the designer for the extension of Veterans Drive. U.S Business Route (BR) 20 involved:

- **Resuming a 1980's approved Phase I project** including a re-evaluation of a mature Environmental Assessment, updating design to current standards, submitting an updated Phase I report and following the revised Phase I report with Phase II design,
- Accommodating both a **rural and urban section** throughout the corridor,
- **Coordinating with many stakeholders** including IDOT, the City of Belvidere, Boone County, the Belvidere Park District, and the Conservation District staff to account for varying requirements,
- **Leading public involvement activities**, both virtually and in-person to accommodate the mixed public's technical capabilities,
- Preparing **intersection design studies for IDOT approval**,
- Performing **hydraulic analyses**, calculations, and reports,
- Designing **bridge condition report and TS&Ls** for a bridge over a pristine Beaver Creek,
- Analyzing soil testings and **preparing recommendation reports**, and
- Establishing **right-of-way needs** and assembling plats and legals.

Using the knowledge we gained on U.S. BR 20, we are confident we have the expertise and resources to aid the City of Pekin in successfully completing this legacy project on time and on budget.

When selecting design professionals for a project this diverse, the City needs to be confident that its choice of consultant provides the best value for its engineering dollar. Missed deadlines, incomplete submittals, lack of design coordination, and inexperience are typical challenges that stretch project schedules and keep City officials awake at night. **Hanson's goal for the Veterans Drive Extension project is to function as a seamless extension of Pekin's staff to efficiently manage these items so you do not lose sleep over this project.** Our proposed project team offers all the expertise necessary for the Veterans Drive project, including transportation and traffic engineers, land acquisition

WHY CHOOSE HANSON?



Similar Project Experience ...

U.S. Business Route 20 project for IDOT with comparable features and requirements



Proven Track Record with IDOT/ FHWA ... we get federally funded projects done quickly



Assisted with Identifying Design & Construction Funding Sources for Multiple Pekin Projects ... including Court Street and Front Street



Experience in Working with Pekin City Staff ... Project Manager Cindy Loos has a history of successful project deliveries for the City including Court Street, Front Street, and Hanna Drive



Land Acquisition Services ... our team can provide IDOT-certified appraisers, negotiators, and relocation specialists



A Team that Has it All ... extensive experience working with IDOT and communities on both local roads and interchange design

specialists, drainage and hydraulics engineers, structural engineers, geotechnical engineers, electrical engineers, environmental permitting specialists, hazardous waste specialists, and surveyors so the project is ready for construction as soon as possible.

Summary of Municipal Government Work & Local Roadway Design Experience.

Hanson is currently providing or has successfully completed engineering services for highway and roadway projects for multiple local government entities, including those for the cities of Pekin, Peoria, Galesburg, Morton, Streator, Macomb, Springfield, Bloomington, and Urbana, in addition to state governmental agencies, including IDOT, and various counties. With our municipal clients, we have gained extensive roadway and interchange design experience, in addition to community outreach and utility coordination expertise. Hanson’s proposed project manager for the City’s contract, Cindy Loos, has managed projects with many different funding sources. Since IDOT is the reviewing agency for this project, it is important that the City of Pekin’s engineering consultant be “in sync” with IDOT to streamline reviews. Hanson has recent relevant experience working with IDOT, and District 4 specifically. In the process of providing professional engineering services on these projects, we have established solid contacts with the decision-makers and key personnel at IDOT. This familiarity should streamline the Veterans Drive project and will help keep it on schedule. Hanson has provided engineering services for more than 30 projects involving the IDOT District 4 approval process over the past 10 years.

Local Roadway Design Experience Utilizing Federal & State Funding. Hanson has experience on projects funded by various federal programs, including HSIP, STP (Urban), STP (Enhancement), STR (Rural), Highway Bridge Program (HBP), Federal Economic Development Grants, Federal Highway Administration (TIGER, RAISE), Federal Transit Administration, Federal Aviation Administration, Federal Emergency Management Administration, Congestion Mitigation and Air Quality Improvement Program (CMAQ), and U.S. Army Corps of Engineers. In addition, proposed project staff members have experience on projects funded by state and local funding sources, such as IDOT State funds, Motor Fuel Tax (MFT), Local Agency Pavement Preservation (LAPP), PL Funds, and Economic Development Program funding. **With current funding challenges, Hanson is currently doing the leg work for the City to investigate potential funding sources for the construction of this project.**

Hanson is committing our proposed staff members and our expertise to the City and to the Veterans Drive project to make sure that you are satisfied with the end result — this includes having a project “Shovel Ready” and designed according to federal guidelines in order to be prepared for any funding opportunity, meeting budgets and schedules, engaging the public and many stakeholders to create consensus as required, and staying as involved as necessary during construction to help make decisions that will promote the success of the City of Pekin’s Veterans Drive project.

Sincerely,

Lucinda (Cindy) Loos, P.E.
Vice President / Project Manager
309-713-1402 (direct line)
cloos@hanson-inc.com

CONTENTS

Letter of Interest2-3
Summary of Municipal Government Work..... 3
Roadway Design Experience Utilizing Federal & State Funding..... 3

1. Firm / Project Team Information4-7
Background & Overview 4
• Hanson Professional Services Inc. (Prime) 4
• Maurer-Stutz, Inc.(Subconsultant)..... 4
• Millennia Professional Services (Subconsultant).. 4
Project Team IDOT Prequalifications Categories.... 5-6
Office Locations & Workload Distribution 7
Primary Contact Person 7

2. Evidence of Past Work..... 8-12
Summary of Experience: Project Matrix..... 8
Project Portfolio..... 9-12
References.....12

3. Qualifications of Key Personnel.....13-16
Organizational Chart.....13
Resume Summaries of Key Proposed Staff 14-16

4. Project Plan & Schedule..... 17-25
Work Plan | Data Requirements | Methodology |
Approach 17-24
Proposed Schedule.....25

Copyright © 2024 by Hanson Professional Services Inc. All rights reserved. This document is intended solely for the individual or the entity to which it is addressed. The information contained in this document shall not be duplicated, stored electronically, or distributed, in whole or in part, by anyone other than the recipient without the express written permission of Hanson Professional Services Inc., 1525 S. Sixth St., Springfield, IL 62703, 217-788-2450, www.hanson-inc.com. Unauthorized reproduction or transmission of any part of this document is a violation of federal law. Any concepts, designs and project approaches contained herein are considered proprietary. Any use of these concepts and approaches by others is considered a violation of copyright law.

The Hanson Team has been assembled to address the City of Pekin's goals and objectives — specifically to provide an **experienced, service-oriented team that keeps budget and schedule in the forefront while providing a quality product.**

PRIME / LEAD CONSULTANT

Hanson Professional Services Inc. is a national, employee-owned consulting firm providing a wide range of engineering, planning, and allied services. Hanson has consistently appeared as an *Engineering News-Record's (ENR)* Top 500 design firm in the U.S., employing over 500 engineers, planners, land acquisition specialists, scientists, surveyors, technicians, and support staff in 29 offices nationwide. Hanson brings a comprehensive team of professionals with excellent qualifications, expertise, and knowledge of the local, state, and federal funding processes from planning through design and construction and have practical experience negotiating the regulatory and review processes required to obtain project approvals. Transportation services include new highways and roadways, street widening and reconstruction, interchange design, pavement rehabilitation and design, streetscape planning and design encompassing sidewalks and street lighting, intersection geometrics and traffic signals, curb and gutter, sewer, stormwater and drainage design, utility coordination, and permitting services. Hanson's structural engineering capabilities include bridges, culverts, and retaining walls for transportation projects. Our experienced structural engineers can provide the support your project requires and help you balance a combination of function, economy, aesthetics, and maintenance into your design. **Hanson's IDOT prequalifications categories information is on page 5.**



ROADWAY | STRUCTURES | DRAINAGE SUBCONSULTANT

Founded in 1993, **Maurer-Stutz, Inc.**'s transportation services include planning and design of highway/streets, bridges, hydrology and drainage design, bridge scour and erosion remediation, intersection and interchange design, traffic planning and management, traffic impact studies, and safety analysis. MSI's structural engineering staff has extensive experience with structures built with a wide range of materials, including concrete, steel, masonry, wood, and modified earth. The firm offers complete design and analysis services for many diverse types of structures. MSI provides a single source of professional expertise by offering clients a full range of site development services, from planning through construction. Surveys are performed using state-of-the-art computer technology. Water, sewer, and stormwater detention systems are designed using the latest in available computer software. Additional services include environmental, geospatial, wastewater, water, and conservation. MSI's project teams strive to find the right approach to each project that will result in enhancement to the environment, improvement of the infrastructure, and increased value to the assets and resources of the client. **MSI is prequalified by IDOT in the following categories: Special Studies - Location Drainage | Hydraulic Reports - Waterways: Typical | Hydraulic Reports - Waterways: Complex | Highways - Roads and Streets | Highways - Freeways | Special Studies - Traffic Studies | Structures - Highway: Simple | Structures - Highways: Typical.**



SURVEYING | GEOTECHNICAL ENGINEERING | MATERIALS TESTING SUBCONSULTANT (MBE)



Millennia Professional Services was founded in 2004 on the principle that exceptional quality engineering work is the result of experience, efficiency, intense dedication, and a diverse set of ideas. The firm's mission is to enable public and private sector clients to succeed at their goals by providing exceptional quality, unparalleled economic value, and consistent timely delivery; and by developing synergistic client relationships built on trust. Millennia is a certified M/DBE firm in Illinois and is **prequalified by IDOT in Geotechnical Services (General Geotechnical Services | Subsurface Exploration | Structure Geotechnical Reports (SGR)) | Surveying (Route and Land)**. Millennia's geotechnical engineering services encompass geotechnical studies; retaining wall design; mine subsidence investigations; and structural geotechnical reports. Survey and mapping services include the utilization of MicroStation, GEOPAK, and AutoCAD software to provide plats of highway/subdivision; Alta and boundary surveys; topographic surveys; and construction staking. Millennia has provided land surveying services under various various contracts for IDOT, including Districts 1 and 4.



PROJECT TEAM IDOT PREQUALIFICATION CATEGORIES**HANSON PROFESSIONAL SERVICES INC. (Prime Consultant)**

The prequalification form below is dated March 17, 2023, and indicates all the categories for which Hanson is prequalified with IDOT.

CATEGORY	STATUS
Special Plans - Traffic Signals	X
Special Studies - Traffic Studies	X
Transportation Studies - Railway Engineering	X
Special Services - Construction Inspection	X
Special Studies- Location Drainage	X
Hydraulic Reports - Pump Stations	X
Hydraulic Reports - Waterways: Complex	X
Hydraulic Reports - Waterways: Typical	X
Special Services - Surveying	X
Location Design Studies - Rehabilitation	X
Special Studies - Safety	X
Highways - Roads and Streets	X
Special Services - Electrical Engineering	X
Special Plans - Pumping Stations	X
Special Studies - Feasibility	X
Special Services - Mechanical	X
Transportation Studies - Mass Transit	X
Special Services - Sanitary	X
Highways - Freeways	X
Location Design Studies - Reconstruction/Major Rehabilitation	X
Location Design Studies - New Construction/Major Reconstruction	X
Structures - Highway: Typical	X
Structures - Highway: Advanced Typical	X
Structures - Highway: Complex	X
Structures: Major River Bridges	X
Structures - Railroad	X
Structures - Highway: Simple	X
Geotechnical Services - Complex Geotech/Major Foundation	X
Geotechnical Services - General Geotechnical Services	X
Geotechnical Services - Structure Geotechnical Reports (SGR)	X
Special Plans - Lighting: Typical	X
Environmental Reports - Environmental Impact Statement	X
Environmental Reports - Environmental Assessment	X
Special Services - Project Controls	X
Transportation Studies - Railway Planning	X
Airports - Construction Inspection: Complex Electrical	X
Airports - Design: Complex Electrical	X
Airports - Construction Inspection	X
Airports - Design	X
Airports - Master Planning/Airport Layout Plans (ALP)	X
Special Services - Public Involvement	X

X	PREQUALIFIED
A	NOT PREQUALIFIED, REVIEW THE COMMENTS UNDER CATEGORY VIEW FOR DETAILS IN EPAS.
S	PREQUALIFIED, BUT WILL NOT ACCEPT STATEMENTS OF INTEREST

SECTION 1: FIRM / PROJECT TEAM INFORMATION

MAURER-STUTZ, INC. (Roadway | Structures | Drainage Subconsultant)

Maurer-Stutz is prequalified with IDOT in the following categories:

SEFC PREQUALIFICATIONS FOR MAURER-STUTZ, INC.

CATEGORY	STATUS
Special Studies - Traffic Studies	X
Special Studies- Location Drainage	X
Hydraulic Reports - Pump Stations	X
Hydraulic Reports - Waterways: Complex	X
Hydraulic Reports - Waterways: Typical	X
Structures - Highway: Simple	X
Geotechnical Services - Structure Geotechnical Reports (SGR)	X
Special Services - Construction Inspection	X
Location Design Studies - Rehabilitation	X
Special Services - Sanitary	X
Special Studies - Feasibility	X
Highways - Roads and Streets	X
Special Studies - Safety	X
Special Services - Surveying	X
Highways - Freeways	X
Location Design Studies - Reconstruction/Major Rehabilitation	X
Structures - Highway: Typical	X

X	PREQUALIFIED
A	NOT PREQUALIFIED, REVIEW THE COMMENTS UNDER CATEGORY VIEW FOR DETAILS IN EPAS.
S	PREQUALIFIED, BUT WILL NOT ACCEPT STATEMENTS OF INTEREST

MILLENNIA PROFESSIONAL SERVICES (Surveying | Geotechnical | Utility Coordination Subconsultant)

The prequalification form below illustrates the categories for which Millennia is prequalified with IDOT.

SEFC PREQUALIFICATIONS FOR MILLENNIA PROF. SERVICES, LTD.

CATEGORY	STATUS
Highways - Roads and Streets	X
Special Services - Sanitary	X
Highways - Freeways	X
Special Services - Quality Assurance PCC & Aggregate	X
Special Studies - Safety	X
Special Services - Surveying	X
Geotechnical Services - General Geotechnical Services	X
Geotechnical Services - Structure Geotechnical Reports (SGR)	X
Geotechnical Services - Subsurface Explorations	X
Special Studies - Traffic Studies	X
Special Plans - Traffic Signals	X
Special Services - Construction Inspection	X
Hydraulic Reports - Waterways: Complex	X
Hydraulic Reports - Waterways: Typical	X
Special Studies- Location Drainage	X
Hydraulic Reports - Pump Stations	X
Special Services - Quality Assurance HMA & Aggregate	X
Location Design Studies - Rehabilitation	X

X	PREQUALIFIED
A	NOT PREQUALIFIED, REVIEW THE COMMENTS UNDER CATEGORY VIEW FOR DETAILS IN EPAS.
S	PREQUALIFIED, BUT WILL NOT ACCEPT STATEMENTS OF INTEREST

OFFICE LOCATIONS & WORKLOAD DISTRIBUTION

We propose that management and coordination of all engineering services necessary to successfully meet the City's objectives for the City's contract be performed out of Hanson's Peoria office:

Hanson's Lead Office for Pekin's Veterans Drive Extension	
Hanson Professional Services Inc. 7625 North University Street Suite 200 Peoria, IL 61614 309-691-0902	• Project Management • Project Coordination • Roadway Engineering • Traffic Engineering • Bridge Engineering • Public Involvement • ADA Design • City Coordination • IDOT Coordination • Land Acquisition • Utility Coordination

With a staff of 30 employees, our Peoria office is located approximately 20 miles from the City's Department of Public Works, which allows our office's personnel, including proposed project manager Cindy Loos and project engineer Matthew Dawson to meet in person with City staff at any time.

Hanson's Springfield, Chicago, and St. Louis offices will provide support expertise, in addition to our team's subconsultants:

Support Offices for Pekin's Veterans Drive Extension	
Hanson Professional Services Inc. 1525 South Sixth Street Springfield, IL 62703 217-788-2450	• Environmental Services • Roadway Engineering • Bridge Engineering • Hydraulics/Drainage • Electrical Engineering • Traffic Engineering • Land Acquisition
Hanson Professional Services Inc. 750 Warrenville Road, Suite 200 Lisle, IL 60532 630-990-3800	• Roadway Engineering • Bridge Engineering • Quality Control
Hanson Professional Services Inc. 1520 South Fifth Street, Suite 220 St. Charles, MO 63303 314-770-0467	• Traffic Engineering • Bridge Engineering
Maurer-Stutz, Inc. 3116 N. Dries Lane, Suite 100 Peoria, IL 61604 309-693-7615	• Bridge Design • Drainage • Roadway Design
Millennia Professional Services 850 North Main Street Morton, IL 61550 309-321-8141	• Geotechnical Engineering • Materials Testing • Surveying • Utility Coordination

PRIMARY CONTACT PERSON
**Hanson Primary Contact for
Veterans Drive Extension Project**

Cindy Loos, P.E.
 Project Manager
Hanson Professional Services Inc.
 7625 North University Street, Suite 200
 Peoria, IL 61614
Telephone: 309-713-1402 (direct line)
Email: cloos@hanson-inc.com



SUMMARY OF EXPERIENCE: PROJECT MATRIX

Hanson has provided planning, design, and construction engineering services for a variety of infrastructure projects, including those highlighted below. For an in-depth review of our project experience completed within the last 10 years, please refer to the representative projects marked with an ★ in the project matrix below.

Specialized Experience

Engineering Services for Pekin's Veterans Drive Extension

- Hanson Professional Services Inc.
- Maurer-Stutz, Inc. (MSI)
- Millennia Professional Services

Project	★ description included	Phase II Engineering Roadway Design	Interchange and/or Intersection Design	Bridge / Culvert Design	FHWA/IDOT Coordination	Surveying	Hydraulic / Drainage Design	Soil Reports / Geotechnical Investigations	Traffic Signals	Lighting Design	Environmental Services	Land Acquisition and/or ROW Plats/Courthouse Research
IDOT U.S. BR 20 Reconstruction (Shaw Road to State Street), Belvidere, IL ★		●	●	●	●	●	●	●	●	●	●	●
Champaign/Urbana Olympian Drive East & West Extensions, Champaign/Urbana, IL ★		●	●	●	●	●	●	●			●	●
Pekin Hanna Drive Extension, Pekin, IL ★		●	●	●	●	●	●	●			●	●
IDOT/IADOT I-74 over the Mississippi River, Quad Cities, IL & IA ★		●	●		●		●	●	●			
Bloomington Hamilton Road Extension, Bloomington, IL ★		●	●		●	●	●	●	●		●	●
IDOT Allen Road Reconstruction, Peoria, IL ★		●	●	●	●	●	●		●			
IDOT I-74 Danville Reconstruction, Danville, IL ★		●		●	●		●			●	●	
Pekin Court Street (8th to Valle Vista), Pekin, IL		●	●		●	●	●	●	●	●	●	●
Pekin Front Street, Pekin, IL		●	●		●	●	●	●			●	●
IDOT U.S. Route 24/IL Route 9 (Banner to Kingston Mines), Fulton/Peoria Counties, IL		●	●	●	●	●	●	●	●	●	●	●
Peoria County Pfeiffer Road Bridge over East Branch of LaMarsh Creek, Peoria County, IL		●		●	●	●	●	●			●	●
Peoria County Truitt Road Bridge Rehabilitation over Hallock Creek, Peoria County, IL		●		●	●	●	●				●	●
Springfield MacArthur Boulevard Extension, Springfield, IL		●	●	●	●	●	●	●	●	●	●	●
Pekin Derby Street Reconstruction, Pekin, IL		●	●			●	●	●	●		●	●
Urbana North Lincoln Avenue Extension (Saline Court to Olympian Drive), Urbana, IL		●	●	●	●	●	●	●			●	●
Greenville U.S. Route 40/Andrews Drive Extension, Greenville, IL		●		●	●	●	●	●			●	
IDOT Interstate 74 Reconstruction, Peoria, IL		●	●	●	●	●	●	●	●			
Peoria Northmoor Road Improvements, Peoria, IL		●	●	●	●	●	●	●	●	●	●	●
IDOT FAP 317/U.S. Route 24 & IL Route 9 over the Copperas Creek, Fulton County, IL						●						●



U.S. BR 20 RECONSTRUCTION (SHAW ROAD TO STATE STREET/ APPLETON ROAD)



BELVIDERE, IL

Owner: Illinois Department of Transportation

Owner Contact: Steven Robery, 815-284-5307

Project Cost: \$1,753,975 (fees)

Year Completed: 2024 (Phase I complete); 2026 (Phase II complete)

Proposed Staff Involved: Amber Petkevicius, Jeff Bushur, Steve Brown, Mark Heaton

The segment of U.S. Business Route 20 from just east of Shaw Road to the State Street/Appleton Road intersection is one of the last two segments of the roadway between the Cities of Rockford and Belvidere which is one lane in each direction. The 1986 approved Combined Design (Phase I) Report advocated for 2 lanes in each direction for the approximate 5-mile project, but funding was not available for the entire corridor at that time. In 2020, the Illinois Department of Transportation selected Hanson to refresh the preliminary engineering and NEPA study and resume the design where the over 3-decade-old project left off.

Processed and approved originally as an Environmental Assessment (EA), Hanson was responsible for re-evaluating the EA and updating the Combined Design (Phase I) Report to reflect changes within the project conditions, incorporate new policies, and update facilities to current design criteria. In addition to roadway reconstruction and widening, Hanson addressed drainage concerns accounting for State, Local, and County requirements given all these agencies have assets within the corridor. Due to the project location, coordination included Boone County, Boone County Conservation District, Belvidere Park District, and the City of Belvidere and is to occur throughout the project life cycle. The project also added bicycle accommodations, incorporated

intersection and ADA improvements, prepared structure geotechnical reports and geotechnical investigations for a bridge over Beaver Creek and several crossroad box culverts and engaged in a value engineering study to identify potential modifications that might add increased value for the Department and stakeholders.

Given the partial rural/partial urban corridor, delivering an effective public involvement program was crucial to gaining insight into the community's vision for the necessary improvements and to garner stakeholder support.

Hanson was responsible for design services (Phase II) and preparation of construction documents for the corridor including plans, specifications, engineers' opinions of probable construction costs, and plats/legals.

The following elements of the U.S. BR 20 project are similar to the Veterans Drive Extension Project:

- Worked closely with Illinois Department of Transportation staff to make certain there was compliance with the most current design standards,
- Close coordination with County, municipalities, and other local stakeholders,
- Performed both Phase I (planning) and Phase II (design) services,
- Resuming a previously approved project including re-evaluation of a mature environmental assessment,
- Led public involvement activities, both virtually and in-person to accommodate the mixed public's technical capabilities, and
- Established right-of-way needs and assembled plats and legals.

OLYMPIAN DRIVE WEST & EAST EXTENSIONS

CHAMPAIGN / URBANA, IL

Owners: Cities of Champaign & Urbana, IL
References: Dave Clark, City Engineer (City of Champaign), 217-403-4710
 Craig Shonkwiler, former City Engineer (City of Urbana), 217-433-1404

Year Completed: 2015
Project Cost: \$2,670,000
Proposed Staff Involved: Mike Mendenhall, Jeff Bushur



In 2010, Urbana and Champaign signed an inter-governmental agreement for the design engineering of Olympian Drive east from Apollo Drive, over the Canadian National Railway railroad tracks to U.S. Route 45 and for completion of Olympian Drive west from Champion Drive to Duncan Road.

Hanson was contracted to update its 1995 Location Study and Design Report, participate in public engagement activities, complete intersection design studies, utility coordination, roadway construction document preparation, bridge construction document preparation, ICC Grade Crossing Petition hearings, hydrologic design, traffic control and staging layout, and construction observation services. Hanson personnel completed intersection design studies for the Olympian Drive/Duncan Road and Olympian Drive/Lincoln Avenue intersections; bridge design over the Canadian National Railway Company railroad tracks; preliminary roadway design layout with vertical and horizontal controls; and typical roadway cross sections, including a roundabout layout for the Olympian Drive/Lincoln Avenue intersection. Right-of-way plats for property acquisition were also completed. The public engagement portion of this project was extensive in breadth, scope, and length. Hanson personnel assisted stakeholders in the development of a website for the project to provide a central location for dissemination of information regarding the project.

Hanson staff completed final design plans and specifications for these projects, in addition to construction observation services.

HANNA DRIVE EXTENSION (FORMERLY PETRI LANE) (5TH STREET TO 14TH STREET)

PEKIN, IL

Owner: City of Pekin, IL
Reference: Josie Esker, City Engineer, 309-478-5399
Year Completed: 2011
Project Cost: \$2,000,000

Proposed Staff Involved: Cindy Loos, Jeff Bushur, Matthew Dawson



The City of Pekin selected Hanson to provide professional design services, including the preparation of bidding documents, for the reconstruction and extension of Hanna Drive (formerly Petri Lane) from 5th Street to 14th Street, a total length improvement of 3,050 ft. The project consisted of 32-ft.-wide pavement designed to carry two 12-ft. wide travel lanes and two 4-ft. wide bike lanes from Fawnridge to 14th Street. Storm sewers have been installed along the new roadway, with an outlet near 14th Street. An infiltration-based detention system was designed to address stormwater runoff near the existing end of the former Petri Lane, now known as Hanna Drive.

Between the 5th Street and the Fawnridge intersections, the existing Petri Lane remained at its present location, with the completion of sidewalk work. East of Fawnridge, the alignment of the former Petri Lane has been shifted 270 ft. to the north before proceeding to 14th Street, where a new intersection has been created. The new Hanna Drive/14th Street Intersection is approximately 500 ft. north of the Rosemary Road/14th Street intersection.

Roadway design services involved geometric design, including horizontal and vertical roadway alignments, utility conflicts/relocation, right-of-way limit determination, design of sidewalk ramps to meet ADA accessibility requirements, and design of modular block-style retaining wall.

The Hanna Drive project required close coordination with the City and IDOT staff.

I-74 OVER THE MISSISSIPPI RIVER

QUAD CITIES, IL & IA

Owners: IDOT & IADOT

References: Steven Robery (IDOT Engineer of Program Development), 815-284-5307
Ronald Meyer (IADOT Consultant Coordinator), 515-239-1737

Year Completed: 2024 (construction)

Project Cost: \$1,200,000,000

Proposed Staff Involved: Amber Petkevicius, Mark Heaton, Matthew Dawson



This complex \$1.2 billion dollar project was crucial to the revitalization of the heart of the Quad Cities. The need for increased capacity and structural improvements along a 7.8-mile corridor of I-74 drove the construction of a new Mississippi River Bridge and the reconstruction of the approaching interstate, ramps, and local roads in both Iowa and Illinois.

As a major subconsultant, Hanson provided final design services for the Central and South Sections, which included approximately three miles of roadway on the Illinois side of the river. Hanson's primary contribution was the design and coordination of two of the largest roadway contracts ever awarded by Illinois Department of Transportation's District 2. These contracts, in addition to an advanced local road contract, included the reconstruction of not only the I-74 mainline but also 11 bridges, ten retaining walls, ten ramps, ten local roads, and two multi-use paths. Hanson actively engaged in public coordination efforts to determine local interests and provide project knowledge. The project involved two State agencies, five municipalities, ten design consultants, several local and federal agencies, and many stakeholders, and communication of design details, traffic management, and expectations throughout the project was crucial to successful delivery.

The I-74 Mississippi River Bridge project was a successful collaboration between state and federal agencies and the consulting team that earned national recognition from the American Council of Civil Engineering and the International Federation of Consulting Engineers.

HAMILTON ROAD EXTENSION (BUNN TO MORRISSEY)

BLOOMINGTON, IL

Owner: City of Bloomington, IL

Reference: Steve Law, City Engineer II, 309-434-2225

Year Completed: 2022 (design); 2024 (anticipated construction completion)

Project Cost: \$8,000,000

Proposed Staff Involved: Cindy Loos, Jeff Bushur, Matthew Dawson



The City initially chose Hanson to prepare project development studies and estimates for an extension of Hamilton Road from Bunn Street to Commerce Parkway (approximately 3,000 feet). Hamilton Road will be extended with a 20-year design section that includes a separated path for Constitution Trail and a sidewalk. The design services included a federally approved Categorical Exclusion for one alternative involving an at-grade crossing involving the Norfolk Southern Railroad tracks. In addition to coordination with various government and reviewing agencies, a Preliminary Environmental Site Assessment (PESA) and a noise study have been prepared as part of the EA. Geotechnical studies were provided for the proposed pavement and structural designs (as required). Hanson prepared a Traffic Impact Study to determine the expected levels of service for the new roadway. In addition, water main relocations have been planned to extend potable water service and fire protection service along the proposed roadway.

After providing Phase I engineering services for Bloomington's Hamilton Road Extension, the City awarded Hanson the contract to prepare Phase II contract documents for the project. The proposed extension from Bunn Street to Morrissey Drive is approximately 5,500 ft. and includes an at-grade crossing of the Norfolk Southern Railroad tracks. The project also includes a separated path for Constitution Trail and a sidewalk. Rhodes Lane improvements include new geometry to create an intersection with Hamilton Road, a new crossroad pipe culvert, and a cul-de-sac eliminating the intersection of Rhodes Lane and Morrissey Drive (U.S. 150). In addition to roadway, trail, and intersection design, services include environmental studies (Preliminary Site Investigation (PSI) and Section 404 permit application for culvert and stream work) and public involvement.

ALLEN ROAD RECONSTRUCTION**PEORIA, IL**

Owner: IDOT Region 3, District 4
Reference: Kevin Horst, Squad Leader,
 309-671-3472
Year Completed: 2016

Project Cost: \$13,000,000
Proposed Staff Involved: Jeff Spiller, Bryan
 Swanson, George Merkle

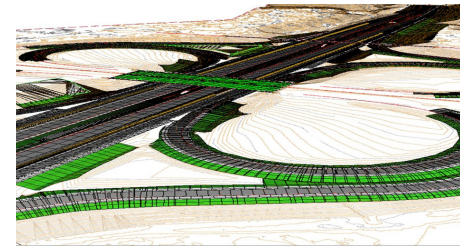


IDOT hired Maurer-Stutz, Inc. for the reconstruction of Allen Road. The project included widening, realignment, and reconstruction over 1.1 miles, along with five intersection reconstructions, a freeway interchange terminal, and the widening of a 5-lane freeway overpass. Additionally, it involved a multi-use trail tunnel, realignment of an intersection, and preparation of four Intersection Design Studies (IDS's) with preliminary design of two roundabouts. Coordination with Section 4(f) public land due to the Rock Island Trail was required. Maurer-Stutz also handled the Bridge Condition Report, TS&L, and complete structure plans for the widening, including a box culvert tunnel for the Rock Island Trail State Park Crossing, new signals at all intersections, and a storm sewer system with detention.

I-74 DANVILLE RECONSTRUCTION**DANVILLE, IL**

Owner: IDOT Region 3, District 5
Reference: Ryan Carroll, Civil Engineer,
 217-466-7225
Year Completed: 2024

Project Cost: \$60,000,000
Proposed Staff Involved: Jeff Spiller, Bryan
 Swanson



IDOT retained Maurer-Stutz, Inc. to undertake Phase I Study and Phase II Design of the reconstruction of the section of Interstate 74 from US 150 West of Danville to the Vermilion River. The project consisted of 5.95 miles of pavement rehabilitation, pavement reconstruction, ramp rehabilitation, 12 structure rehabilitations, auxiliary lane analysis and construction, and lighting upgrades. The Phase I Study included a project report for a minor design study, pavement design, traffic management analysis, crash analysis, auxiliary analysis, guardrail analysis, geometric analysis, culvert analysis, preliminary typical section development, and drainage study. The structural work included the coordination and design of abutment conversions from closed abutments to semi-integral abutments, joint replacements, bridge deck and bridge approach slab scarification, slopewall reconstruction, bridge deck latex concrete overlay, pier rehabilitation/repair, parapet removal and replacement, steel beam repair, and concrete beam repair. The Phase II design included completion of the drainage design, plans, specifications, and estimates.

REFERENCES

We have provided the following clients that have previously or are currently working with Hanson on relevant projects.

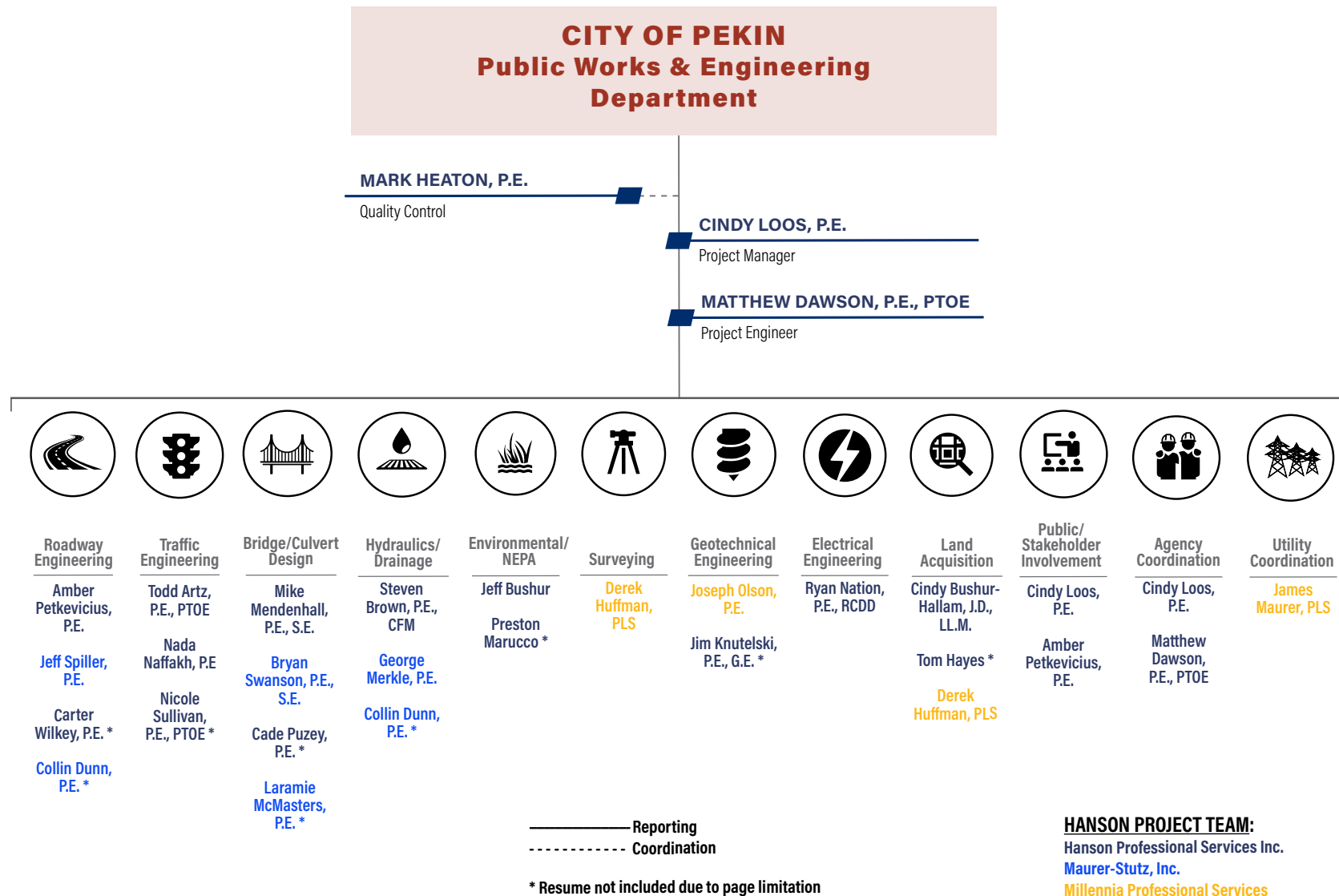
Ms. Andrea Klopfenstein, City Engineer City of Peoria 3505 North Dries Lane, Peoria, IL 61604 309-494-8816 aklopfenstein@peoriagov.org	Mr. Steven Robery, Engineer of Program Dev. Illinois Department of Transportation 819 Depot Avenue, Dixon, IL 61021 815-284-5307 Steven.Robery@illinois.gov	Ms. Amy McLaren, County Engineer Peoria County 6915 W. Plank Road, Peoria, IL 61604 309-697-6400, extension 128 amclaren@peoriacounty.org
--	--	---

References for our subconsultants include:

Mr. Ryan Carroll, Civil Engineer Illinois Department of Transportation 13473 IL Hwy. 133, P.O. Box 610, Paris, IL 61944 217-466-7225 Ryan.Carroll@illinois.gov		Mr. Kensil Garnett, Regional Engineer Illinois Department of Transportation 401 Main Street, Peoria, IL 61602 309-671-3333 Kensil.Garnett@illinois.gov	
--	--	--	--

ORGANIZATIONAL CHART

Hanson has assembled the ideal team for this City of Pekin project. Our collective project team brings the right experience, technical competence, and knowledge, along with the local knowledge, regional expertise, and national perspective that will help ensure a successful project for the City of Pekin and its traveling public. Proposed staff members have an exemplary record of work.





CINDY LOOS, P.E.
PROJECT MANAGER

EDUCATION

B.S./Civil Engineering/Bradley University

PROFESSIONAL REGISTRATIONS

Professional Engineer/IL

Cindy has planned, designed, and managed rural and urban roadway design projects throughout Central Illinois over the past 25 years, most of which have involved federal, state, and local funding. Most of her projects have included a

combination of multiple sources and have involved coordination with the funding entities. She is able to easily coordinate with state DOTs and FHWA. Cindy has organized public informational meetings and hearings, made presentations to civil groups and governmental organizations, met with concerned citizens, and acted as a liaison between the public, utility providers and the project design team. Her project management experience relevant to the Veterans Drive project includes **Pekin's Hanna Drive Extension, Court Street (8th to Valle Vista), and Front Street**, in addition to **IDOT's U.S. 24/IL 9 Improvements** in Banner, and **multiple bridge replacements and rehabilitations over water for Peoria County**.



**YEARS OF
EXPERIENCE: 26**



MATTHEW DAWSON, P.E., PTOE
PROJECT ENGINEER

EDUCATION

B.S./Civil Engineering/Bradley University

M.S./Civil Engineering/Bradley University

PROFESSIONAL REGISTRATIONS

Professional Engineer/IL, MO, ID

Professional Traffic Operations Engineer

Matthew has served as the design engineer or quality control staff member on numerous highway/roadway projects, ranging from planning to construction. His design responsibilities have involved the development of plans and specifications for major roadway projects, including rural and urban interstate highways, rural bridge replacement, tollways, and major arterial streets. Matthew was the project engineer for **Pekin's Hanna Drive Extension (5th to 14th)**, **IDOT/IADOT's I-74 over the Mississippi River** in the Quad Cities, **Bloomington's Hamilton Road Extension**, the **Illinois Tollway's Jane Addams/I-90 Interchange Reconstruction**, and **Peoria's Northmoor Road Improvements**.



**YEARS OF
EXPERIENCE: 23**



AMBER PETKEVICIUS, P.E.
ROADWAY ENGINEER

EDUCATION

B.S./Civil Engineering/University of Illinois at Urbana-Champaign

PROFESSIONAL REGISTRATIONS

Professional Engineer/IL, IA, NC, IN

Amber's experience includes highway, tollway, local road, interchange design, highway construction, and design of complex projects. She has experience

in intersection design studies, interchange design studies, traffic impact analysis, specifications, cost estimates, document writing, and developing and coordinating contract plans for large highway projects. Amber also has experience providing MOT plans and analyzing and designing roadway safety improvements and crash countermeasures. Her recent relevant design experience includes **IDOT's U.S. BR 20 Reconstruction**, **IDOT/IADOT's I-74 over the Mississippi River** in the Quad Cities, and **IDOT's U.S. 24/IL Improvements**. Amber has also been heavily involved in multiple **Illinois Tollway complex interchange projects**, for which she has been responsible for interchange reconstruction design.



**YEARS OF
EXPERIENCE: 22**



JEFF SPILLER, P.E.
ROADWAY ENGINEER

EDUCATION

B.S./Civil Engineering/Bradley University

M.S./Civil Engineering/Bradley University

PROFESSIONAL REGISTRATIONS

Professional Engineer/IL, IN

Jeff has extensive experience in roadway planning and design, intersections (including roundabouts), traffic engineering, capacity analysis, geometric design, trails and multi-use paths, civil site design, utility relocations, and drainage design. His recent project experience as lead roadway engineer or project engineer includes **IDOT's I-74 Reconstruction** in Danville, **I-74 at Pinecrest Drive Reconstruction** in East Peoria (including an interchange with ramp terminals), and **Allen Road Reconstruction at IL Route 6 Expressway** in Peoria (including an interchange with IL Route Expressway).



**YEARS OF
EXPERIENCE: 25**



TODD ARTZ, P.E., PTOE
TRAFFIC ENGINEER / SIGNALIZATION

EDUCATION

B.S./Civil Engineering/University of Missouri - Columbia

PROFESSIONAL REGISTRATIONS

Professional Engineer/IL, MO, IA, FL, TX

Professional Traffic Operations Engineer

the fields of traffic and transportation engineering, roadway, and utilities. His expertise lies in designing traffic signals (including flashing yellow arrow systems), traffic signal systems, managing traffic impact studies, and signing and striping for roadways. Todd is experienced with travel demand and micro-simulation modeling. Relevant signal experience includes **Pekin's Court Street**, signalization for 12 intersections for **IDOT/IADOT's I-74 over the Mississippi River**, Champaign's **Olympian Drive Extension** signals, design of 27 signalized intersections for **Kane County's Randall Road**, and **Peoria's Northmoor Road**.



**YEARS OF
EXPERIENCE: 24**



NADA NAFFAKH, P.E.
TRAFFIC ENGINEER

EDUCATION

B.S./Civil Engineering/University of Illinois at Urbana-Champaign

PROFESSIONAL REGISTRATIONS

Professional Engineer/IL



YEARS OF EXPERIENCE: 5

Nada's background includes a wide variety of roles in creating traffic models, developing traffic volumes, performing HCS capacity analyses, conducting intersection design studies and creating signal plans. Her traffic experience includes **Morton Courtland Street Improvements, Effingham South Interchange, and Peoria's Northmoor Road Improvements**, in addition to providing transportation management plans for **Pekin Court Street, Peoria Adams/Jefferson 1-Way/2-Way Conversion, and IDOT IL 111 over I-64.**



STEVEN BROWN, P.E., CFM
HYDRAULICS ENGINEER

EDUCATION

B.S./Civil & Environmental Engineering/Southern Illinois University - Carbondale

PROFESSIONAL REGISTRATIONS

Professional Engineer/IL, IN
Certified Floodplain Manager



YEARS OF EXPERIENCE: 16

Steve provides hydrologic modeling, 1D and 2D hydraulic modeling, dam breach modeling, scour estimates and countermeasures, erosion control, site drainage design, storm sewer design, roadway drainage and hydraulic reports for projects including bridge replacements, levee improvements, site design, permitting, floodplain management, floodplain mapping, floodplain construction, and roadway construction. His recent relevant hydraulics experience includes **IDOT's U.S. BR 20 Reconstruction.** He has provided bridge hydraulics and modeling for **multiple Peoria County, City of Peoria, and IDOT structures.**



GEORGE MERKLE, P.E.
DRAINAGE ENGINEER

EDUCATION

B.S./Civil Engineering/Bradley University
MEA/Bradley University

PROFESSIONAL REGISTRATIONS

Professional Engineer/IL



YEARS OF EXPERIENCE: 44

George has extensive experience in a variety of projects including hydraulic engineering and hydrologic modeling, local and state roadway projects, Phase I structure development, permitting and drainage studies. Prior to his employment with MSI, George worked over 25 years with IDOT in District 4 – Peoria. During this time, he spent 12 years as the District Bridge and Hydraulics Engineer. George's drainage experience includes **Cass Place over Big Creek** in Canton, and **IDOT's Allen Road Reconstruction at IL Route 6 Expressway** in Peoria.



MICHAEL MENDENHALL, P.E., S.E.
BRIDGE / STRUCTURES ENGINEER

EDUCATION

B.S./Civil Engineering/University of Illinois at Urbana-Champaign

PROFESSIONAL REGISTRATIONS

Professional Engineer/IL, IN, FL, KY, TX, MO, IA, NC
Structural Engineer/IL



YEARS OF EXPERIENCE: 21

Mike's experience includes the planning, structural design/review, repair/rehabilitation, erection engineering, and development of construction plans and specifications of many highway and railway structures including complex and major river crossings. His relevant structural experience includes designing the bridge over CN Railroad for **Champaign/Urbana's Olympian Drive West and East Extensions**, eight bridges for the **Springfield MacArthur Boulevard Extension**, 60 retaining walls for **IDOT's I-74 Reconstruction** project in Peoria, and **multiple bridge replacement and rehabilitation projects for Peoria County.**



BRYAN SWANSON, P.E., S.E.
BRIDGE / STRUCTURES ENGINEER

EDUCATION

B.S./Civil Engineering/University of Illinois at Urbana-Champaign

PROFESSIONAL REGISTRATIONS

Professional Engineer/IL, IN
Structural Engineer/IL



YEARS OF EXPERIENCE: 20

Bryan has extensive experience in planning and design of a variety of highway-related structures. He also has engineered projects including structural installations such as retaining walls. Bryan also has forensics experience in determining causes of and solutions to post-construction problems that are structural in nature. His relevant experience as a lead structural engineer includes **I-74 at Pinecrest Drive Reconstruction** in East Peoria (including an interchange with ramp terminals), and **IDOT's Veterans Parkway (I-55 Business) over I-74** in Bloomington.



CINDY BUSHUR-HALLAM, J.D., LL.M.
LAND ACQUISITION MANAGER

EDUCATION

A.S./Agriculture/Lakeland College
B.S./Agriculture/University of Illinois at Urbana-Champaign
Juris Doctorate/Southern Illinois University at Carbondale
Master of Laws/Agriculture Law/University of Arkansas at Fayetteville

PROFESSIONAL REGISTRATIONS

Attorney at Law/IL



YEARS OF EXPERIENCE: 32

Cindy serves as land acquisition senior project manager. She has been responsible for ensuring compliance with federal and state laws and regulations for appraisals, negotiations, condemnations and relocations of displaced persons and property management, as well as timely and accurate title clearance of negotiated parcels. Cindy has conducted extensive and successful negotiations of complex multi-million-dollar legal agreements with local, state, and federal governmental agencies. Her project experience includes **projects for the City of Peoria, the City of Pekin, the Village of Morton, and IDOT District 4.**

SECTION 3: QUALIFICATIONS OF PERSONNEL



JAMES MAURER, PLS **UTILITY COORDINATION**

EDUCATION

Associates/Civil Engineering/Madison Area Technical College

PROFESSIONAL REGISTRATIONS

Professional Land Surveyor/IL, FL, WI



YEARS OF EXPERIENCE: 35

Jim has 35 years of experience involving utility coordination, highway surveying and construction projects. He has provided coordination for the installation of various utilities, resolved utility conflicts, reviewed plans, and anticipated possible conflicts prior to installation of gas main watermain, storm sewer, sanitary sewer, electrical conduit, and any other underground appurtenances which may be impacted by roadway bridge and retaining wall construction. Jim provided utility coordination services for the **Illinois Tollway's Elgin O'Hare Western Access Tollway** project.



JEFF BUSHUR **ENVIRONMENTAL LEAD**

EDUCATION

B.S./Environmental Biology/Eastern Illinois University

M.S./Environmental Biology/Eastern Illinois University



YEARS OF EXPERIENCE: 30

Jeff's experience includes conducting water quality analyses, habitat assessments, wetlands delineations, Section 404 permitting, and wetland mitigation design. He is a technical specialist and primary author for environmental assessments, environmental impact statements, and other NEPA documents for highway feasibility and location studies. Jeff's relevant experience includes **IDOT's U.S. BR 20 Reconstruction** project in Belvidere, **Champaign/Urbana Olympian Drive West and East Extensions**, **Pekin's Hanna Drive Extension**, **Bloomington's Hamilton Road Extension**, and **Pekin's Court Street Improvements**.



JOSEPH OLSON, P.E. **GEOTECHNICAL ENGINEER**

EDUCATION

B.S./Civil Engineering/University of Illinois at Urbana-Champaign

PROFESSIONAL REGISTRATIONS

Professional Engineer/IL



YEARS OF EXPERIENCE: 32

Joseph manages Millennia's geotechnical services including drilling, laboratory testing, geotechnical analyses, geotechnical design, construction monitoring and field consultation. His experience includes subsurface investigations, evaluation of soil and rock data, settlement calculations, and slope stability analyses, foundation design, and construction oversight. His project management experience includes permitting, design, and construction of bridges and roadways. Relevant experience includes **IDOT U.S. 67 Improvements (Monmouth to Alexis)**; **IDOT IL 336 Northwest Bypass**; and **IDOT U.S. 34 Biggsville Bypass**.



DEREK HUFFMAN, PLS **PROJECT SURVEYOR / RIGHT-OF-WAY PLATS**

EDUCATION

B.S./Industrial Technology/Southern Illinois University

PROFESSIONAL REGISTRATIONS

Professional Land Surveyor/IL



YEARS OF EXPERIENCE: 16

Derek's experience includes boundary, right-of way, topographic, and ALTA surveys, layout and construction staking, and courthouse research. His computer skills include MicroStation w/GEOPAK and AutoCAD. He is proficient with Trimble R-8 and R-10 GPS, and Trimble S6 and 5600 Robotic Total Stations. Derek's experience includes **Multimodal Corridor Enhancement (MCORE) improvements in Champaign-Urbana**, **Peoria Warehouse District Complete Streets**, **Pekin Derby Street Improvements**, and **IDOT IL 8/IL 116 in East Peoria**.



RYAN NATION, P.E., RCDD **ELECTRICAL ENGINEER**

EDUCATION

B.S./Electrical Engineering/Southern Illinois University

PROFESSIONAL REGISTRATIONS

Professional Engineer/IL, IA, MO, IN, ID, TX, MI, OK
Registered Communications Distribution Designer



YEARS OF EXPERIENCE: 27

Ryan's experience includes designing lighting for roadways and bridges, parking lots, and temporary construction illumination, in addition to CCTV camera installation/relocation and signalization. Additionally, he has conducted electrical design surveys, assisted in the development of electrical basis of design reports, and provided plan, specifications, and shop drawing reviews. Ryan's lighting/signalization experience includes **Pekin Court Street**, **Peoria's Northmoor Road Improvements**, **Rockford's East State Street**, and **multiple Illinois Tollway projects**.



MARK HEATON, P.E. **QUALITY CONTROL**

EDUCATION

B.S./Civil Engineering/University of Illinois at Urbana-Champaign

PROFESSIONAL REGISTRATIONS

Professional Engineer/IL, TX, IN, NC



YEARS OF EXPERIENCE: 26

Mark has more than 26 years of experience in the design and development of construction plans, specifications, and cost estimates for large complex interstate and Tollway reconstruction projects. He has managed multi-disciplined teams to successfully deliver these projects. His experience includes the design of roadway geometrics, interchange and intersection improvements, maintenance of traffic, traffic signals, and utility relocations. His project experience includes **IDOT's U.S. BR 20 Reconstruction** in Belvidere, **IDOT/IADOT's I-74 over the Mississippi River** in the Quad Cities, and **multiple Illinois Tollway projects**.

WORK PLAN | DATA REQUIREMENTS | METHODOLOGY | APPROACH**Our Understanding of the Project Background**

Constructing Veterans Drive has been a long-term transportation goal of the Pekin community primarily due to the need for direct access to the regional interstate system (located approximately three miles north of Pekin); the lack of an efficient transportation system just east of the City boundaries; and the desire to move truck traffic out of the downtown core. Efforts to begin planning for the eventual construction of the bypass facility began in the 1960s when a Pekin "Bypass" was proposed, and the property was acquired for the bypass interchange with I-474. More recent efforts by Veterans Drive advocates have led to the passing of a local gas tax, completion of Phase I engineering, construction of sections south of Sheridan Road, and an agreement of jurisdictional route transfer of Illinois 9 to southern sections of Veterans Drive. To make the project a success, the final stages of engineering must be completed to support efforts in obtaining funding from all available sources. Hanson's project work plan will leverage our staff's relationships with:

- Permitting agencies (U.S. Army Corps of Engineers, IDNR, FHWA, and Illinois EPA)
- Local utilities
- Illinois Department of Transportation (District 4 Bureau of Local Roads, District 4 Program Development, District 4 Land Acquisition, Design and Environment, and Central Office Bureau of Bridges and Structures)

Some of the most schedule-consuming tasks on a project needing IDOT approval are environmental permits, hydraulic permits, design approvals, and land acquisition certifications. Our established relationships with the aforementioned agencies will help to progress authorizations, advancing the project smoothly through the final stages and towards the finish line.

The following sections of the Work Plan detail the critical project-specific elements and the corresponding schedule as perceived from the information in the City's RFQ.

Data Collection & Design Review

The first phase of any project begins with data collection. Because Veterans Drive has a long history, project-related perspective needs to be obtained — but a new perspective could enhance the remaining project design phases and the final construction documents. The necessary information to be reviewed and acquired includes:

- Topographic data, hydraulic survey data, boundary survey data, USGS 7.5-minute quadrangles, digital elevation models (DEMs)
- Approved design report
- The approved environmental assessment
- Approved FEMA-Flood Insurance Rate Maps (FIRM) and past drainage studies
- Existing and proposed land use via local agency's current transportation plans
- Soils maps
- Existing right-of-way limits, courthouse research for property ownership, and title commitments
- Existing CAD drawings and Geopak design files

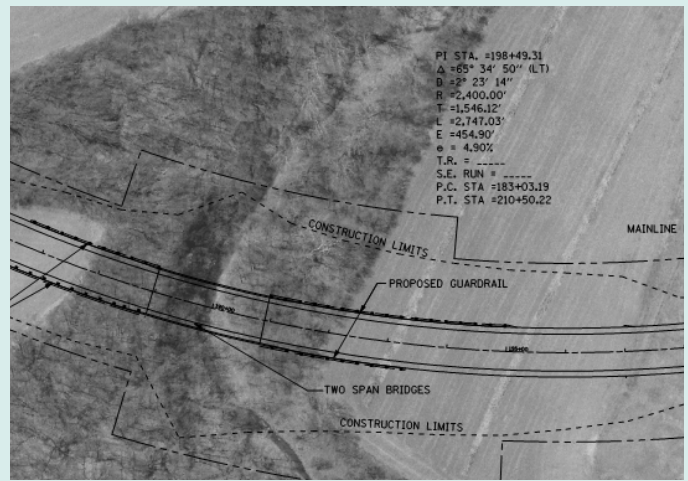
These items will be collected and compiled into our firm's file-sharing application ProjectWise, and a project team meeting with City staff will be scheduled to discuss any additional information that may be needed. Based on information in the design report and RFQ, it is assumed that additional topographic surveys, hydraulic surveys for streams, boundary research, and LIDAR data for the Lick Creek area will be needed to begin the work associated with the remaining preliminary engineering tasks.

*Sheridan Road intersection**IL 98 looking north**I-474 looking east toward proposed interchange location*

During the preparation of this proposal, our project staff members identified the following important components in the design report as **key issues for the Veterans Drive project**. We look forward to discussing these items with City Staff.

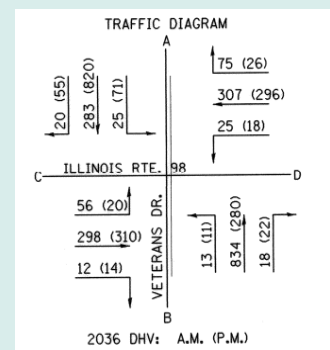
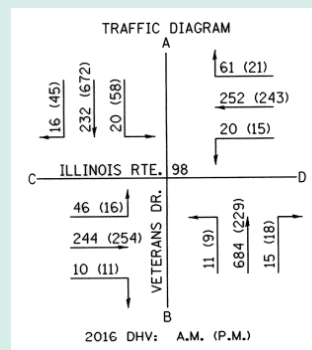
Issue 1:

The twin structures at Lick Creek are located on a horizontal curve in the roadway alignment. In order to accelerate the approval of TSL's and bridge plans with the IDOT Bridge Office, these structures will require an engineering firm that is IDOT-qualified for Structures: Advanced Typical.



Issue 2:

Consideration should be given to constructing either the southbound or northbound lanes of Veterans Drive to break the project up into several fundable sections. The traffic volumes in the Design Report show that a four-lane expressway is only required at the end of the 20-year design period. Access to the land surrounding the project site could be provided with a rural two-lane arterial. Completing the interim construction of a rural two-lane arterial:



- Still encourages development in the area by providing the needed access.
- Reduces the life cycle costs of the pavement and structures.
- Reduces the upfront construction costs of twin structures at Lick Creek and three additional lanes of pavement.
- Does not prevent purchasing right-of-way for the ultimate five-lane expressway cross-section approved in the design report.
- Opens up several more funding sources, as smaller amounts of money could be used to construct sections of Veterans Drive.
- Potentially requires the approval of interim Intersection Design Studies at Veterans Drive at IL 98 and the I-474 interchange ramps.

Issue 3:

Regarding the history of the proposed roadway cross section, noting above Item 2, it would appear the 5-lane section does not have to be fully in place on opening day, but the roadside grading should accommodate a future widening. We would make certain that we don't propose anything that will preclude future improvements or anticipated development in the area. As part of the data collection, our team will coordinate with the City and IDOT to discuss the intent of both a 60-mph roadway and a bi-directional turn lane, verify it meets current agency criteria, and, via a safety analysis, confirms this configuration provides a safe and efficient design for both an interim (3-lane section) and ultimate condition (5-lane section) if funding availability recommends the segmented construction.

Public/Stakeholder Involvement



Given the timing of the construction of the latest segment of Veterans Drive in 2016, kicking off this project by re-engaging the public's involvement is a great opportunity to let them know this project is still at the forefront of the City's priorities. Providing a brief overview of the project allows the team to refresh memories and provide a status update of the project, summarize the impending design process and revised schedule, and solicit public feedback on any changes or needs for the area that may have developed since the 2011 Phase I report approval. This initial meeting will ensure concerns are addressed in the horizontal and vertical alignment finalization analysis.

As the design on Veterans Drive continues, the Phase I approved alignment and profile will be reviewed to confirm the design still meets current needs and requirements. Using 3D modeling, a refined footprint of the improvements will be determined. At this time, another public meeting would be proposed to obtain input from the public on any modifications made to the previous alignments or to discuss any concerns about the potential impacts the footprint may have on the project environment. Having these meetings, in addition to meetings with specific impacted property owners, will allow suitable timing to make design accommodations for legitimate comments received. We believe that engaging the public and gaining their support of the project early in the design process provides a smoother transition between project phases and aids in land acquisition efficiency.



Amber Petkevicius at public involvement event for reconstruction of I-74 in the Quad Cities
(photo courtesy of Kevin E. Schmidt, Quad-City Times)

Upon completion of construction plans, public involvement will continue to keep stakeholders informed and engaged about the progress of the project, pending changes in travel patterns, and anticipated impacts during construction so the stakeholders can make informed travel decisions and minimize their delays.

Environmental Coordination & Permitting



Since Phase I NEPA approval occurred more than five years ago, the project will require a re-evaluation to confirm the approved environmental document remains valid. Hanson will help Pekin review the original NEPA documents and compare what was originally approved to that which is being updated to meet current standards. PER 23CFR 771.129 IDOT must make certain previous approval remains valid. IDOT will consult with the FHWA if there is a change in the proposed scope, change in the field conditions, or new information/circumstances that could affect the potential for unusual circumstances since the original CE approval. The re-evaluation documents will identify any changes to the project including purpose and need, scope, alignment, environmental conditions, and right-of-way needs. Assuming the conclusions of this reevaluation and supporting supplemental analysis indicate that there will be no significant impacts and that the original approved environmental decision remains valid, the re-evaluation will be approved. At that point, land acquisition can begin. If, however, IDOT and FHWA determine the original environmental decision is not valid, additional environmental studies will be required. Hanson has the prequalifications to support the City throughout this process.



Hanson environmental scientist performing field work

We understand that an individual Section 404 permit from the Corps of Engineers and Section 401 Water Quality Certification from the Illinois Environmental Protection Agency will be required for impact to 0.7 acres of wetland near Lick Creek. Hanson's team of wetland specialists is experienced in wetland and waters delineation and permitting and can develop mitigation plans for unavoidable impacts.

Obtaining an individual Section 404 permit can seem challenging. The permit application will be forwarded to the Corps with enough details about the construction activities associated with Veterans Drive so as to reduce the number of reviews by the resource agencies. Once the application submittal is complete to the Corps' satisfaction, a public notice is issued to interested parties, including other resource agencies. It is not unusual for other agencies such as the U.S. Fish and Wildlife Service, Illinois Department of Natural Resources, or the U.S. EPA to request additional information or express environmental concerns. Private citizens or environmental interest groups (such as the Lick Creek Game Preserve) may also express concerns during the comment period. Hanson's knowledgeable staff will provide responses to accurately address any private or public concerns. The Section 401 Water Quality Certification from the Illinois Environmental Protection Agency can take up to 6 to 12 months for their review and processing.

We would recommend that a pre-application meeting with the Corps of Engineers and other resource agencies be scheduled early in the permitting process to discuss their concerns and to develop a reasonable scope and schedule. Hanson has participated in many of these meetings with the resource agencies and has come to know the permit reviewers on a first-name basis. Hanson has worked with the Corps to secure Section 404 permits for a variety of transportation-related actions in Peoria County. This rapport lends itself to better working relationships and ultimately expedites the project schedule and potentially reduces costs.

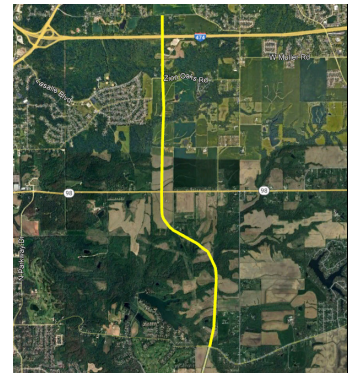
As part of the Section 404 permit review, impacts to jurisdictional wetlands or waters of the United States can require mitigation. Mitigation can be achieved through the purchase of wetland credits at a nearby wetland bank or creating a wetland area on nearby property. Mitigation ratios for replacement will typically be a minimum of 1.5 acres for every 1.0 acre impacted. Mitigation bank charges range from approximately \$20,000 to \$200,000 per acre or wetland credit. Creation of a wetland can cost the City about \$15,000 per acre (land acquisition not included) and requires monitoring for a minimum of five to ten years before the Corps will approve it.

For a wetland impact of this size (0.7 acres), Hanson would likely recommend purchasing credits from a wetland bank. If banking credits are not available, or the Corps or IDNR object to banking, Hanson would search for an appropriate wetland creation site, likely near the Lick Creek floodplain, and conceptually design the wetland mitigation area to compensate for wetland losses by the proposed Veterans Drive project. The wetlands conceptual design will be distributed to all interested parties for review and comment. Once a wetland conceptual plan is approved, Hanson will prepare construction plans and specifications for the wetlands mitigation area. This wetland compensation plan would include descriptions of the general layout and contours of the wetlands to be created; plans and cross-section depictions of the various elevations and vegetation zones proposed; grading, planting, alteration of hydrology; monitoring program to describe and explain the evaluation protocol and performance standards after wetland establishment; and a contingency plan.

Finalize Roadway Alignment & Geometry

After data collection, the next chronological step in the project schedule encompasses finalizing the roadway alignments. Because the Phase I engineering has been completed and approved, ideally adjustments to the horizontal alignment and proposed profile would only be required to meet current criteria and address any changes that may have occurred within the project limits since the Phase I report approval. We will identify if:

- Proposed right-of-way and construction limits can be reduced and impacts to the Lick Creek floodplain and other private properties can be limited.
- Overall project costs can be lowered with reduced proposed right-of-way, earthwork, shorter culvert lengths, or wetland mitigation.
- Utility corridors can be identified and established to aid future development.



Review Phase I alignment



Right-of-Way Plats

While the roadway alignments are being finalized, courthouse research can be completed to verify parcel information. Title commitments will be ordered for all affected properties. After the proposed right-of-way is established, right-of-way plats and documents will be prepared. The final plats lead the way for land acquisition services to begin.

Land Acquisition

As with any large transportation project, making certain that Veterans Drive can be placed on a letting may come down to having the proposed right-of-way purchased and certified by IDOT District 4. Even though this task was not specifically mentioned in the RFQ, we understand this step of project delivery will be critical to project success. The land acquisition process can begin once the NEPA re-evaluation process is complete, and plats are finalized.

Hanson has experience purchasing property for previous sections of Veterans Drive and other projects around Central Illinois. We have



Hanson land acquisition specialists verifying site information



assembled a land acquisition team, led by Cindy Bushur-Hallam, who will manage the process from reviewing title commitments and preparing appraisals and reviews to completing final negotiation and getting the project certified by IDOT. All land acquisition personnel who will work on this project are on IDOT's approved list. The process will be completed according to the Department's Land Acquisition Policies and Procedures Manual (LAPPM).

Bridge TS&L's, Hydraulic Reports & Soils Reports

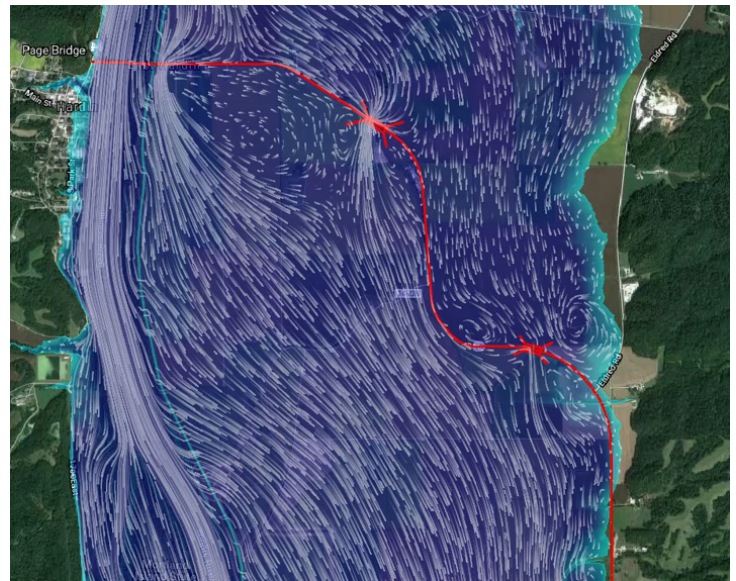


Work on these three tasks needs to be completed concurrently by engineers that are accustomed to collaborating with one another. The first part in this process is to complete the soil borings and hydraulic surveys, which will be completed during the data collection phase. Engineering tasks will begin with the Geotechnical Reports.

The Veterans Drive Extension will need hydraulic design and floodway construction permitting for the proposed bridge over Lick Creek, which is in a FEMA-designated Special Flood Hazard Area. This designation will require that the proposed bridge structure and approach embankments obtain a floodway construction permit from the Illinois Department of Natural Resources – Office of Water Resources (IDNR-OWR). Hanson's water resources staff includes four former IDNR-OWR staff members, one of which was a senior permit reviewer. This expertise is invaluable for expediting or possibly obtaining the floodway construction permitting in one submittal. The steps for this part of the design include:

Step 1: Hydrologic Modeling. This task is needed to determine the design flow rates for the proposed bridge crossing. This may be accomplished by using the USGS regression equations, which can be accessed through the online application called Stream Stats or by utilizing detailed watershed modeling. Information and activities developed for this phase will be compiled and summarized for future design documentation and permitting activities.

Step 2: Hydraulic Modeling. The goal of this phase is to generate the existing and proposed conditions hydraulics model to size the proposed bridge structure and ensure that it is designed to meet IDNR-OWR regulations. Hanson will use the U.S. Army Corps of Engineers' steady flow program called HEC-RAS for this task. This process will involve coordination with bridge design engineers and be summarized for project documentation and permit activities. Using the existing conditions model, a proposed or final conditions model will be developed in steady flow HEC-RAS to depict the proposed bridge structure. This model will be used for design and permitting activities and ultimately compared with the existing or baseline model to determine the impacts, if any, to the water surfaces on Lick Creek. Information and activities developed for this phase will be compiled and summarized for project documentation and permitting activities.



IDOT Joe Page Bridge hydrologic model

Step 3: Bridge Scour. The next phase will be to estimate the critical bridge scour depth needed to design the substructure for the bridge. Using the proposed conditions model, an assessment will be performed and the scour depths across the bridge will be estimated to determine the proper foundation design and include an assessment of long-term degradation, as well as local pier, contraction, and abutment scour. Information and activities developed for this activity will be compiled and summarized for project documentation and permitting activities.

Step 4: Floodway Construction Permitting. The final water resources assignment for the project is floodway construction permitting with IDNR-OWR. Construction of the proposed bridge will require a permit from the IDNR-OWR, because construction will be in a regulated floodway. Included in this task is the preparation and submittal of a permit application for the proposed bridge. This application contains relevant background information, locations maps, existing and proposed bridge drawings, river cross-sections, river profiles, water surface comparison tables and a Joint Permit Application Data Sheet. This phase will also include coordination with IDNR/OWR relative to submittal of the permit application.

While working on the hydraulics, the bridge type, size, and location (TSL) drawings will begin in earnest. Review of the design report shows that:

- ▶ The **twin structures over Lick Creek are on a 2,400 ft. curve** in the roadway alignment. To help facilitate faster review and approval of the TS&L's, given the curved alignment for the structures, IDOT Advanced Typical or Complex Structures prequalifications will be required, which Hanson has along with the available staff. Additionally, this project will be further aided by our team's structural engineering staff's working relationships and current contracts, assisting staff at the Central Office Bureau of Bridges & Structures.
- ▶ The staging plan calling for a **crossover of I-474 traffic** seems to be feasible and should allow for adequate separation between the construction areas of each structure.

Transportation Management Plan



The Federal Highway Administration (FHWA) has updated the work zone regulations at 23 CFR 630 Subpart J. IDOT's response to this regulation is documented in Safety Engineering Policy Memorandum 3-07, also known as the Work Zone Safety and Mobility Rule (WZSM). The WZSM applies to all state and federal aid funded local agency projects. The WZSM also applies to the most northern section of the Veterans Drive project, because I-474 is shown on the Department's Significant Route Map, in addition to work at the interchange taking longer than 3 days. However, since this section of I-474 is also identified as the free flow "Blue Route" and not a "Red Route", it is our experience that coordination with the IDOT District 4 Program Development Staff may reduce the level of effort required for the Impact Analysis. Proposed project staff has successfully limited the effort required for Impact Analysis on U.S. 150, a "Yellow Route", through Galesburg. If the Department still requires a full TMP, below is a description of the major components, and a check list of specific requirements is located on IDOT's website.

Traffic Control Plan (TCP). A plan to safely guide traffic through a construction project through the use of traffic control devices and project coordination.

Transportation Operations Plan (TOP). A plan that consists of strategies which mitigate work zone impacts through the use of improved transportation operations and management of the transportation system.

Public Information Plan (PIP). A plan that consists of strategies to inform those affected road users, including the surrounding community of the expected impact of a project, of changing conditions, and available travel options.

The staging description for the I-474 structures in the approved project report appears reasonable but a more detailed analysis will be provided in Phase II. The required TMP will focus on strategies to minimize impacts and delays to I-474 patrons during the construction of mainline bridges and new ramps and IL 89's 4-legged intersection, in which IDOT will be particularly vested.

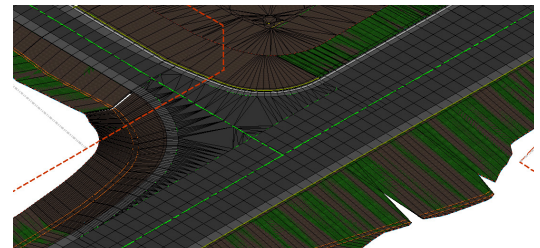
Construction Plans & Specifications



Final design will begin once segments of the Phase I preliminary engineering is verified and updated, as needed to achieve agency approvals. Plans will be prepared for two separate projects: Veterans Drive from Sheridan Road to IL 98 and Veterans Drive from IL 98 to Fischer Road. Below is a list of major scope items and what they entail.

Roadway Plans

- ▶ Hanson will provide design engineering and construction documents for roadway construction and side road intersection improvements.
- ▶ Hanson is a leader in the latest version of OpenRoads Designer CADD environment and will be designing this project in 3D. The final Phase II product will aid contractors in a more accurate layout in construction.
- ▶ Prepare plan and profile sheets (at 1 inch = 50 feet Horizontal and 1 inch = 5 feet Vertical for rural, 1 inch = 20 feet Horizontal and 1 inch = 5 feet Vertical for urban), and cross-sections every 50 feet and at entrance and culvert locations (at 1 inch = 10 feet Horizontal and 1 inch = 5 feet Vertical) for the project limits. This task also includes preparation of pavement design, typical sections, and details.

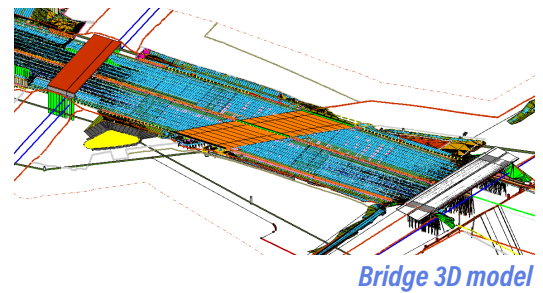


Intersection 3D model

- Prepare intersection and interchange detail sheets.
- Prepare pavement marking plans in accordance with the Manual on Uniform Traffic Control Devices, applicable IDOT Highway Standards, and the Bureau of Local Roads Manual.
- Prepare traffic signal plans for the intersection of Veterans Drive and IL 98 in accordance with the current editions of the IDOT specifications and the Manual on Uniform Traffic Control Devices. Plans to be reviewed by the City and IDOT.
- Prepare lighting plans for the intersection of IL 98 and the interchange with interstate 474.
- Prepare special provisions that supplement the current edition of IDOT's Standard Specifications for Road and Bridge Construction for roadway, traffic signal, and lighting pay items within the project limits.
- Prepare schedules and summary of quantities to be incorporated into the construction plans for the project limits.

Bridge Plans

- Prepare General Plan & Elevation Sheet.
- Prepare General Notes, General Details, and Total Bill of Materials.
- Prepare final superstructure plans and details.
- Prepare final substructure plans and details.
- Miscellaneous Design and Details.
- Prepare special provisions that supplement the current edition of IDOT's Standard Specifications for Road and Bridge Construction for bridge pay items.



Drainage Plans

- Complete final ditch design in accordance with the location drainage study.
- Locate and determine culvert lengths, classes, and types for non-structures in accordance with the hydraulic report.
- Prepare drainage details.
- Erosion control plans will be prepared in accordance with the requirements of the Illinois Environmental Protection Agency and the City of Pekin.
- Storm Water Prevention Plan will be included in the construction documents and a NPDES permit will be prepared.
- Confirm any need for temporary drainage accommodations during construction to maintain positive flows.
- Provide specifications, pay items, and schedule of quantities.

Maintenance of Traffic Plans

- Update the traffic management plan throughout the design process based upon changes which have occurred during the Phase II development and coordination.
- Prepare general notes and typical layouts for road closures and lane restrictions.
- Coordinate with stakeholders, including emergency services, for any intended closures and or restrictions to receive comments/feedback.
- Provide 50-scale drawings for every stage of construction, which details the maintenance of traffic requirements such as signing, striping, detour routes, etc.
- Earthwork can also be quantified per stage in order to provide a better understanding of dirt management.

Utility Coordination

- Obtain as-built drawings from the utility companies where available and provide them for incorporation into the final plan documents.
- Determine anticipated conflicts with proposed improvements.
- Coordinate activities of the affected utilities during the relocation/construction.

Quality Control / Quality Assurance

- Quality is not considered a separate function or just a policy or process. At Hanson, it is a way of doing business that is an essential part of everyone's job and an integral part of the company's culture. Our goal is to do the job right the first time and to confirm our subconsultants are in line with both the City's and our expectations.
- Your project manager, Cindy Loos, along with the assigned professional of record, will be responsible for implementing the corporate quality assurance program and verifying that project quality procedures are followed. **Our goal is not only to focus on accuracy, but to understand and meet your project expectations and maintain the quality of service you value.**

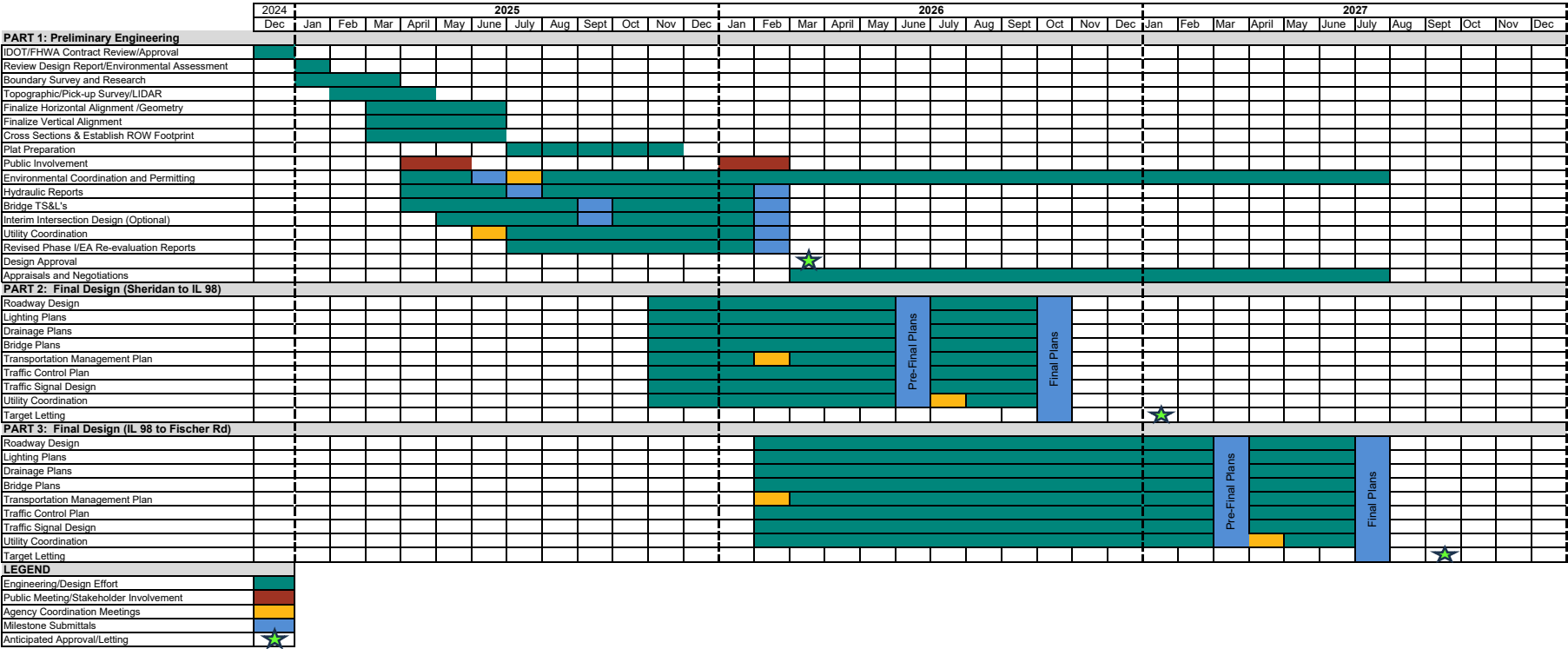


Plan Submittal

- Prepare cover sheet and summary of quantities, noting funding sources.
- Compile plans and specifications for submittal.
- Prepare estimate of time (recommended construction schedule) and opinion of probable construction cost.
- Submit 60-75% level plans, specifications and estimates for review and coordination with the City of Pekin.
- Submit pre-final plans, specifications and estimates to the City of Pekin and IDOT for review.
- Submit final plans, specifications and estimates to the City of Pekin and IDOT.



PROPOSED SCHEDULE





2024
**ANNUAL
REPORT**

OPENING LETTER FROM CEO

Annual reports are always a challenge to put together. How do you package the incredibly hard work of ten professionals, a Board of Directors, volunteer committee members and a host of local partners into just a few pages of highlights? For every success story we put in the spotlight, there is one we had to leave out. But no one will read a thirty page document!

It is my pleasure to again share with you some highlights from the great work that the Greater Peoria Economic Development Council accomplished over the past year. Because of your investment in us, we had an amazing year. We helped businesses access millions of dollars in grants; co-hosted the largest ever Career Spark; launched a new Talent Concierge program; completed rural broadband studies; built partnerships across the state and nation; welcomed new friends from Brazil to Peoria and then returned the favor and visited them; and hosted our first ever Economic Development Forum. We expanded our team and welcomed four new members. And we even moved into a brand new home that we had a big role in building – Distillery Labs.

None of this happens without you. If you are reading this Annual Report, chances are you helped make these successes possible. If you are a member of our Board of Directors, thank you for your guidance and support. If you are one of our great partners, thank you for working alongside our team to make success a reality. And if you are an investor, thank you for recognizing the importance of this organization and its ability to serve Greater Peoria. I am lucky to lead such an incredible team in such an incredible region. Here's to 2025!



Best Regards

Christopher Setti

ABOUT US

The Greater Peoria Economic Development Council (GPEDC) is a regional economic development organization serving five counties in Central Illinois: Peoria, Tazewell, Woodford, Mason and Logan. GPEDC is both planner and practitioner. We help grow the regional economy by marketing Greater Peoria's assets to businesses across the nation and world; supporting local companies in their growth through a variety of programs; developing initiatives that create a more robust workforce pipeline; helping to create a robust startup ecosystem; and ensuring that our rural communities are connected to economic opportunities. Guided by our nationally recognized comprehensive economic development strategy, GPEDC is committed to advancing the region's economy by supporting business and talent development and attraction.

OUR MISSION

The Greater Peoria Economic Development Council serves as a catalyst for economic development and opportunity by attracting, developing, assisting, and retaining a diversified mix of businesses and investing in community needs that foster balanced economic growth.





2024 HIGHLIGHTS

\$7M+
GRANT WRITING
ASSISTANCE FOR RURAL
PROJECTS

150+
BUSINESS VISITS

64
SITE SELECTOR
REQUESTS PROCESSED

150+
BUSINESSES SUPPORTED
TO ACCESS GRANTS
THROUGH THE
COMMUNITY NAVIGATOR
PROGRAM

11K+
CAREERSPARK
STUDENTS

75+
SCHOOLS REPRESENTED
AT CAREERSPARK

10K+
FOLLOWERS GAINED
ORGANICALLY ACROSS
SOCIAL MEDIA CHANNELS

\$20M+
TOTAL EDA INVESTMENT IN
LAST FOUR YEARS

660K
IN B2B GRANTS SECURED

TOGETHER, WE MAXIMIZE OUR CHANCES OF SUCCESS.

Greater Peoria EDC and its partners work collectively to develop and implement economic development strategies that would be difficult to do individually. GPEDC works successfully across multiple political boundaries, between rural and urban communities, among our numerous industry sectors, and in collaboration with partner organizations at the local, state, federal and international levels. GPEDC pools and leverages limited resources to ensure the broader region is appropriately served. Together, we are more effective at sharing our story, taking advantage of opportunities and voicing issues of a collective concern. Together, we maximize our chances of success.



BUSINESS ATTRACTION

We strategically position and market Greater Peoria to the rest of the world as a great place for business investment.

Highlights

Strengthening Ties with Brazil: A Two-Way Exchange

Greater Peoria continued to build upon its successful relationship with Brazil through a dynamic, two-way exchange of ideas and opportunities. In mid-2024, we hosted a delegation of 33 Brazilian entrepreneurs, business leaders, and academics participating in the “Brazilian Tech Connections” program. Their two-and-a-half-day visit included discussions on agriculture at Stewart Family Farms, a tour of the AgLab and Distillery Labs, and lively networking sessions with local startups and advisors. This initial visit showcased our region’s agriculture, manufacturing, and innovation expertise, generating enthusiasm and forging new connections.

Later in the year, the collaboration went global when Chris Setti and Distillery Labs’ Doug Cruitt traveled to Brazil. Over the course of five intensive working days—encompassing visits to Florianópolis, Porto Alegre, Cuiabá, and São Paulo—the team reconnected with previous delegates and formed new partnerships with local innovation hubs. They delivered targeted pitches to startups interested in U.S. expansion, highlighting the supportive ecosystem and strategic advantages of Greater Peoria. The success of these in-person exchanges underscores the mutual interest in continued partnership and foreign direct investment. By strengthening ties with Brazil, we also expand our region’s visibility and spark valuable cross-cultural connections that drive economic growth and innovation.



Chris Setti and Doug Cruitt with founders in Brazil

Germans in Peoria

Greater Peoria continues to welcome international visitors, forging meaningful connections to strengthen our regional economy. Over the past year, we have hosted multiple groups, including two delegations from Brazil and visits from the consul generals of Mexico, Canada, Qatar and Australia. In October, eight German startups specializing in smart cities and sustainable mobility technologies explored opportunities in our region. Working closely with the German American Chamber of Commerce in Chicago, we arranged a “pitch” session for these visiting entrepreneurs. The attendees—local government staff, civil engineers, transportation experts, and other interested parties—learned about innovative solutions in urban planning and sustainable transport. Our international guests expressed genuine appreciation for our region’s hospitality and the vibrancy of Greater Peoria’s startup ecosystem. Introducing Peoria to those who might not otherwise discover it is one of the most rewarding parts of our work.



German startups during a tour of Distillery Labs

QUICK HITS

- With a Local Technical Assistance grant from the U.S. Economic Development Administration, GPEDC partnered with Newmark to pinpoint three growth industries—food production, manufacturing process/logistics, and industrial toolmaking—and outline 30 strategic recommendations.
- Received and analyzed 64 site selector Requests for Information from Intersect Illinois.
- Submitted viable sites to 17 of those requests, resulting in one site visit to date.
- Built relationships with site selectors by attending three different conferences.
- Helped Pekin and Peoria receive “vetted sites” designation from Intersect Illinois, recognizing top-tier development locations based on eight key site characteristics.

We help our existing industries and businesses flourish and grow through consistent outreach, targeted programming and resource referrals.

Highlights

150+ **660K**
BUSINESS VISITS IN B2B GRANTS SECURED

Strengthening Our Manufacturing Culture: ILDMC Quarterly Meeting

As a founding Illinois Defense Manufacturing Consortium (ILDMC) member, GPEDC continues to strengthen our national defense network by uniting manufacturing expertise. We hosted ILDMC's quarterly meeting at Illinois Central College, welcoming representatives from the University of Illinois Chicago, IMEC, the Quad Cities Chamber of Commerce, M3 Chicago, and the Rockford Area EDC. Participants toured ICC's manufacturing training center and shared updates on their respective initiatives, reinforcing the region's dedication to supporting and enhancing defense-related manufacturing capabilities.



Sally and Dick at Defense Industry Day



Tour of ICC manufacturing training center during ILDMC Quarterly meeting

Showcasing Greater Peoria at Defense Manufacturing Industry Day

In August GPEDC joined the inaugural Illinois Defense Manufacturing Industry Day in Chicago, organized by the Illinois Manufacturers Association and the Illinois Manufacturing Excellence Center. Over 400 industry leaders, government officials, and stakeholders gathered to discuss supply chain resilience, advanced manufacturing, and workforce development in the defense sector. Five Greater Peoria manufacturers—Enercon, Fluid Dynamics, Peoria Production Solutions, Omni, and Cast Technologies—demonstrated our region's significant capabilities, opening doors to new partnerships and investments in defense manufacturing.

Introducing Economic Recovery Corps Fellow: A New Venture in Business Outreach

In February, GPEDC welcomed Economic Recovery Corps Fellow Dorsey Hill to our team. Made possible by the U.S. Economic Development Administration and coordinated by the International Economic Development Council, Dorsey's fellowship focuses on business outreach throughout rural communities in collaboration with Lincoln Economic Advancement and Development (LEAD). This enhanced outreach initiative underscores GPEDC's commitment to connecting with businesses where they are, ensuring we understand their unique challenges and opportunities. By fostering these relationships, we help local companies grow, address barriers to success, and identify broader regional initiatives that can catalyze economic development.

QUICK HITS

- 150 ElevateGP business engagements.
- Connected Crane Equipment & Service with Illinois DCEO and supported preparation and submission of their approved EDGE Tax Credit application.
- Partnered with Morton to submit a CDBG Economic Development \$600,000 grant application for Crane Equipment & Service in support of their \$5.1M expansion project.
- Community Navigators helped 35 businesses receive \$660,000 in state B2B NewBiz grants.
- Partnered with Tri-County Regional Planning Commission on to receive a 5 year, \$500,000 Brownfield Assessment grant from US EPA.
- Facilitated use of Enterprise Zones to incentivize construction of 7 new homes in Chillicothe and a \$5.7M solar farm in unincorporated Peoria County.
- Assisted the Heart of Illinois Regional Port District Board with acquiring a US EPA Clean Ports Planning Grant where \$1M will benefit our regional ports.

WORKFORCE SOLUTIONS

We connect partners and employers in the workforce development ecosystem to ensure the development of a more resilient, robust, and equitable talent pipeline.

Highlights

Career Spark!

The 8th annual CareerSpark expo, a joint venture between GPEDC and Junior Achievement of Central Illinois, drew over 4000 students representing 75+ schools. More than one hundred employers and careers were represented by 450+ volunteers who supported logistics and demonstrated career pathways through hands-on activities with the students. CareerSpark remains a flagship initiative that inspires communities across the state to emulate the event and helps our region build an informed talent pipeline. This year, the GPEDC supported the expansion of CareerSpark to Lincoln, with over 200 students at their first event.



Students at exploring careers at CareerSpark



Newmark team at the relaunch of the RWA

Driving Workforce Development and Collaboration

We gathered over fifty community leaders at Illinois Central College's Peoria campus for a workshop hosted by GPEDC, the CEO Council, and the Regional Workforce Alliance. Dr. Sheila Quirk-Bailey highlighted the impact of the RWA over the past five years. Then Newmark's Kim Moore and Emma Nippe shared insights from their labor analysis on regional trends and strategies for continued improvement. This relaunch of the RWA reaffirms our commitment to driving the initiatives to build a diverse, skilled workforce equipped to meet the evolving demands of a dynamic economy.

Talent Attraction with Choose Greater Peoria

Partnering with the Choose Greater Peoria initiative has brought a lot of success - this coordinated effort of highly visible marketing and a hands-on, white-glove concierge service to get a very warm introduction to our region, we have successfully grown the region, one highly-skilled professional at a time - bringing 21 individuals, directly and indirectly, influencing another 150+ to choose Greater Peoria with exceptional, curated materials about our region.

QUICK HITS

- Hosted Lunch & Learn, bringing over 25 employers to learn of apprenticeships with SkillsUSA.
- Delivered over 100 Occupation Snapshot reports to educators and community orgs for grants.
- Partnered with Distillery Labs to launch High School program: Slices & Startups.
- Greater Peoria Pathways was named a Top 5 Leadership Community for CTE enrollment.
- Supported sourcing funding for Peoria Public Schools' new apprenticeship program.
- Healthcare Talent Pipeline Management (TPM) launched for Greater Peoria.
- SkillBridge partners in Greater Peoria increased from 2 in 2023 to 21 in 2024.
- Supported 12 regional high schools in finding non-traditional work-study opportunities.
- Partnered with Central Illinois Special Education Association to connect students with mild disabilities with employers.



Participants at the Workforce Solutions Expo

We ensure that our region's rural communities are full participants in the region's economy and have access to the resources they need to keep themselves vibrant and vital.

\$7M+
GRANT WRITING
ASSISTANCE FOR RURAL
PROJECTS

3 COUNTY
BROADBAND
FEASIBILITY STUDIES

Highlights

AgTech Connect: Driving Innovation in Agriculture

Ag. Tech Connect, plays a vital role in this mission by connecting people, ideas, and resources to launch and grow businesses within the region. During this past year we held four different networking events that provided a greater understanding of local ag businesses, resources and opportunities for business development within the agriculture sector. More than 175 businesses and organizations participated in these events. Key outcomes from the networking included targeted discussions with both public and private sector funding opportunities, introductions to key university resources, support for new ag. business startups, and continued focus on building a network of resources for business development. Key resources that have directly impacted local ag. industries includes Illinois Soy Innovation Center, Illinois Fermentation and Agricultural Bioprocessing Hub, The Center for Veterinary Innovation, Peoria NEXT Innovation Center, USDA National Center for Agricultural Utilization Research, Serra Ventures, Venture Capital Program Managers, Illinois Department of Commerce & Economic Opportunity, Illinois Innovation Fund, National Center for Digital Agriculture, Illinois Corn Growers Association, Distillery Labs, gBeta, and Bradley University SBDC.

Broadband Development: Expanding Connectivity Across Greater Peoria

County-based planning efforts continued in 2024, with Logan County participating in the Illinois Office of Broadband/Illinois Soybean Association-sponsored planning effort, Broadband Breakthrough. In addition, feasibility studies were completed in both Mason and Tazewell Counties, supported by Illinois Energy Transition Funding and the Just Transition Fund. These studies offered comprehensive documentation of areas of need, possible network designs, financing mechanisms, and collaboration opportunities to expand broadband service in underserved parts of each county. They also fostered stronger relationships with service providers, laying the groundwork for future investments. By applying these findings, we aim to generate innovative connectivity solutions for our region—ensuring that communities across Greater Peoria can thrive in the digital age.

Bartonville's Vision: Crafting a Future-Ready Comprehensive Plan

In January, GPEDC joined forces with the Tri-County Regional Planning Commission to help the Village of Bartonville revamp its Comprehensive Plan, last updated in 2006. Kathie Brown and Sally Hanley led a workshop to discuss the port, industrial parks, business incubation strategies, TIF districts, and broadband access. Bartonville, Bellevue, and Limestone Township representatives contributed to the Q&A and brainstorming sessions, laying a collaborative foundation for the community's future growth.



Participants at the Planning Session



Kathie Brown Leading AgTech Connect Sessions

QUICK HITS

- Supported expanding Enterprise Zone benefits for Mason County, Havana, Princeville, and Creve Coeur.
- Partnered with the Tri-County Regional Planning Commission to assist with new Comprehensive Plans in Bartonville, Chillicothe, and Creve Coeur.
- Supported thirteen different community projects for funding through state and federal grants totalling \$7M in requests.
- Worked with the U of I Department of Urban and Regional Planning to begin a renewable energy study to better understand this industry and its economic opportunities.

GREATER PEORIA MANUFACTURING NETWORK

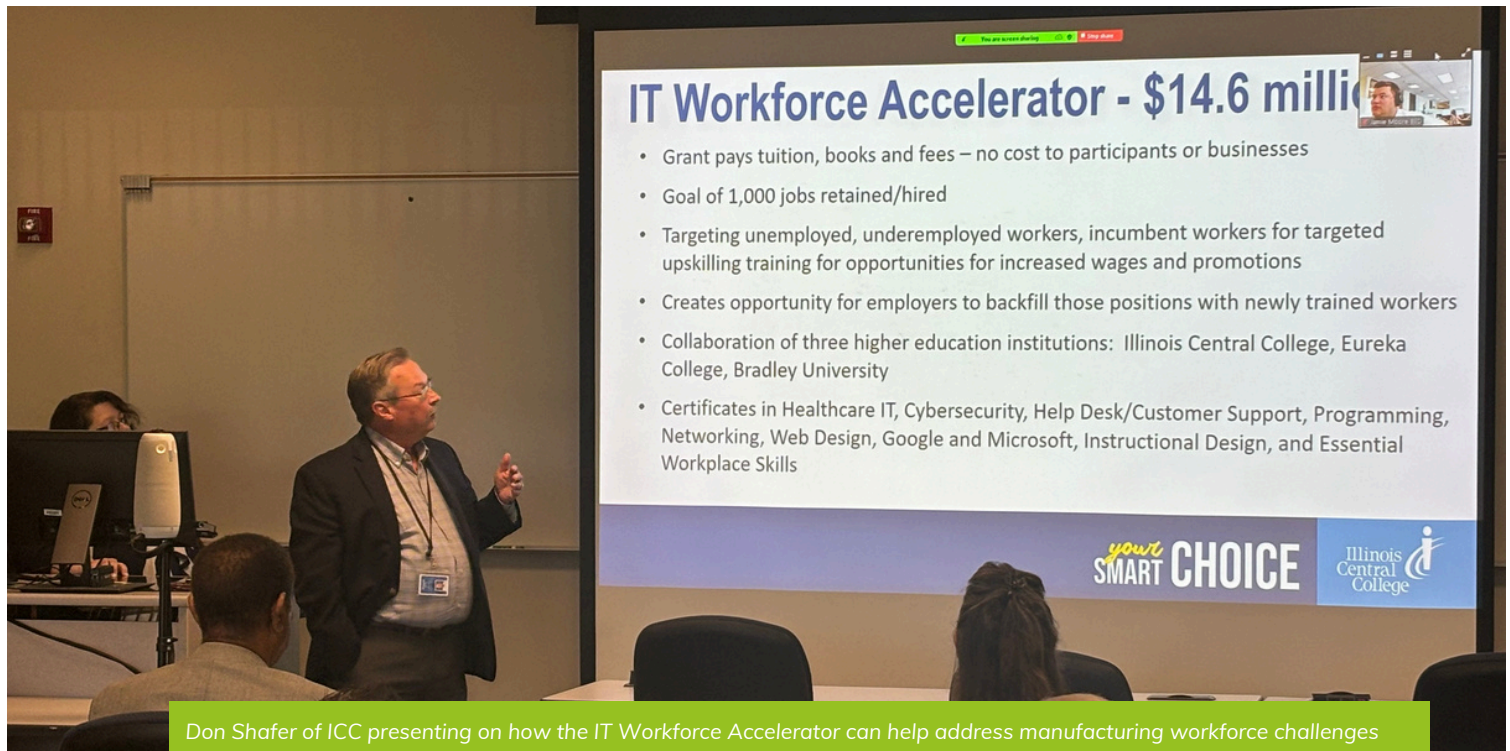
We connect the region's manufacturing community to one another and market their individual and collective capabilities to the world.

22
NETWORK
MEMBERS

Highlights

Manufacturing Network Addresses Workforce Solutions

At the March 14 Quarterly Meeting of the Greater Peoria Manufacturing Network (GPMN), members focused on “Workforce Solutions” in manufacturing. Rich Oakes from GigSmart introduced the possibilities of a gig economy model. At the same time, local entities—including Pekin Community High School and ICC’s IT Workforce Accelerator—presented practical strategies for recruitment and retention. By creating an environment for sharing industry-focused ideas, GPMN empowers manufacturers with concrete tools to build and sustain a skilled workforce.



Don Shafer of ICC presenting on how the IT Workforce Accelerator can help address manufacturing workforce challenges

Collaboration with the Illinois Manufacturers Association

During October Manufacturing Month, the GPMN hosted a Happy Hour for the final stop of the IMA Makers on the Move Tour Bus, which also visited two GPMN member companies. This event introduced GPMN members to IMA leadership, sparking new familiarity and collaboration. Together, GPMN and IMA now visit Peoria-area manufacturers to share how the IMA advocates at the state level while the GPMN supports local manufacturing needs. This joint approach amplifies benefits for all members, who see great value in having a strong statewide partner.



Makers on The Move Make A Stop at Enercon, a GPMN Member

We connect GPEDC’s various programs to cohesively communicate our activities, initiatives, opportunities, regional assets and achievements across the region and beyond.



Highlights

Economic Development Forum with Jay Garner

GPEDC hosted an inaugural Economic Development Forum featuring Jay Garner, who spoke to 125 community and business leaders. Garner emphasized the importance of real estate development, a diverse talent pipeline, dynamic downtown areas, and cohesive regional branding. He also toured Greater Peoria, including the Peoria Riverfront Museum, gaining firsthand exposure to the region’s standout amenities.

Updated Program Guide: A Resource for Regional Growth

This year, an updated GPEDC Program Guide was released, detailing our core initiatives—Business Attraction, Business Assistance, Workforce Solutions, Rural Development, the Greater Peoria Manufacturing Network, and Strategic Planning. By articulating our goals, approach, and programs more comprehensively, we empower local partners and stakeholders to align efforts for a more significant regional impact.

Highlighting Available Properties

To further assist potential investors and local business leaders, GPEDC now produces a brochure showcasing key properties available in the region. This brochure circulates among targeted stakeholders, ensuring they have up-to-date information and can consider new opportunities to grow and invest in Greater Peoria.

DCI Marketing Summit

In a rare and valuable opportunity for niche professionals in economic development marketing, our Communications & Marketing Manager, David, participated in the DCI Marketing Summit in New York City. The summit included 25 senior-level economic development marketers nationwide, who gathered to share best practices on talent attraction, place branding, and community resilience. Key takeaways included fresh approaches to measuring success, forging compelling regional narratives, and tracking return on investment for marketing initiatives.



Chris Setti and Jay Garner at the Economic Development Forum

QUICK HITS

- Supported Distillery Labs’ ribbon-cutting with media, press, social, and AV assistance, ensuring a successful launch and ongoing programming support.
- Developed a Bioprocessing industry profile to showcase our region’s bioprocessing prowess.
- Promoted Economic Development Week.
- Partnered with Strictly Hip-Hop and Distillery Labs for the Ugly Christmas Business Party, merging hip-hop culture with entrepreneurship through facility tours, fast pitches, and raffle prizes—and generating strong social media impressions and earned media.
- Teamed with ERC Fellow Dorsey Hill to refine EDC Forge, streamlining our BRE data capture process, creating tutorials, and customizing the system for more user-friendly surveys.

ECONOMIC DEVELOPMENT PLANNING

Greater Peoria EDC 2024 Annual Report

We collaborate with local partners to develop data-driven strategies that support Greater Peoria's sustainable growth and long-term economic vitality.

Highlights

Distillery Labs: Catalyzing Innovation and Education

After eight years of dedicated planning and partnership, we proudly celebrated the grand opening of Distillery Labs—Greater Peoria's new hub of innovation and entrepreneurship. The opening of Distillery Labs is a testament to putting planning into action. Our community understood that its economic future is connected to its ability to develop and support innovative entrepreneurs and companies, and that it needed a physical center to serve as a platform for a diverse, robust startup ecosystem. GPEDC was a leading force behind Distillery Labs from the onset. It brought together the initial stakeholders to craft a vision for the facility, spearheaded efforts to secure the critical federal funding, provided day-to-day leadership between executives, and served as a continual advisor, convener and connector to ensure the project's success. GPEDC is proud to see the results a community's dedication to its own future.

Since opening, Distillery Labs has hosted impactful events such as the Illinois Falling Walls Lab pitch competition, featuring local startups like HuMod, ShotHawk, and Rehab Ranger. It also welcomed the Illinois Innovation Network board meeting and the Startup Showcase, where nine graduates of the gBETA program made their first public pitches to a packed audience. Distillery Labs is also the new home of GPEDC which relocated in early August to serve as an anchor tenant and be better positioned to help the companies of tomorrow succeed.

Expanding the Team to Enhance Programmatic Offerings

Early 2024 brought significant changes to our team as we strive to better serve the Greater Peoria region:

- Sara Kupperschmid joined as our Workforce Solutions Partner, supporting our expanding role in talent pipeline development.
- Courtney Moore came onboard as our Talent Concierge, a new role created with the Choose Greater Peoria initiative to assist potential transplants with job placement at major regional employers.
- Dorsey Hill began a 30-month fellowship through the Economic Recovery Corps, further strengthening our capacity for business outreach, especially in rural communities.
- Kirsten Montgomery joined as our new Research & Insights Manager, a role focused on harnessing data to guide and bolster our economic development efforts.

These additions ensure we can fully address emerging priorities in talent attraction, business retention, and data-driven decision-making.

Strengthening Our Regional Vision: CEDS Update

Greater Peoria's Big Table Comprehensive Economic Development Strategy (CEDS) is entering its final year, and GPEDC continues compiling an annual report highlighting the progress made toward its goals. The 2024 update showcases remarkable achievements, including the opening of Distillery Labs, the 7th annual Career Spark event, a brownfield assessment grant award, and transformative downtown and Main Street improvements. While GPEDC develops and stewards the CEDS, numerous regional partner organizations collaborate to achieve these shared objectives. This year's CEDS Recap highlights the collective successes of our diverse community and looks ahead to the next growth phase.



Distillery Labs building at night.



Proud Moment; Distillery Labs Ribbon Cutting Ceremony

THANKS TO OUR 2024 INVESTORS

LEADERSHIP LEVEL INVESTOR



PLATINUM LEVEL INVESTORS



GOLD LEVEL INVESTORS



SILVER LEVEL INVESTORS

Ameren | Bradley University | City of East Peoria | City of Washington | Good Energy | Mason County West Central Illinois Building and Construction Trades Council | Woodford County

BRONZE LEVEL INVESTORS

Advanced Medical Transport | Bard Optical | Busey Bank | Heartland Bank | Illinois Central College | Komatsu America Corp | Logan County | Morton Community Bank | River City Construction | RLI Corporation | Village of Peoria Heights | Wabash Valley Power Alliance

OUR FRIENDS

1060 Machine
American Water Works Co
ARi Global
Cast Technologies
CGN & Associates, Inc
City of Chillicothe
City of El Paso
City of Elmwood
City of Eureka
City of Havana
City of Lincoln
City of West Peoria
Comcast
Commerce Bank

CORE Construction
DSMH Consulting
Enercon
Farnsworth Group
G&D Integrated
Goodwill Industries of Central IL
Hanson Professional Services
Hardin Industries
Heart of Illinois United Way
Heart Technologies, Inc.
Inland Tool
Integris Engineering
Iowa Interstate Railroad
Lozier Oil Company

Metamora Industries
Morton EDC
Morton Industries
O'Shea Builders, Inc.
Peoria Production Solutions
Phillipi Hagenbuch
Quality Metal Products
RWE Clean Energy
SMF
Trajectory Energy Partners
TRIGO - SCSi
Village of Germantown Hills

A special appreciation to the U.S. Economic Development Administration (EDA) for their continuous support and investments in us and the region.





GREATER PEORIA
Economic Development Council

WORK WITH US

The Greater Peoria EDC is both a regional economic development planning organization and a traditional public-private partnership charged with executing on the region's plan. The organization is funded by investments from our counties and cities, our partners at the US Economic Development Administration and other state and federal entities, as well as the leading businesses located in Greater Peoria. Together, we're a catalyst for creating a vibrant economy that is sustainable, diverse, and globally competitive. Together, we are more effective at sharing our story, taking advantage of opportunities and voicing issues of a collective concern

Together, we maximize our chances of success.



Phone Number
+1 (309) 495-5910



Email Address
info@greaterpeoriaedc.org



Website
www.greaterpeoriaedc.org



Address
201 SW Adams St
Peoria, IL 61602



**REQUEST FOR COUNCIL ACTION**

Agenda Date: February 10, 2025
To: Members of the City Council
From: Joshua Wray, Economic Development Director

AGENDA ITEM: Receive and File Emergency Expense of \$16,473.53 to G.A. Rich & Sons, Inc for Sanitary Sewer Installation 1019 Augusta Street

DESCRIPTION: During demolition of a house on Augusta, we noticed a sewer line break connected to the neighboring house at 1019 Augusta. The two houses' sewer lines were connected in the past rather than having independent service lines coming from the main, which was unknown to us at the start of the project. When the break was noticed, we immediately acted by reaching out to G.A. Rich & Sons, who we have used before and have been satisfied with their work and costs. The new service line was connected to the main, and we received an invoice for their work in the amount of \$16,473.53. The City has paid the invoice, and staff is presenting this receive and file item per the City Procurement Policy.

FINANCIAL IMPACT:

Requested Amount: \$16,473.53
 Line Item: 231-030-569000
 Category: Other Contractual Services
 Line Item Budgeted Amount: \$100,000
 Line Item Remaining Funds: \$85,387
 Notes:
 Award Type:

REVIEWED BY:

Eric Dubrowski, Finance Director
 John Dossey, City Manager
 Sue McMillan, City Clerk

Approved - 2/6/2025
 Approved - 2/6/2025
 Final Approval - 2/7/2025

G. A. RICH & SONS INC.

P O BOX 50
DEER CREEK, IL 61733

Invoice ID: 1476812
Invoice Date: 01-09-2025
Draw ID: 1
Customer ID: 156006

To:
PEKIN, CITY OF
111 S CAPITOL - ROOM 242
PEKIN, IL 61554

Job Location: 24866
PEKIN POINT REPAIR

RECEIVED

JAN 13 2025

<u>Item</u>	<u>Description</u>	<u>Amount</u>
1	POINT REPAIR - 1019 AUGUSTA SANITARY LATERAL INSTALL	16,473.53

Vendor # 10212

GL Coding 231-030-S-690

Project # _____ Tag # _____

Insurance _____ Procurement _____

Description: 1019 Augusta

Dept Approval [Signature]

Amount Billed \$16,473.53

DATE DUE: 02-08-2025

Amount Due \$16,473.53

**REQUEST FOR COUNCIL ACTION**

Agenda Date: February 10, 2025
To: Members of the City Council
From: John Dossey, City Manager

AGENDA ITEM: Resolution No. 231-24/25 Appointment of Nic Maquet as Lake Arlann Drainage District Commissioner

DESCRIPTION: This is a temporary appointment until the City hires a new city engineer.

FINANCIAL IMPACT:

Requested Amount:
 Line Item:
 Category:
 Line / Category Budgeted Amount:
 Line / Category Remaining Funds:
 Notes:
 Award Type:

REVIEWED BY:

Jim Vasselli, City Attorney
 John Dossey, City Manager
 Sue McMillan, City Clerk

Approved - 2/5/2025
 Approved - 2/6/2025
 Final Approval - 2/6/2025

Resolution No. 231-24/25 Appointment of Nic Maquet as Lake Arlann Drainage District Commissioner

WHEREAS, the City of Pekin, Illinois, participates in the Lake Arlann Drainage District Commission;

WHEREAS, there is a vacancy in the office of commissioner that needs to be filled;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF PEKIN, TAZEWELL COUNTY, ILLINOIS, THAT:

Section 1. The foregoing findings and recitals are found to be true and correct and are incorporated herein.

Section 2. Appointment of Commissioner. Nic Maquet is hereby appointed as a Lake Arlann Drainage District commissioner.

Section 3. The appointment set forth herein is effective immediately.

RESULT:	(0 TO 0)
MOVER:	None
SECONDER:	None
AYES:	None
NAYS:	None
ABSTAIN:	None
ABSENT:	

ADOPTED AND APPROVED at a Regular meeting of the City Council of the City of Pekin this _____ day of _____, 20____.

Mayor

ATTEST:

City Clerk

**REQUEST FOR COUNCIL ACTION**

Agenda Date: February 10, 2025
To: Members of the City Council
From: John Dossey, City Manager

AGENDA ITEM: Resolution No. 232-24/25 Appointment of Josh Wray to Tri-County River Valley Development Authority (TRVDA)

DESCRIPTION: TRVDA is a local economic development tool for Illinois counties: Peoria, Tazewell, and Woodford County. This authority offers tax free bond financing for qualifying companies. We believe Josh Wray will be a good fit to represent the City with this group moving forward.

FINANCIAL IMPACT:

Requested Amount:
 Line Item:
 Category:
 Line / Category Budgeted Amount:
 Line / Category Remaining Funds:
 Notes:
 Award Type:

REVIEWED BY:

Jim Vasselli, City Attorney
 John Dossey, City Manager
 Sue McMillan, City Clerk

Approved - 2/5/2025
 Approved - 2/6/2025
 Final Approval - 2/6/2025

Resolution No. 232-24/25 Appointment of Josh Wray to Tri-County River Valley Development Authority (TRVDA)

WHEREAS, the City of Pekin participates in the Tri-County River Valley Development Authority ("TRVDA");

WHEREAS, there is a vacancy on the TRVDA that needs to be filled;

WHEREAS, the City intends to fill the vacancy;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF PEKIN, TAZEWELL COUNTY, ILLINOIS, THAT:

Section 1. The foregoing findings and recitals are found to be true and correct and are incorporated herein.

Section 2. Josh Wray is hereby appointed as a Tri-County River Valley Development Authority member on behalf of the City of Pekin.

Section 3. The appointment is effective immediately.

RESULT:	(0 TO 0)
MOVER:	None
SECONDER:	None
AYES:	None
NAYS:	None
ABSTAIN:	None
ABSENT:	

ADOPTED AND APPROVED at a Regular meeting of the City Council of the City of Pekin this _____ day of _____, 20____.

Mayor

ATTEST:

City Clerk

**REQUEST FOR COUNCIL ACTION**

Agenda Date: February 10, 2025
To: Members of the City Council
From: John Dossey, City Manager

AGENDA ITEM: Resolution No. 233-24/25 Appointment of Tina Hauk as member and Josh Wray as alternate to Tri-County Regional Planning Commission (TCRPC) Technical Committee

DESCRIPTION: This committee is primarily focused on grant business, so we feel Tina Hauk will be a good fit moving forward. Josh Wray will be the alternate appointee to serve when Tina is unavailable.

FINANCIAL IMPACT:

Requested Amount:

Line Item:

Category:

Line / Category Budgeted Amount:

Line / Category Remaining Funds:

Notes:

Award Type:

REVIEWED BY:

Jim Vasselli, City Attorney
 John Dossey, City Manager
 Sue McMillan, City Clerk

Approved - 2/5/2025
 Approved - 2/6/2025
 Final Approval - 2/6/2025

Resolution No. 233-24/25 Appointment of Tina Hauk as member and Josh Wray as alternate to Tri-County Regional Planning Commission (TCRPC) Technical Committee

WHEREAS, the City of Pekin participates in the Tri-County Regional Planning Commission (TCRPC) Technical Committee; and

WHEREAS, the City of Pekin desires to appoint representatives to serve on the TCRPC Technical Committee to represent the City's interests to fill the existing vacancy;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF PEKIN, TAZEWELL COUNTY, ILLINOIS, THAT:

Section 1. The foregoing findings and recitals are found to be true and correct and are incorporated herein.

Section 2. Appointment of Member. Tina Hauk is hereby appointed as the City of Pekin's representative on the TCRPC Technical Committee.

Section 3. Appointment of Alternate Member. Josh Wray is hereby appointed as the alternate representative on the TCRPC Technical Committee.

Section 4. Effective Date. This Resolution shall be in full force and effect immediately upon its passage and approval as provided by law.

RESULT:	(0 TO 0)
MOVER:	None
SECONDER:	None
AYES:	None
NAYS:	None
ABSTAIN:	None
ABSENT:	

ADOPTED AND APPROVED at a Regular meeting of the City Council of the City of Pekin this _____ day of _____, 20____.

Mayor

ATTEST:

City Clerk

**REQUEST FOR COUNCIL ACTION**

Agenda Date: February 10, 2025
To: Members of the City Council
From: Josie Esker, City Engineer

AGENDA ITEM: Resolution No. 234-24/25 Approving Engineering Agreement with Terra Engineering LTD for Broadway

DESCRIPTION: TERRA and the City of Pekin, IL, entered into a Master Professional Service Agreement (MPSA) on June 28, 2021 as attached as Exhibit B. The MPSA retained TERRA Engineering, LTD (TERRA) to provide professional services for various Roadway Design Projects on an as-needed basis from FY 2022 to FY 2026. This resolution is to approve an extension of the MPSA through FY28 and approve Task Order 3 with TERRA for phase 1 and phase 2 engineering services for Broadway Street. The City recently was awarded \$2.88 million in federal funds from the Tri-County Regional Planning Commission and would now like to finish a portion of a previously assigned project: Broadway Street from 14th Street to west of Parkway Drive. This agreement (Task Order 3) would eliminate the remaining balance on Task Orders 1 & 2.

A January 2027 letting for a spring of 2027 start of construction is an appropriate project target. This would require an extension of the current MPSA. Therefore, to cover the additional design efforts for Broadway St and availability during construction, a 2-year extension of the MPSA through FY 2028 is requested. Task Order 3 is an hourly rate agreement not to exceed \$492,011.64 and would include survey, environmental, crash analysis, roadway engineering, drainage engineering, sidewalk engineering, project development report, traffic signal engineering, plans, specifications, cost estimates, utility coordination, and Right of way plats and negotiation services. There is currently a balance of \$112,487.51 remaining on task orders 1 and 2, which were previously approved by the City Council. The total amount requested for task order 3 is \$379,524.13, which is the net of task order 3, less the balance of the prior task orders.

Staff recommends approval.

FINANCIAL IMPACT:

Requested Amount: \$379,524.13 (approximately \$30,000 in FY 2024-25, \$200,000 in FY 2025-26, remainder in FY 2026-27)

Line Item: 445-041-561200 - Engineering Fees

Category: Contractual

Line Item Budgeted Amount: \$640,000

Line Item Remaining Funds: \$401,072

Notes: The remaining amounts will be budgeted in FY 2025-26 & FY 2026-27.

Award Type: RFQ

REVIEWED BY:

Jim Vasselli, City Attorney
 Eric Dubrowski, Finance Director

Approved - 2/5/2025
 Approved - 2/6/2025

Robert Grogan, Finance Consultant
John Dossey, City Manager
Sue McMillan, City Clerk

Approved - 2/6/2025
Approved - 2/6/2025
Final Approval - 2/7/2025

Resolution No. 234-24/25 Approving Engineering Agreement with Terra Engineering LTD for Broadway

WHEREAS, the City of Pekin is a home rule municipality as described in Section 6(a), Article VII of the 1970 Constitution of the State of Illinois; and

WHEREAS, the City of Pekin, as a home rule municipality, may exercise power and perform any function pertaining to its government and affairs, including, but not limited to, the power to legislate for the protection of the public health, safety, and welfare; and

WHEREAS, the City entered into a master service agreement with TERRA Engineering, LTD under resolution 278-21/22 for roadway design engineering services; and

WHEREAS, the City wishes to extend the master services agreement for roadway design engineering services until April 30, 2027; and

WHEREAS, the City desires to add another task order with TERRA Engineering, LTD for Phase 1 and Phase 2 Engineering services on the Broadway Street Rehabilitation Project from 14th to Parkway;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF PEKIN, TAZEWELL COUNTY, ILLINOIS, THAT:

Section 1. The foregoing findings and recitals are found to be true and correct and are incorporated herein.

Section 2. The City Manager is authorized and directed to execute the Task Order with TERRA Engineering, LTD in substantially the form attached hereto as Exhibit A.

Section 3. the City approves TERRA Engineering LTD's request to extend the master services agreement for roadway design engineering services as attached as Exhibit B until April 30, 2027.

RESULT:	(0 TO 0)
MOVER:	None
SECONDER:	None
AYES:	None
NAYS:	None
ABSTAIN:	None
ABSENT:	

ADOPTED AND APPROVED at a Regular meeting of the City Council of the City of Pekin this _____ day of _____, 20____.

ATTEST:

Mayor

City Clerk

January 24, 2025

Josie Esker, S.E., P.E.
City Engineer
111 S. Capitol St.
Pekin, IL 61554
jaesker@ci.pekin.il.us

RE: TERRA MPSA: Task Order #3 Broadway Street Rehabilitation

Ms. Esker:

The City of Pekin (City) desire to use TERRA Engineering, Ltd (TERRA) through our MPSA for professional engineering services for the Broadway Street Rehabilitation project. The projects include Broadway Street from 14th Street to west of Parkway Drive.

The following scope of work is for Phase I and Phase II engineering and is based on the proposed improvements discussed during our meeting on Friday, January 17, 2025, at Pekin City Hall. We also discussed during our meeting the need to extend our MPSA to complete the scoped work within the funding requirements. A letter requesting an extension is included as Attachment A.

Phase I Engineering

1. Data Collection
 - A. Contact J.U.L.I.E. and request a design stage ticket. TERRA will request utility maps from each present utility owner, as listed on the J.U.L.I.E. ticket. TERRA will coordinate potential conflicts with each utility throughout the design process.
 - B. Request and review available crash data from Pekin police department.
2. Topographic Survey
 - A. Verify and/or establish control points and benchmarks in the field.
 - B. Collect supplemental topographic survey of sidewalks, entrances, curb ramps, inlets, utilities, and all appurtenances within the scoped project limits.
3. IDOT Coordination
 - A. Conduct a project kickoff with the IDOT Bureau of Local Roads representative, Michael Hudelson.
 - B. Prepare for and attend a Bimonthly Coordination Meeting with IDOT and FHWA, presenting the project scope and logical termini. The meeting will result in concurrence to the environmental processing of the project and the public involvement requirements.
 - C. Submit Phase I documents and maintain coordination with IDOT, working toward the approval of the Project Development Report within a timeframe that aligns with the District's letting schedule for the targeted letting.
4. Right-of-Way
 - A. Collect boundary survey to define right-of-way boundaries along Broadway Street within the project limits, with locations of intersecting side streets.

- B. Conduct courthouse research and establish parcel boundaries for 20 parcels.
 - C. Define the proposed right-of-way acquisition needs based on the roadway and sidewalk designs and limits of construction.
 - D. Prepare descriptions for 20 temporary easements. The right-of-way plans will be used as exhibits for the temporary easements.
 - E. Prepare plats and legal descriptions for 17 parcels (fee simple right-of-way and/or permanent easements).
 - F. Provide land acquisition services for the project including appraisals, waiver valuations, and negotiations. Land acquisition will be certified by IDOT District 4.
 - i. Provide property appraisal services in conformity with Uniform Standards of Professional Appraisal Practice (USPAP) associated with the proposed right-of-way and easement purchases.
 - ii. Obtain a title commitment for each parcel requiring either a fee taking or a permanent easement (17 PINs) and provide last deed of record for each parcel requiring a temporary easement (20).
 - iii. Prepare offer documents and conveyance documents for up to 17 parcels as appropriate for the nature of property ownership. This effort will include an attempt to present the offer package in person to the property owner, if the property owner or their representatives are located near the project site, and a minimum of three personal contacts per parcel, if required, to reach a negotiated settlement. In the event that a settlement is reached, negotiation effort will be considered complete when the conveyance documents and documents to clear title encumbrances for each parcel are delivered to the City for approval and recording. In the event that settlement is not reached, the negotiation effort will be considered complete when each parcel is referred to the City for condemnation after attempts to negotiate the acquisition have failed and 120 days for the offer date have expired. Negotiations will initiate upon the City's approval of the parcel's appraisal or upon the City's certification of waiver valuations. Tenant consents will be completed for properties with tenants.
5. Environmental
- A. Prepare an Environmental Survey Request (ESR) and submit to IDOT District 4. It is assumed that the natural resources review (NRR) and cultural review will not indicate the need for further work. However, if further work and documentation is necessary, this may be handled with a supplement to this contract.
 - B. Prepare a Preliminary Environmental Site Assessment (PESA) for the properties adjacent to the project limits. For any potentially impacted properties (PIPs) the excavation depth and volume will be estimated.
 - C. If excavation is proposed on or adjacent to a PIP, then a Preliminary Site Investigation (PSI) will be conducted, which will include soil testing and classification for proper handling and disposal. If necessary, special provisions will be included in the contract to provide direction regarding soil handling and disposal.
6. 4(f)
- A. The proposed impact to adjacent Pekin Park District (PPD) property will be a 4(f) impact. TERRA will prepare a letter documenting the proposed impacts and

coordinate with the PPD for signoff. The acceptance of the proposed impact will be included in the Project Development Report.

7. Crash Analysis

- A. Utilizing the crash data (a minimum of 5 most recent years of data) provided by the City, TERRA will prepare summary tables, collisions diagrams, and an analysis of the data to determine whether specific measures can be taken with the proposed design to address crash trends. The analysis will be included in the Project Development Report.

8. Roadway Engineering

- A. Update the preliminary design to include 3" resurfacing within the proposed project limits.
- B. Provide a recommendation for proposed pavement design, typical section, and undistributed allotment of pavement patching. The City will make the final determination.

9. Drainage Engineering

- A. Review existing and proposed drainage conditions.
- B. Engineer storm sewer improvements, if any.
- C. Incorporate dry well and bioswale into existing drainage system.

10. Sidewalk Engineering

- A. Update the preliminary PROWAG-compliant sidewalk curb ramp designs at the intersections indicated below.
 - 1. Broadway Street / 14th Street – 4 crossings
 - 2. Broadway Street / Sycamore Street – 2 crossings
(north leg of Sycamore, and south leg of Sycamore at bike path)
 - 3. Broadway Street / East Kroger entrance – 1 crossing
 - 4. Broadway Street / 17th Street – 2 crossings
 - 5. Broadway Street / 18th Street – 1 crossing
 - 6. Broadway Street / 19th Street – 2 crossings
 - 7. Broadway Street / 20th Street – 2 crossings
(Includes pedestrian median island)
 - 8. Broadway Street / Orchard Avenue – 1 crossing
 - 9. Broadway Street / Arrow Street – 1 crossing
- B. Preliminary engineering for new PROWAG-compliant sidewalk to existing sidewalk gaps between 14th Street and 20th Street.

11. Project Development Report (PDR)

- A. Develop an assemble a completed BLR 22210 form with appendices for Phase I approval by preparing write ups for each category, developing exhibits, and including applicable analyses and coordination documentation. This effort will include setting the project design criteria, documentation of right-of-way acquisition, floodplain review,

farmland impact review, soil disturbance area and NPDES permit review, wetland review, tree removal review, a preliminary summary of the proposed maintenance of traffic, and documentation of any commitments.

- B. Complete BLR 22000 Design Exception Guide form to document critical design metrics and identify exceptions. Complete BLR 22120 Design Exception forms for each design exception. The proposed design exceptions will be coordinated through IDOT with the draft PDR.
- C. Develop preliminary plans for inclusion in the Project Development Report.
- D. Develop preliminary cost estimate for inclusion in the Project Development Report.

12. Traffic Signal Engineering

- A. Update the preliminary design to propose traffic signal layout and modification for inclusion in the Project Development Report. Traffic signal modifications, including pedestrian push buttons, are anticipated at the Broadway Street/14th Street intersection.
- B. Update the preliminary design to confirm placement of a flashing pedestrian warning device at one location within the project limits. Update preliminary plans for inclusion in the Project Development Report.

13. Public Involvement and Stakeholder Coordination

- A. Coordination with the following stakeholders as necessary:
 - i. City of Pekin
 - ii. Tazewell County
 - iii. Illinois Department of Transportation
 - iv. Others deemed pertinent by the City or TERRA
- B. Develop public involvement letters for properties with proposed right-of-way acquisition. The letters will include a description of the project and exhibits indicating the proposed acquisition. Unless otherwise directed, TERRA will plan to send out the letters after City review and on City letterhead. The letters will be developed in accordance with the guidance in the IDOT BLRS manual for meeting the public involvement requirements. Any comments received from property owners will be addressed in collaboration with the City, and the response (whether by TERRA or the City) will be documented for inclusion in the Project Development Report.

Phase II Engineering

- 1. Prepare the following Plans in accordance with IDOT guidance:
 - A. Cover Sheet
 - B. General Notes, standards, and commitments
 - C. Summary of Quantities
 - D. Typical Sections
 - E. Schedule of Quantities
 - F. Alignment, Ties, & Benchmarks

- G. Removal Plans
 - H. Erosion & Sediment Control Plans
 - i. See also Phase II Engineering, Item 5 for development of SWPPP.
 - I. Roadway Plan sheets (with profiles, as appropriate, 20 scale)
 - J. Drainage Plans (as appropriate)
 - K. Right-of-Way Plans
 - L. Pavement Markings and Signage Plans
 - M. Traffic Control Plans (Maintenance of Traffic may be handled with standard details)
 - N. Curb Ramp details
2. Prepare Project Specifications in accordance with IDOT guidelines, which include the following:
 - A. Supplemental Specifications
 - B. Recurring Special Provisions
 - C. BDE Special Provisions
 - D. Contract Special Provisions
 - E. Project Specific Special Provisions
 - F. Highway Standards
 - G. Front-end contract documents will be prepared and assembled by IDOT.
 3. Prepare Quantities and Estimates, which include the following:
 - A. Itemized quantity tabulation, utilizing IDOT pay items
 - B. Estimate of Time
 - C. Estimate of Cost
 4. Prepare ADA Statements of Maximum Extents Feasible (IDOT Form BDE 3101) for proposed improvements that are not PROWAG-compliant. Noncompliant improvements will be discussed with the City of Pekin prior to TERRA submitting forms will be to IDOT District 4.
 5. Develop a stormwater pollution prevention plan (SWPPP) utilizing IDOT Form BDE 2342. The City or IDOT will prepare and submit the Notice of Intent (NOI), and all other required subsequent notices and submittals to the Illinois Environmental Protection Agency (IEPA).
 6. Utility Coordination
 - A. Coordinate with Utility providers, including share working plans, to identify conflicts between proposed improvements existing utilities.
 - B. Incorporate utility adjustments, relocations, and other pertinent information in plans and specifications.
 7. Phase III Assistance
 - A. Review shop drawings for items related to drainage structures
 - B. Respond to Requests for Information (RFIs)

Project Coordination

1. Conduct bimonthly meetings with the City of Pekin to discuss progress and specific design elements as needed.
2. Coordinate with the City by email and phone as needed for project progression.
3. Coordinate with IDOT as needed for design approval.
4. Coordinate with subconsultants for work related to PESA, PSI, and Land Acquisition.

Project Administration, Management, and QAQC

1. TERRA will perform management and coordination, scheduling, budgeting, preparation of invoices, project reports, meeting minutes, phone logs, review of subconsultants progress reports, invoices, and coordination with the subconsultants and the City.
2. TERRA will perform QA/QC oversight and review of all work produced and all deliverables to the City. The QA/QC Engineer assigned to the project will oversee and perform the required reviews, revisions, and coordination.

Deliverables

1. Anticipated Plan, Specification, & Estimates (PS&E) Deliverables
 - A. Preliminary plan and cost submittal for inclusion in Phase I Project Development Report
 - B. Pre-Final PS&E submittal to IDOT District 4 BLRS
 - C. Final PS&E submittal to IDOT District 4 BLRS
2. Plans will be submitted in PDF format. CAD format available upon request. Project will utilize Bentley Systems OpenRoads Designer software, version 10.10 or newer.
3. Specifications will be submitted in PDF and Microsoft Word formats.
4. Estimates will be submitted in PDF and Microsoft Excel formats.

Compensation

TERRA offers the above services at the prices shown in Attachment B and summarized below. TERRA offers to reallocate remaining previously approved fee from Task Orders 1 and 2 to Task Order 3.

- Task Order 3 – Broadway Street Rehabilitation
 - Professional Services \$ 324,656.64
 - Phase I Engineering: \$ 219,440.69
 - Phase II Engineering: \$ 105,215.95
 - Direct costs, associated with Phase I and II: \$ 167,355.00
- *Previously Approved Remaining (Task Order 1 & 2)* \$ 112,487.51
- **Total Amount Requested for Task Order 3** **\$ 379,524.13**

Additional Services

Pricing is based on the assumptions listed in the scope regarding anticipated design and effort. Changes to completed survey, design, or documents due to revised input or direction, change of project limits or scope and preparation of additional drawings shall be invoiced as an Additional Service. Work will not be performed without your expressed, written consent. Estimates for additional services will be provided upon your request.

Acceptance

This proposal, with the signature of the appropriate personnel, constitutes acceptance of fee and terms as stated herein. Please return one copy of the signed proposal to me as authorization to begin work.

If you have any questions or need clarification on any of the above, please do not hesitate to call. We look forward to working with you on this project and appreciate you contracting us for services.

Sincerely yours,
TERRA Engineering, Ltd.



George Ghareeb, P.E.
Senior Vice President

401 Main Street, Suite 1560, Peoria, IL 61602 | 309.999.0123

cc: Eric Therkildsen, P.E., Vice President - TERRA Engineering, Ltd
Colin Coad, P.E. PTOE, VMA, Associate Vice President - TERRA Engineering, Ltd
Jason Heinekamp, P.E., Project Manager - TERRA Engineering, Ltd

Attachment:

Attachment A – TERRA Master Professional Service Agreement Extension Letter
Attachment B – Fee Estimate for Professional Engineering Services and Direct Costs
Attachment C – Professional Engineering Services Hour Estimate

Accepted By

Date: _____

Printed name: _____

Signed name: _____

Title: _____

January 24, 2025

Josie A. Esker, S.E., P.E.
City Engineer
111 S. Capitol St.
Pekin, IL 61554
jaesker@ci.pekin.il.us

RE: TERRA Engineering, LTD Master Professional Service Agreement (MPSA) (TERRA project #21-187)

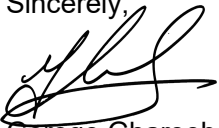
Dear Ms. Esker,

TERRA Engineering, LTD (TERRA) and the City of Pekin, IL, entered into a Master Professional Service Agreement (MPSA) on June 28, 2021. The MPSA retained TERRA to provide professional services for various Roadway Design Projects on an as-needed basis from FY 2022 to FY 2026. The City had given TERRA two assignments with this MPSA both of which have been put on hold due to changes within City budget. The City stated they recently received federal funds from the Tri-County Regional Planning Commission and would now like to finish a portion of a previously assigned project: Broadway Street from 14th Street to west of Parkway Drive.

TERRA met with the City on 1/17/25 to determine the additional scope needed to address the new source of federal funds and are currently preparing a proposed scope of work and associated fee. The proposed schedule for the availability of the funds and timeline to complete the Phase I documents were also discussed. It was agreed that a January 2027 Letting is an appropriate project target. This would require an extension of the current MPSA. Therefore, to cover the additional design efforts for Broadway St and availability during construction, a 2-year extension to FY 2028 is requested.

Please let me know if you have any questions or would like to discuss further.

Sincerely,



Geroge Ghareeb
Senior Vice President
TERRA Engineering, LTD

cc: File 21-187

ATTACHMENT B

Fee Estimate for Professional Engineering Services

TERRA MPSA: Task Order #3 - Broadway Street Rehabilitation

PROFESSIONAL SERVICES

<i>Phase I Engineering</i>	<i>Hours</i>	<i>Dollars</i>	
1. Data Collection	40	\$	5,726.82
2. Topographic Survey	96	\$	15,225.69
3. IDOT Coordination	60	\$	9,914.41
4. Right-Of-Way	284	\$	47,847.14
5. Environmental	64	\$	10,246.93
6. 4(F)	20	\$	3,459.78
7. Crash Analysis	34	\$	5,622.19
8. Roadway Engineering	50	\$	7,033.89
9. Drainage Engineering	52	\$	9,047.02
10. Sidewalk Engineering	308	\$	42,742.64
11. Project Development Report	120	\$	17,983.86
12. Traffic Signal Engineering	50	\$	8,950.30
13. P.I. And Stakeholder Coordination	224	\$	35,640.01
Phase I Engineering Total	1402	\$	219,440.69

<i>Phase II Engineering</i>	<i>Hours</i>	<i>Dollars</i>	
1. Prepare Plans	236	\$	32,076.90
2. Prepare Project Specifications	30	\$	6,140.87
3. Prepare Quantities and Estimates	86	\$	12,246.35
4. Prepare ADA Statements of MEF	16	\$	2,610.80
5. Develop SWPPP	12	\$	1,761.82
6. Utility Coordination	32	\$	5,495.83
7. Phase III Assistance	32	\$	6,816.30
8. Project Coordination	74	\$	12,466.72
9. Project Management and QA/QC	100	\$	25,600.35
Phase II Engineering Total	618	\$	105,215.95

DIRECT COSTS***TERRA Engineering***

Travel	\$	780.00
Plotting for meeting exhibits	\$	100.00
Postage for certified mail	\$	200.00
Courthouse Record Fees	\$	300.00

Services by Others

PESA	\$	30,000.00
PSI	\$	48,000.00
Right-of-Way	\$	87,975.00

Direct Costs Total	\$	167,355.00
--------------------	----	------------

SUMMARY

Professional Services	\$	324,656.64
Direct Costs	\$	167,355.00

TASK ORDER 3 GRAND TOTAL	\$	492,011.64
---------------------------------	-----------	-------------------

<i>Previously Approved Remaining (TO 1 & TO 2)</i>	\$	112,487.51
--	----	------------

TOTAL AMOUNT REQUESTED	\$	379,524.13
-------------------------------	-----------	-------------------

ATTACHMENT C
PROFESSIONAL ENGINEERING SERVICES HOUR ESTIMATE

PROJECT:	Pekin Broadway Street Rehabilitation between 14th Street and west of Parkway Drive	DATE:	1/23/2025
PROJECT NO:	21-187 - TO 3	DATE:	1/23/2025
COMPUTATION BY:	CCC/JRH		
CHECKED BY:	ET		

PHASE I ENGINEERING HOUR ESTIMATE

ITEM	Principal	Sr Project Manager	Project Manager	Sr. Project Engineer	Project Engineer	Design Engineer	Design Engineer	Technician	GIS Analyst	Surveyor	Admin Assistant	HOURS	TOTAL
1. DATA COLLECTION													
Utility Coordination												0	\$ -
Initiate JULIE Design Ticket					1							1	\$ 142.11
Contact Utilities for Maps					4							4	\$ 568.46
Receive and Review Maps					6							6	\$ 852.69
Input Utility Data from Maps into CAD						8						8	\$ 912.84
Ongoing Coordination			4	4	4	4						16	\$ 2,572.26
												0	\$ -
Request and Receive Existing Data												0	\$ -
Crash Data				1		2			2			5	\$ 678.46
												0	\$ -
DATA COLLECTION HOURS SUBTOTAL	0	0	4	5	15	14	0	0	2	0	0	40	\$ 5,726.82
2. TOPOGRAPHIC SURVEY													
Verify control points and benchmarks			2							8		10	\$ 1,765.22
Supplemental Topographic Survey										60		60	\$ 10,055.47
Process supplemental survey data into CADD			2	4		20						26	\$ 3,405.00
												0	\$ -
												0	\$ -
												0	\$ -
												0	\$ -
TOPOGRAPHIC SURVEY HOURS SUBTOTAL	0	0	4	4	0	20	0	0	0	68	0	96	\$ 15,225.69
3. IDOT COORDINATION													
Kickoff meeting (prep, attendance, minutes)			4			4						8	\$ 1,305.40
Bimonthly Coord mtg (prep, attendance, minutes)			12			12						24	\$ 3,916.20
Misc IDOT coordination			8									8	\$ 1,697.96
Submittals packaging and sending			8			8					4	20	\$ 2,994.84
												0	\$ -
IDOT COORDINATION HOURS SUBTOTAL	0	0	32	0	0	24	0	0	0	0	4	60	\$ 9,914.41

ATTACHMENT C
PROFESSIONAL ENGINEERING SERVICES HOUR ESTIMATE

PROJECT: Pekin Broadway Street Rehabilitation between 14th Street and west of Parkway Drive
PROJECT NO: 21-187 - TO 3
COMPUTATION BY: CCC/JRH
CHECKED BY: ET

DATE: 1/23/2025
DATE: 1/23/2025

PHASE I ENGINEERING HOUR ESTIMATE

ITEM	Principal	Sr Project Manager	Project Manager	Sr. Project Engineer	Project Engineer	Design Engineer	Design Engineer	Technician	GIS Analyst	Surveyor	Admin Assistant	HOURS	TOTAL
4. RIGHT-OF-WAY													
Boundary Survey										64		64	\$ 10,725.84
Courthouse research										12		12	\$ 2,011.09
Set proposed ROW acquisition			4			8						12	\$ 1,761.82
Easement descriptions (20)										40		40	\$ 6,703.65
Plats and legals (17)										136		136	\$ 22,792.40
Coordination with land ac sub			16			4						20	\$ 3,852.34
												0	\$ -
RIGHT-OF-WAY HOURS SUBTOTAL	0	0	20	0	0	12	0	0	0	252	0	284	\$ 47,847.14
5. ENVIRONMENTAL													
												0	\$ -
ESR Prep and submit			4			16						20	\$ 2,674.67
Misc IDOT coordination			4									4	\$ 848.98
Document results			2			2						4	\$ 652.70
												0	\$ -
PESA Coordination with sub			8									8	\$ 1,697.96
Develop PESA response			4			16						20	\$ 2,674.67
												0	\$ -
PSI Coordination with sub			8									8	\$ 1,697.96
												0	\$ -
ENVIRONMENTAL HOURS SUBTOTAL	0	0	30	0	0	34	0	0	0	0	0	64	\$ 10,246.93
6. 4(F)													
												0	\$ -
Prepare coordination letter and exhibit			4			8						12	\$ 1,761.82
Coordinate with PPD			4									4	\$ 848.98
Document results			4									4	\$ 848.98
												0	\$ -
												0	\$ -
4(F) HOURS SUBTOTAL	0	0	12	0	0	8	0	0	0	0	0	20	\$ 3,459.78
7. CRASH ANALYSIS													
Crash summary tables			2			8						10	\$ 1,337.33
Collision diagrams			2						8			10	\$ 1,527.07
Analysis & writeup		2	4	8								14	\$ 2,757.80
												0	\$ -
CRASH ANALYSIS HOURS SUBTOTAL	0	2	8	8	0	8	0	0	8	0	0	34	\$ 5,622.19

ATTACHMENT C
PROFESSIONAL ENGINEERING SERVICES HOUR ESTIMATE

PROJECT: Pekin Broadway Street Rehabilitation between 14th Street and west of Parkway Drive

PROJECT NO: 21-187 - TO 3

COMPUTATION BY: CCC/JRH

CHECKED BY: ET

DATE: 1/23/2025

DATE: 1/23/2025

PHASE I ENGINEERING HOUR ESTIMATE

ITEM	Principal	Sr Project Manager	Project Manager	Sr. Project Engineer	Project Engineer	Design Engineer	Design Engineer	Technician	GIS Analyst	Surveyor	Admin Assistant	HOURS	TOTAL
8. ROADWAY ENGINEERING													
Update design for 3" resurfacing												0	\$ -
Prelim roadway plans for Phase I report			4			12		12				28	\$ 3,406.30
Pavement design			4									4	\$ 848.98
Pavement patch allotment			4			2						6	\$ 1,077.19
Phase I typical sections			4			4		4				12	\$ 1,701.42
												0	\$ -
ROADWAY ENGINEERING HOURS SUBTOTAL	0	0	16	0	0	18	0	16	0	0	0	50	\$ 7,033.89
9. DRAINAGE ENGINEERING													
Review existing and proposed conditions			4	8								12	\$ 2,245.79
Engineer storm sewer improvements, if any			4	12			4					20	\$ 3,400.62
Incorporate dry well and bioswale			4	12			4					20	\$ 3,400.62
												0	\$ -
												0	\$ -
DRAINAGE ENGINEERING HOURS SUBTOTAL	0	0	12	32	0	0	8	0	0	0	0	52	\$ 9,047.02

ATTACHMENT C
PROFESSIONAL ENGINEERING SERVICES HOUR ESTIMATE

PROJECT: Pekin Broadway Street Rehabilitation between 14th Street and west of Parkway Drive
PROJECT NO: 21-187 - TO 3
COMPUTATION BY: CCC/JRH
CHECKED BY: ET

DATE: 1/23/2025
DATE: 1/23/2025

PHASE I ENGINEERING HOUR ESTIMATE

ITEM	Principal	Sr Project Manager	Project Manager	Sr. Project Engineer	Project Engineer	Design Engineer	Design Engineer	Technician	GIS Analyst	Surveyor	Admin Assistant	HOURS	TOTAL
10. SIDEWALK ENGINEERING													
Update curb ramps												0	\$ -
14th Street (4 crossings)			6					24				30	\$ 3,649.58
Sycamore Street (2 crossings)			4					8				12	\$ 1,641.02
East Kroger (1 crossing)			4					4				8	\$ 1,245.00
17th Street (2 crossings)			4					8				12	\$ 1,641.02
18th Street (1 crossing)			4					4				8	\$ 1,245.00
19th Street (2 crossings)			4					16				20	\$ 2,433.05
20th Street (2 crossings + ped median island)			6					16				22	\$ 2,857.54
Orchard Avenue (1 crossing)			4					4				8	\$ 1,245.00
Arrow Street (1 crossing)			4					4				8	\$ 1,245.00
												0	\$ -
New curb ramps												0	\$ -
Sycamore Street - SW & SE			6				2	24				32	\$ 3,877.79
17th Street - SW			4				2	12				18	\$ 2,265.24
19th Street - SE			4				2	8				14	\$ 1,869.23
Dentist Entrance			4				2	12				18	\$ 2,265.24
Car Wash Entrance			4				2	12				18	\$ 2,265.24
												0	\$ -
Preliminary engineering sidewalk gaps												0	\$ -
Sycamore to 17th Street			8	20			8	4				40	\$ 6,498.84
19th Stree to 20th Street			8	20			8	4				40	\$ 6,498.84
												0	\$ -
												0	\$ -
SIDEWALK ENGINEERING HOURS SUBTOTAL	0	0	78	40	0	0	26	164	0	0	0	308	\$ 42,742.64
11. PROJECT DEVELOPMENT REPORT													
PDR form completion and assemble appendices			12	16			40					68	\$ 9,904.77
Design exception guide form and form			8	8			8					24	\$ 4,007.61
Prelim plans (hours included previously)												0	\$ -
Prelim cost estimate			4	8			16					28	\$ 4,071.47
												0	\$ -
												0	\$ -
PROJECT DEVELOPMENT REPORT HOURS SUBTOTAL	0	0	24	32	0	0	64	0	0	0	0	120	\$ 17,983.86

ATTACHMENT C
PROFESSIONAL ENGINEERING SERVICES HOUR ESTIMATE

PROJECT: Pekin Broadway Street Rehabilitation between 14th Street and west of Parkway Drive
PROJECT NO: 21-187 - TO 3
COMPUTATION BY: CCC/JRH
CHECKED BY: ET

DATE: 1/23/2025
DATE: 1/23/2025

PHASE I ENGINEERING HOUR ESTIMATE

ITEM	Principal	Sr Project Manager	Project Manager	Sr. Project Engineer	Project Engineer	Design Engineer	Design Engineer	Technician	GIS Analyst	Surveyor	Admin Assistant	HOURS	TOTAL
12. TRAFFIC SIGNAL ENGINEERING													
Update signal design		4	2	8								14	\$ 2,845.31
Phase I signal plans		2		4				8				14	\$ 2,002.45
Flashing warning device design update		4	2	8								14	\$ 2,845.31
Flashing warning device prelim plan		2		2				4				8	\$ 1,257.23
												0	\$ -
												0	\$ -
TRAFFIC SIGNAL ENGINEERING HOURS SUBTOTAL	0	12	4	22	0	0	0	12	0	0	0	50	\$ 8,950.30
13. PUBLIC INVOLVEMENT AND STAKEHOLDER COORDINATION													
Coordination with City, County, IDOT (with documentation)			40			40						80	\$ 13,054.02
Public involvement letters			24			24						48	\$ 7,832.41
Allowance for public meeting, if required		4	8	8		16						36	\$ 5,944.47
Property owner meetings, if requested			20			40						60	\$ 8,809.11
												0	\$ -
												0	\$ -
P.I. AND STAKEHOLDER COORDINATION HOURS SUBTOTAL	0	4	92	8	0	120	0	0	0	0	0	224	\$ 35,640.01

ATTACHMENT C
PROFESSIONAL ENGINEERING SERVICES HOUR ESTIMATE

PROJECT: Pekin Broadway Street Rehabilitation between 14th Street and west of Parkway Drive

PROJECT NO: 21-187 - TO 3

COMPUTATION BY: CCC/JRH

CHECKED BY: ET

DATE: 1/23/2025

DATE: 1/23/2025

PHASE I ENGINEERING HOUR ESTIMATE

ITEM	Principal	Sr Project Manager	Project Manager	Sr. Project Engineer	Project Engineer	Design Engineer	Design Engineer	Technician	GIS Analyst	Surveyor	Admin Assistant	HOURS	TOTAL
DIRECT COSTS													
TERRA													
Travel (Survey, Site Visit, etc.)						Assume 12 days at \$65 / day							\$ 780.00
Plotting for public meeting													\$ 100.00
Postage for certified mail													\$ 200.00
Courthouse Record fees													\$ 300.00
TERRA TOTAL													\$ 1,380.00
Services By Others - PESA													\$ 30,000.00
Services By Others - PSI													\$ 48,000.00
Services By Others - Right-of-Way													
Waiver Valuations - \$1,250/PARCEL												17	\$ 21,250.00
Negotiations - \$2750/PARCEL												17	\$ 46,750.00
Title Commitments (\$500 EA)												17	\$ 8,500.00
Management - QA/QC - Meetings (15%)													\$ 11,475.00
SERVICES BY OTHERS TOTAL													\$ 165,975.00
DIRECT COSTS TOTAL													\$ 167,355.00
PHASE I ENGINEERING SUMMARY													
Professional Services	0	18	336	151	15	258	98	192	10	320	4	1402	\$ 219,440.69
Direct Costs													\$ 167,355.00
PHASE I ENGINEERING GRAND TOTAL													\$ 386,795.69

ATTACHMENT C
PROFESSIONAL ENGINEERING SERVICES HOUR ESTIMATE

PROJECT:	Pekin Broadway Street Rehabilitation between 14th Street and west of Parkway Drive
PROJECT NO:	21-187 - TO 3
COMPUTATION BY:	CCC/JRH
CHECKED BY:	ET

DATE:	1/23/2025
DATE:	1/23/2025

PHASE II ENGINEERING HOUR ESTIMATE

ITEM	Principal	Sr Project Manager	Project Manager	Sr. Project Engineer	Project Engineer	Design Engineer	Design Engineer	Technician	GIS Analyst	Surveyor	Admin Assistant	HOURS	TOTAL
1. PREPARE PLANS													
Cover sheet (1)								4				4	\$ 396.02
General Notes, standards, and commitments (1)								4				4	\$ 396.02
Summary of Quantities (3)							8					8	\$ 912.84
Typical Sections (6)			2				8					10	\$ 1,337.33
Schedule of Quantities (4)			2				12					14	\$ 1,793.75
Alignment, Ties, & Benchmarks (1)			2					10				12	\$ 1,414.54
Removal plans (6)			2				16	2				20	\$ 2,448.18
Erosion & Sediment Control Plan (6)			2				16	2				20	\$ 2,448.18
Roadway Plan sheets (6)			2				24	2				28	\$ 3,361.03
Drainage Plans (4)			2	16				2				20	\$ 3,416.12
Right of Way Plans (6)		4	2					10		16		32	\$ 5,120.01
Pavement Marking & Signage Plans (6)		4	4				24	2				34	\$ 4,809.53
Traffic Control Plan (3)			2									2	\$ 424.49
Curb Ramp & Sidewalk Details (16)			8				8	12				28	\$ 3,798.86
												0	\$ -
												0	\$ -
PREPARE PLANS HOURS SUBTOTAL	0	8	30	16	0	0	116	50	0	16	0	236	\$ 32,076.90
2. PREPARE PROJECT SPECIFICATIONS													
Supplemental Specifications			2									2	\$ 424.49
Recurring Special Provisions			2									2	\$ 424.49
BDE Special Provisions			2									2	\$ 424.49
Contract Special Provisions			4									4	\$ 848.98
Project Specific Special Provisions			16									16	\$ 3,395.92
Highway Standards			2					2				4	\$ 622.50
												0	\$ -
PREPARE PROJECT SPECIFICATIONS HOURS SUBTOTAL	0	0	28	0	0	0	0	2	0	0	0	30	\$ 6,140.87
3. PREPARE QUANTITIES AND ESTIMATES													
Itemized quantitiy tabulation, with QC			4	8			40					52	\$ 6,810.00
Estimate of Time			2	8								10	\$ 1,821.30
Estimate of Cost			4	8			12					24	\$ 3,615.05
												0	\$ -
												0	\$ -
PREPARE QUANTITIES AND ESTIMATES HOURS SUBTOTAL	0	0	10	24	0	0	52	0	0	0	0	86	\$ 12,246.35

ATTACHMENT C
PROFESSIONAL ENGINEERING SERVICES HOUR ESTIMATE

PROJECT: Pekin Broadway Street Rehabilitation between 14th Street and west of Parkway Drive
PROJECT NO: 21-187 - TO 3
COMPUTATION BY: CCC/JRH
CHECKED BY: ET

DATE: 1/23/2025
DATE: 1/23/2025

PHASE II ENGINEERING HOUR ESTIMATE

ITEM	Principal	Sr Project Manager	Project Manager	Sr. Project Engineer	Project Engineer	Design Engineer	Design Engineer	Technician	GIS Analyst	Surveyor	Admin Assistant	HOURS	TOTAL
4. PREPARE ADA STATEMENTS OF MEF													
14th Street Crosswalk			4				4					8	\$ 1,305.40
Other occurrence, if necessary			2				2					4	\$ 652.70
Other occurrence, if necessary			2				2					4	\$ 652.70
												0	\$ -
												0	\$ -
PREPARE ADA STATEMENTS OF MEF HOURS SUBTOTAL	0	0	8	0	0	0	8	0	0	0	0	16	\$ 2,610.80
5. DEVELOP SWPPP													
Develop SWPPP			2				8					10	\$ 1,337.33
Review			2									2	\$ 424.49
												0	\$ -
												0	\$ -
DEVELOP SWPPP HOURS SUBTOTAL	0	0	4	0	0	0	8	0	0	0	0	12	\$ 1,761.82
6. UTILITY COORDINATION													
Phase II Coordination, share plans			2	12			2					16	\$ 2,747.91
Incorporate utility info in plans and specs			2	12			2					16	\$ 2,747.91
												0	\$ -
												0	\$ -
UTILITY COORDINATION HOURS SUBTOTAL	0	0	4	24	0	0	4	0	0	0	0	32	\$ 5,495.83
7. PHASE III ASSISTANCE													
Review drainage shop drawings			4	4								8	\$ 1,547.39
Respond to RFIs		4	20									24	\$ 5,268.92
												0	\$ -
												0	\$ -
PHASE III ASSISTANCE HOURS SUBTOTAL	0	4	24	4	0	0	0	0	0	0	0	32	\$ 6,816.30
8. PROJECT COORDINATION													
Bimonthly City Coordination Meetings (12)			18			16						34	\$ 5,646.10
City coordination, as needed for project progression			16									16	\$ 3,395.92
Internal project coordination meetings			4	4	4	4	4	4				24	\$ 3,424.70
												0	\$ -
												0	\$ -
												0	\$ -
PROJECT COORDINATION HOURS SUBTOTAL	0	0	38	4	4	20	4	4	0	0	0	74	\$ 12,466.72

ATTACHMENT C
PROFESSIONAL ENGINEERING SERVICES HOUR ESTIMATE

PROJECT:

Pekin Broadway Street Rehabilitation between 14th Street and west of Parkway Drive

PROJECT NO:

21-187 - TO 3

COMPUTATION BY:

CCC/JRH

CHECKED BY:

ET

DATE:

1/23/2025

DATE:

1/23/2025

PHASE II ENGINEERING HOUR ESTIMATE

ITEM	Principal	Sr Project Manager	Project Manager	Sr. Project Engineer	Project Engineer	Design Engineer	Design Engineer	Technician	GIS Analyst	Surveyor	Admin Assistant	HOURS	TOTAL
9. PROJECT MANAGEMENT AND QA/QC													
General project administration		50										50	\$ 12,800.17
Review project deliverables per TERRA QA/QC Plan		50										50	\$ 12,800.17
Prepare monthly invoices												0	\$ -
												0	\$ -
												0	\$ -
												0	\$ -
PROJECT MNGMT & QA/QC HOURS SUBTOTAL	0	100	0	0	0	0	0	0	0	0	0	100	\$ 25,600.35
PHASE II DIRECT COSTS													
TERRA													
TERRA TOTAL													\$ -
Services By Others													
SERVICES BY OTHERS TOTAL													\$ -
DIRECT COSTS TOTAL													\$ -
PHASE II ENGINEERING SUMMARY													
Professional Services	0	112	146	72	4	20	192	56	0	16	0	618	\$ 105,215.95
Direct Costs													\$ -
PHASE II ENGINEERING GRAND TOTAL													\$ 105,215.95

Resolution No. 278-21/22

Approving Master Service Agreement with Terra for Roadway Design Engineering

WHEREAS, the City of Pekin is a home rule municipality as described in Section 6(a), Article VII of the 1970 Constitution of the State of Illinois; and

WHEREAS, the City of Pekin, as a home rule municipality, may exercise power and perform any function pertaining to its government and affairs, including, but not limited to, the power to legislate for the protection of the public health, safety, and welfare; and

WHEREAS, the City desires to enter into a master services agreement with Terra Engineering Ltd. for Roadway Design Phase Engineering services over the next five years;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF PEKIN, TAZEWELL COUNTY, ILLINOIS, THAT:

Section 1. The findings and recitations set forth above are adopted and found to be true and correct.

Section 2. The Mayor and/or the City Manager is authorized and directed to enter into the Master Services Agreement with Terra Engineering Ltd. in substantially the form attached hereto as Exhibit A, with such revisions and modifications as the Mayor and/or City Manager deem necessary and appropriate.

Section 3. The City Clerk is directed to attest to the execution of the Agreement as negotiated and approved by the Mayor and/or City Manager.

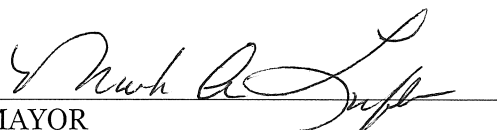
RESULT: **APPROVED [UNANIMOUS]**

MOVER: Becky Cloyd, Councilwoman

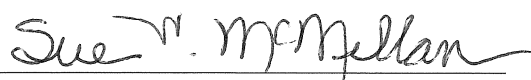
SECONDER: Karen Hohimer, Councilwoman

AYES: Hilst, Hohimer, Nutter, Cloyd, Orrick, Abel, Luft

ADOPTED AND APPROVED at a regular meeting of the City Council of the City of Pekin this 28th day of June, 2021.


MAYOR

ATTEST:


CITY CLERK

Terra Engineering, LTD
Master Professional Services Agreement (MPSA)
21-187

THIS MASTER PROFESSIONAL SERVICES AGREEMENT (MPSA) is made this 14th day of June 2021 between City of Pekin, subsequently referred to as "Client," and TERRA Engineering, Ltd., subsequently referred to as "TERRA".

By joining in this MPSA, Client retains TERRA to provide professional services for various Roadway Design Projects on an as-needed basis from FY 2022 to FY 2026.

By this MPSA, TERRA's Scope of Services for each individual Project will be provided in a Task Order authorized by the Client. The general scope of services is described in Attachment A.

The attached General Conditions are incorporated into and made a part of this MPSA.

Client agrees to compensate TERRA for providing the above services in the manner described under Basis of Charges and Cost of Services.

Client and TERRA hereby agree to and accept the terms and conditions stated above, including terms and conditions stated in the attached General Conditions, the receipt of which is acknowledged.

TERRA Engineering, LTD

City of Pekin

By: George Ghareeb

By: Mark A. Left

Title: Vice President

Title: Mayor

Date: June 3, 2021

Date: June 28, 2021

Attachment A – Scope of Services

21-187

Effective Date: June 14, 2021

The scope of services may include, but is not limited to, the following tasks:

1. Design projects according to the guidelines in the IDOT Local Roads Manual for MFT and Federally funded projects.
2. Work with City staff to identify any potential design concerns and develop corresponding solutions.
3. Work with Illinois Department of Transportation staff to ensure compliance with the most current design standards.
4. Design per the most current versions of the Public Right-of-Way Accessibility Guidelines (PROWAG) and American with Disabilities Act (ADA).
5. Prepare detailed surveys as necessary for the proposed plans.
6. Identify any ROW that may need to be acquired and assist with acquisition of ROW, including preparation of ROW plats.
7. Coordinate with all corresponding utility companies in regards to their locations and identify any conflicts for relocation.
8. Prepare any necessary environmental documents in accordance with the procedures required by the State of Illinois.
9. Develop complete sets of plans and furnish the City with sets both printed and electronic.
10. Prepare an engineer's cost estimate and construction schedule for the proposed improvements.
11. Prepare maps and supporting documents that can be utilized for public relations.
12. Establish and maintain a close working relationship with the City and IDOT (when necessary) staff throughout each project.
13. Meet with the City regularly as to provide updates and collect the City's input on project related issues.
14. Prepare minutes of any meetings or phone conversations that have significant impact on the design.

Basis of Charges:

Charges for professional services performed by our firm for all services listed in the Task Order Scope of Services will be made on the basis of TERRA's direct labor costs times a factor of 3.0, plus reimbursable project expenses. Billings will be issued at least monthly and will be based upon total services completed and expenses incurred at the time of the billing.

Reimbursable expenses will be billed at cost. Mileage will be billed at the federal mileage rate.

Cost of Services:

A cost of services will be provided by TERRA in the Task Order issued for each individual Project.

General Conditions

TERRA Agreement: 21-187

Agreement Date: June 14, 2021

Project Name: Pekin Roadway Design MPSA FY 2022-2026

BILLING AND PAYMENT

Billing and payment shall be in accordance with the fee proposal as noted in the Compensation schedule of this proposal. Scope of services under a fixed fee basis shall be billed upon fulfillment and/or percentage of the completed task. Scope of services under a time and material basis shall be billed per unit rate as services are performed.

1. Timing/Format

- A. Invoices shall be submitted monthly for Services completed at the time of billing and are due upon receipt, unless negotiated otherwise with Terra Engineering. Invoices shall be considered past due if not paid within 30 calendar days of the due date. Such invoices shall be prepared in a form supported by documentation as Client may reasonably require.
- B. If payment in full is not received by TERRA Engineering within 30 calendar days of the due date, invoices shall bear interest at one-and-one-half (1.5) percent of the past due amount per month, which shall be calculated from the invoice due date.
- C. If the Client fails to make payments within 30 calendar days of due date or otherwise is in breach of this Agreement, TERRA Engineering may suspend performance of services upon seven (7) calendar days' notice to the Client. TERRA Engineering shall have no liability whatsoever to the Client for any costs or damages as a result of suspension caused by any breach of this Agreement by the Client. Upon payment in full by the Client, TERRA Engineering shall resume services under this Agreement, and the time schedule and compensation shall be equitably adjusted to compensate for the period of suspension plus any other reasonable time and expense necessary for TERRA Engineering to resume performance.

2. Billing Records

- A. TERRA Engineering shall maintain accounting records of its costs in accordance with generally accepted practices. Access to such records will be provided during normal business hours with reasonable notice during the term of this Agreement and for 3 years after completion.

STANDARD TERMS AND CONDITIONS

- 1. STANDARD OF CARE. Services shall be performed in accordance with the standard of professional practice ordinarily exercised by the applicable profession at the time and within the locality where the services are performed. No warranty or guarantee, express or implied is provided, including warranties or guarantees contained in any uniform commercial code.

- 2. CHANGE OF SCOPE. The scope of Services set forth in this Agreement is based on facts known at the time of execution of this Agreement, including, if applicable, information supplied by TERRA Engineering and Client. TERRA Engineering will promptly notify Client of any perceived changes of scope in writing and the parties shall negotiate modifications to this Agreement.
- 3. DELAYS. If events beyond the control of TERRA Engineering, including, but not limited to, fire, flood, explosion, riot, strike, war, process shutdown, act of God or the public enemy, and act or regulation of any government agency, result in delay to any schedule established in this Agreement, such schedule shall be extended for a period equal to the delay. In the event such delay exceeds 90 days, TERRA Engineering shall be entitled to an equitable adjustment in compensation and extension of time.
- 4. TERMINATION/SUSPENSION. Either party may terminate this Agreement upon 30 days written notice to the other party in the event of substantial failure by the other party to perform in accordance with its obligations under this Agreement through no fault of the terminating party. Client shall pay TERRA Engineering for all Services, including profit relating thereto, rendered prior to termination, plus any expenses of termination.
- 5. REUSE OF INSTRUMENTS OF SERVICE. All reports, drawings, specifications, computer data, field data notes and other documents prepared by TERRA Engineering as instruments of service shall remain the property of TERRA Engineering. TERRA Engineering shall retain all common law, statutory and other reserved rights, including the copyright thereto. Reuse of any instruments of service including electronic media, for any purpose other than that for which such documents or deliverables were originally prepared, or alteration of such documents or deliverables without written authorization or adaptation by TERRA Engineering for the specific purpose intended, shall be at Client's sole risk.
- 6. ELECTRONIC MEDIA. Electronic files furnished by either party shall be subject to an acceptance period of 30 days during which the receiving party agrees to perform appropriate acceptance tests. The party furnishing the electronic file shall correct any discrepancies or errors detected and reported within the acceptance period. After the acceptance period, the electronic files shall be deemed to be accepted and neither party shall have any obligation to correct errors or maintain electronic files. In the event of a conflict

between the signed construction documents prepared by TERRA Engineering and electronic files, the signed or sealed hard-copy construction documents shall govern. Under no circumstances shall delivery of electronic files for use by Client be deemed a sale by TERRA Engineering and TERRA Engineering makes no warranties, either express or implied, of merchantability and fitness for any particular purpose. In no event shall TERRA Engineering be liable for indirect or consequential damages as a result of the Client's use or reuse of the electronic files.

7. **OPINIONS OF CONSTRUCTION COST.** Any opinion of construction costs prepared by TERRA Engineering is supplied for the general guidance of the Client only. Since TERRA Engineering has no control over competitive bidding or market conditions, TERRA Engineering cannot guarantee the accuracy of such opinions as compared to contract bids or actual costs to Client.
8. **SAFETY.** TERRA Engineering shall establish and maintain programs and procedures for the safety of its employees. TERRA Engineering specifically disclaims any authority or responsibility for general job site safety and safety of persons other than TERRA Engineering employees.
9. **RELATIONSHIP WITH CONTRACTORS.** TERRA Engineering shall serve as Client's professional representative for the Services, and may make recommendations to Client concerning actions relating to Client's contractors, but TERRA Engineering specifically disclaims any authority to direct or supervise the means, methods, techniques, sequences or procedures of construction selected by Client's contractors.
10. **THIRD PARTY CLAIMS:** This Agreement does not create any right or benefit for parties other than TERRA Engineering and Client.
11. **MODIFICATION.** This Agreement, upon execution by both parties hereto, can be modified only by a written instrument signed by both parties.
12. **PROPRIETARY INFORMATION.** Information relating to the Project, unless in the public domain, shall be kept confidential by TERRA Engineering and shall not be made available to third parties without written consent of Client, unless so required by court order.
13. **INSURANCE.** TERRA Engineering will maintain insurance coverage for Professional, Comprehensive General, Automobile, Worker's Compensation and Employer's Liability in amounts in accordance with legal, and TERRA Engineering business requirements. Certificates evidencing such coverage will be provided to Client upon request. For projects involving construction, Client agrees to require its construction contractor, if any, to include TERRA Engineering as an additional insured on its commercial general liability policy relating to the Project, and such coverages shall be primary.
14. **INDEMNITIES.** TERRA Engineering agrees, to the fullest extent permitted by law, to indemnify and hold harmless the Client, its officers, directors and employees against all damages, liabilities or costs, including reasonable attorneys' fees and defense costs, to the extent caused by TERRA Engineering's negligent performance of professional services under this Agreement and that of its subconsultants or anyone for whom TERRA Engineering is legally liable. The Client agrees, to the fullest extent permitted by law, to indemnify and hold harmless TERRA Engineering, its officers, directors, employees and subconsultants against all damages, liabilities or costs, including reasonable attorneys' fees and defense costs, to the extent caused by the Client's negligent acts in connection with the Project and that of its contractors, subcontractors or consultants or anyone for whom the Client is legally liable. Neither the Client nor TERRA Engineering shall be obligated to indemnify the other party in any manner whatsoever for the other party's own negligence.
15. **LIMITATIONS OF LIABILITY.** No employee or agent of TERRA Engineering shall have individual liability to Client. Client agrees that, to the fullest extent permitted by law, TERRA Engineering's total liability to Client for any and all injuries, claims, losses, expenses or damages whatsoever arising out of or in any way related to the Project or this Agreement from any causes including, but not limited to, TERRA Engineering's negligence, error, omissions, strict liability, or breach of contract shall not exceed the total compensation covered by TERRA Engineering's professional liability insurance.
16. **ACCESS.** Client shall provide TERRA Engineering safe access to the project site necessary for the performance of the services.
17. **ASSIGNMENT.** The rights and obligations of this Agreement cannot be assigned by either party without written permission of the other party. This Agreement shall be binding upon and inure to the benefit of any permitted assigns.
18. **HAZARDOUS MATERIALS.** TERRA Engineering and TERRA Engineering's consultants shall have no responsibility for discovery, presence, handling, removal or disposal of or exposure of persons to hazardous materials in any form at the project site, including but not limited to asbestos, asbestos products, polychlorinated biphenyl (PCB) or other toxic substances. If required by law, the client shall accomplish all necessary inspections and testing to determine the type and extent, if any, of hazardous materials at the project site. Prior to the start of services, or at the earliest time such information is learned, it shall be the duty of the Client to advise TERRA Engineering (in writing) of any known or suspected hazardous materials. Removal and proper disposal of all hazardous materials shall be the responsibility of the Client.
19. **REMODELING AND RENOVATION.** For TERRA Engineering's services provided to assist the Client in making changes to an existing facility, the Client shall

furnish documentation and information upon which TERRA Engineering may rely for its accuracy and completeness. Unless specifically authorized or confirmed in writing by the Client, TERRA Engineering shall not be required to perform, or have others perform, destructive testing or to investigate concealed or unknown conditions. The Client shall indemnify and hold harmless TERRA Engineering, TERRA Engineering's consultants, and their employees from and against claims, damages, losses and expenses which arise as a result of documentation and information furnished by the Client.

20. **CLIENT'S CONSULTANTS.** Contracts between the Client and other consultants retained by Client for the Project shall require the consultants to coordinate their drawings and other instruments of service with those of TERRA Engineering and to advise TERRA Engineering of any potential conflict. TERRA Engineering shall have no responsibility for the components of the project designed by the Client's consultants. The Client shall indemnify and hold harmless TERRA Engineering, TERRA Engineering's consultants and their employees from and against claims, damages, losses and expenses arising out of services performed for this project by other consultants of the Client.
21. **NO WAIVER.** No waiver by either party of any default by the other party in the performance of any particular section of this Agreement shall invalidate another

section of this Agreement or operate as a waiver of any future default, whether like or different in character.

22. **SEVERABILITY.** The various terms, provisions and covenants herein contained shall be deemed to be separate and severable, and the invalidity or unenforceability of any of them shall not affect or impair the validity or enforceability of the remainder.
23. **STATUTE OF LIMITATION.** To the fullest extent permitted by law, parties agree that, except for claims for indemnification, the time period for bringing claims under this Agreement shall expire one year after Project Completion.
24. **DISPUTE RESOLUTION.** If TERRA Engineering employs counsel for advice or other representation: (i) with respect to this Agreement, (ii) to represent TERRA Engineering in any litigation, contest, dispute, suit or proceeding (whether instituted by TERRA Engineering, Client or any other party) in any way or respect relating to this Agreement, or (iii) to enforce Client's obligations there under, then, in any of the foregoing events, all of the reasonable attorneys' fees arising from such services and all expenses, costs and charges in any way or respect arising in connection therewith or relating thereto shall be paid by Client to TERRA Engineering on demand.

**REQUEST FOR COUNCIL ACTION**

Agenda Date: February 10, 2025
To: Members of the City Council
From: Josie Esker, City Engineer

AGENDA ITEM: Resolution No. 235-24/25 Approving Engineering Agreement with Hanson Professional Services, Inc. for Veterans Drive Extension

DESCRIPTION: This resolution is to approve an engineering agreement with Hanson Professional Services for engineering services for the Veterans Drive Extension project from Sheridan Road to I-474. The City issued a Request for Qualifications (RFQ) that was due on May 31, 2024. Three engineering companies submitted qualifications, and Hanson Professional Services was selected as the most qualified firm for this project. Staff waited to present this item until after they were able to attend a bi-monthly meeting with IDOT and the FHWA to determine the necessary scope of the engineering agreement. The agreement, as presented in Exhibit A, includes both phase 1 and phase 2 engineering services: survey, soil borings, land acquisition assistance, environmental permitting, roadway design, bridge and culvert design, hydraulic analysis and drainage design, utility coordination, development of plans, specifications, & estimates. This engineering work is scheduled to be complete by April 2028.

The total cost of the engineering work is \$5,000,000.00. The City received a federal CFP grant, covering 80% of engineering for this project, as approved in Resolution No. 209-24/25. The City will be responsible for paying 100% of the cost to Hanson and will be reimbursed for 80% of the cost by the Illinois Department of Transportation. Staff recommends approval.

FINANCIAL IMPACT:

Requested Amount: \$5,000,000 to be split out over multiple years and 80% to be reimbursed by federal grant. (estimate \$300,000 in FY25, \$2,000,000 in FY26, \$2,000,000 in FY27, \$700,000 in FY28)

Line Item: 445-041-561200 - Engineering Fees

Line Item Budgeted Amount: \$640,000

Line Item Remaining Funds: \$401,071.78

Notes: Budgeted amount in FY 25 will be more than sufficient to cover expenses in FY 25. The remaining amounts will be appear in future fiscal year(s).

Award Type: Request for Qualifications

REVIEWED BY:

Jim Vasselli, City Attorney
Eric Dubrowski, Finance Director
Robert Grogan, Finance Consultant
John Dossey, City Manager
Sue McMillan, City Clerk

Approved - 2/4/2025
Approved - 2/4/2025
Approved - 2/4/2025
Approved - 2/4/2025
Final Approval - 2/6/2025

Resolution No. 235-24/25 Approving Engineering Agreement with Hanson Professional Services, Inc. for Veterans Drive Extension

WHEREAS, the City is a Home Rule unit of government as outlined in the Illinois Constitution of 1970

WHEREAS, the City needs engineering services for the for the Veterans Drive Extension project from Sheridan Road to I-474; and

WHEREAS, the City issued a Request for Qualifications (RFQ) that was due on May 31, 2024; and

WHEREAS, Hanson Professional Services responded to the RFQ that was deemed acceptable to City staff.

WHEREAS, the City desires to enter into a professional services agreement with Hanson Professional Services (the "Agreement") to perform the services outlined in the RFQ.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF PEKIN, TAZEWELL COUNTY, ILLINOIS, THAT:

Section 1. The foregoing findings and recitals are found to be true and correct and are incorporated herein.

Section 2. The Agreement with Consultant is hereby approved in substantially the form of the Agreement attached to this Resolution. The City Council hereby authorizes and directs the City Manager to execute, on behalf of the City, the final Agreement only after the City Manager receives the executed Agreement from Hanson Professional Services.

Section 3. This Resolution shall be in full force and effect following its passage and approval in the manner provided by law.

Section 4.

Section 5.

RESULT:	(0 TO 0)
MOVER:	None
SECONDER:	None
AYES:	None
NAYS:	None
ABSTAIN:	None
ABSENT:	

ADOPTED AND APPROVED at a Regular meeting of the City Council of the City of Pekin this _____ day of _____, 20____.

Mayor

ATTEST:

City Clerk

EXHIBIT D

Local Public Agency City of Pekin	County Tazewell	Section Number 24-00202-00-EG
Prime Consultant (Firm) Name Hanson Professional Services Inc.	Prepared By C.Loos	Date 1/20/2025
Consultant / Subconsultant Name Hanson Professional Services Inc.	Job Number P-94-009-24	

Note: This is name of the consultant the CECS is being completed for. This name appears at the top of each tab.

Remarks

PAYROLL ESCALATION TABLE

CONTRACT TERM	36	MONTHS	OVERHEAD RATE	164.40%
START DATE	5/1/2025		COMPLEXITY FACTOR	0
RAISE DATE	1/1/2026		% OF RAISE	2.00%
END DATE	4/30/2028			

ESCALATION PER YEAR

Year	First Date	Last Date	Months	% of Contract
0	5/1/2025	1/1/2026	8	22.22%
1	1/2/2026	1/1/2027	12	34.00%
2	1/2/2027	1/1/2028	12	34.68%
3	1/2/2028	5/1/2028	4	11.79%

Local Public Agency	County	Section Number
City of Pekin	Tazewell	24-00202-00-EG
Consultant / Subconsultant Name		Job Number
Hanson Professional Services Inc.		P-94-009-24

PAYROLL RATES

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET FIXED RAISE

MAXIMUM PAYROLL RATE	86.00
ESCALATION FACTOR	2.69%

CLASSIFICATION	IDOT PAYROLL RATES ON FILE	CALCULATED RATE
Principal	\$86.00	\$86.00
E/A/S VIII	\$83.92	\$86.00
E/A/S VII	\$79.71	\$81.86
E/A/S VI	\$68.29	\$70.13
E/A/S V	\$56.91	\$58.44
E/A/S IV	\$48.17	\$49.47
E/A/S III	\$41.53	\$42.65
E/A/S II	\$37.97	\$38.99
E/A/S I	\$36.28	\$37.26
M/D	\$55.09	\$56.57
Tech VIII	\$51.11	\$52.49
Tech VII	\$49.41	\$50.74
Tech VI	\$44.76	\$45.97
Tech V	\$40.38	\$41.47
Tech IV	\$35.44	\$36.39
Tech III	\$29.73	\$30.53
Tech II	\$26.90	\$27.62
Tech I	\$22.01	\$22.60
Aide	\$22.00	\$22.59
Admin VII	\$65.89	\$67.66
Admin VI	\$44.29	\$45.48
Admin V	\$35.53	\$36.49
Admin IV	\$31.27	\$32.11
Admin III	\$24.68	\$25.34
Admin II	\$21.90	\$22.49
Admin I	\$18.00	\$18.48

Local Public Agency	County	Section Number
City of Pekin	Tazewell	24-00202-00-EG
Consultant / Subconsultant Name		Job Number
Hanson Professional Services Inc.		P-94-009-24

SUBCONSULTANTS

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

[illegible]

NOTE: Only subconsultants who fill out a cost estimate that splits out direct labor may be listed on this sheet.

Local Public Agency

City of Pekin

County

Tazewell

Section Number

24-00202-00-EG

Consultant / Subconsultant Name

Hanson Professional Services Inc.

Job Number

P-94-009-24

DIRECT COSTS WORKSHEET

List ALL direct costs required for this project. Those not listed on the form will not be eligible for reimbursement by the LPA on this project.

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

ITEM	ALLOWABLE	QUANTITY	CONTRACT RATE	TOTAL
Lodging (per GOVERNOR'S TRAVEL CONTROL BOARD)	Actual Cost (Up to state rate maximum)	5	\$110.00	\$550.00
Lodging Taxes and Fees (per GOVERNOR'S TRAVEL CONTROL BOARD)	Actual Cost	5	\$20.00	\$100.00
Air Fare	Coach rate, actual cost, requires minimum two weeks' notice, with prior IDOT approval			\$0.00
Vehicle Mileage (per GOVERNOR'S TRAVEL CONTROL BOARD)	Up to state rate maximum	6153	\$0.70	\$4,307.10
Vehicle Owned or Leased	\$32.50/half day (4 hours or less) or \$65/full day			\$0.00
Vehicle Rental	Actual Cost (Up to \$55/day)	5	\$55.00	\$275.00
Tolls	Actual Cost			\$0.00
Parking	Actual Cost			\$0.00
Overtime	Premium portion (Submit supporting documentation)			\$0.00
Shift Differential	Actual Cost (Based on firm's policy)			\$0.00
Overnight Delivery/Postage/Courier Service	Actual Cost (Submit supporting documentation)	12	\$20.00	\$240.00
Copies of Deliverables/Mylars (In-house)	Actual Cost (Submit supporting documentation)			\$0.00
Copies of Deliverables/Mylars (Outside)	Actual Cost (Submit supporting documentation)	67	\$2.00	\$134.00
Project Specific Insurance	Actual Cost			\$0.00
Monuments (Permanent)	Actual Cost			\$0.00
Photo Processing	Actual Cost			\$0.00
2-Way Radio (Survey or Phase III Only)	Actual Cost			\$0.00
Telephone Usage (Traffic System Monitoring Only)	Actual Cost			\$0.00
CADD	Actual Cost (Max \$15/hour)			\$0.00
Web Site	Actual Cost (Submit supporting documentation)			\$0.00
Advertisements	Actual Cost (Submit supporting documentation)	1	\$200.00	\$200.00
Public Meeting Facility Rental	Actual Cost (Submit supporting documentation)			\$0.00
Public Meeting Exhibits/Renderings & Equipment	Actual Cost (Submit supporting documentation)	1	\$100.00	\$100.00
Recording Fees	Actual Cost			\$0.00
Transcriptions (specific to project)	Actual Cost			\$0.00
Courthouse Fees	Actual Cost			\$0.00
Storm Sewer Cleaning and Televising	Actual Cost (Requires 2-3 quotes with IDOT approval)			\$0.00
Traffic Control and Protection	Actual Cost (Requires 2-3 quotes with IDOT approval)			\$0.00
Aerial Photography and Mapping	Actual Cost (Requires 2-3 quotes with IDOT approval)			\$0.00
Utility Exploratory Trenching	Actual Cost (Requires 2-3 quotes with IDOT approval)			\$0.00
Traffic Counts	Actual Cost	1	\$1,500.00	\$1,500.00
Title Commitments	Actual Cost	24	\$350.00	\$8,400.00
Noise Equipment	Actual Cost	1	\$800.00	\$800.00
Special Waste Screening Literature	Actual Cost	3	\$600.00	\$1,800.00
Per Diem	Actual Cost (Up to state rate maximum)	12	\$68.00	\$816.00
Tree Clearing	Actual Cost	1	\$100,000.00	\$100,000.00
Fuel for Rental	Actual Cost	60	\$3.20	\$192.00
TOTAL DIRECT COSTS:				\$119,414.10

Local Public Agency

City of Pekin

County

Tazewell

Section Number

24-00202-00-EG

Consultant / Subconsultant Name

Hanson Professional Services Inc.

Job Number

P-94-009-24

COST ESTIMATE WORKSHEET

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

OVERHEAD RATE 164.40%

COMPLEXITY FACTOR 0

TASK	DIRECT COSTS (not included in row totals)	STAFF HOURS	PAYROLL	OVERHEAD & FRINGE BENEFITS	FIXED FEE	SERVICES BY OTHERS	TOTAL	% OF GRAND TOTAL
Phase I Doc Review/Data Collection	1,682	317	21,108	34,702	6,966		62,776	1.26%
Traffic Analysis		448	24,109	39,635	7,956		71,700	1.43%
Surveys	8,400	76	4,419	7,265	1,458		13,142	0.26%
Environmental Coordination	3,832	1122	60,304	99,141	19,900		179,345	3.59%
Phase 1 Roadway		1100	63,797	104,882	21,053		189,732	3.79%
Public Involvement	862	240	14,720	24,200	4,858		43,778	0.88%
Hydraulic Reports		908	55,281	90,882	18,243		164,406	3.29%
Utility Coordination		160	10,260	16,868	3,386		30,514	0.61%
Geotechnical	84	48	3,477	5,716	1,147		10,340	0.21%
Structures		438	24,851	40,855	8,201		73,907	1.48%
Update Project Report	40	182	11,055	18,174	3,648		32,877	0.66%
Value Engineering	994	180	14,856	24,424	4,903		44,183	0.88%
Tree Clearing	100,084	40	2,957	4,862	976		8,795	0.18%
Phase I Meetings	672	273	17,622	28,970	5,815		52,407	1.05%
Phase II			-	-	-		-	0.00%
Roadway Design		1120	66,883	109,955	22,071		198,909	3.98%
TMP - 2 sections	112	580	29,729	48,875	9,811		88,415	1.77%
Drainage		558	32,097	52,768	10,592		95,457	1.91%
Structures		863	51,931	85,375	17,137		154,443	3.09%
Environmental Updates - 2 sections	1,620	298	15,673	25,766	5,172		46,611	0.93%
Lighting		240	14,538	23,901	4,798		43,237	0.86%
PS&E - 2 sets		6894	373,515	614,059	123,260		1,110,834	22.22%
Project Deliverables/Submittals	80	516	28,053	46,120	9,258		83,431	1.67%
Phase 2 Meetings	952	340	22,165	36,439	7,314		65,918	1.32%
QC/QA		846	72,756	119,611	24,009		216,376	4.33%
Project Administration		681	55,001	90,422	18,150		163,573	3.27%
Maurer-Stutz			-	-	-	596,652	596,652	11.93%
Millennia			-	-	-	912,623	912,623	18.25%
TERRA			-	-	-	81,937	81,937	1.64%
Subconsultant DL							\$44,267.80	0.89%
Direct Costs Total ==>	\$119,414.10						\$119,414.10	2.39%
TOTALS		18468	1,091,157	1,793,867	360,082	1,591,212	5,000,000	100.00%

2,885,024

BLR 05514 (Rev. 02/09/23)

Local Public Agency

City of Pekin

County

Tazewell

Section Number

24-00202-00-EG

Consultant / Subconsultant Name

Hanson Professional Services Inc.

Job Number

P-94-009-24

AVERAGE HOURLY PROJECT RATES

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

SHEET 1 OF 5

PAYROLL CLASSIFICATION	AVG HOURLY RATES	TOTAL PROJ. RATES			Phase I Doc Review/Data Collection			Traffic Analysis			Surveys			Environmental Coordination			Phase 1 Roadway		
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
Principal	86.00	223.0	1.21%	1.04				4	0.89%	0.77									
E/A/S VIII	86.00	2,985.0	16.16%	13.90	97	30.60%	26.32				20	26.32%	22.63	16	1.43%	1.23	240	21.82%	18.76
E/A/S VII	81.86	1,642.0	8.89%	7.28	34	10.73%	8.78	24	5.36%	4.39				112	9.98%	8.17			
E/A/S VI	70.13	281.0	1.52%	1.07	48	15.14%	10.62				8	10.53%	7.38	72	6.42%	4.50			
E/A/S V	58.44	664.0	3.60%	2.10				148	33.04%	19.31				128	11.41%	6.67	60	5.45%	3.19
E/A/S IV	49.47	6,476.0	35.07%	17.35	118	37.22%	18.41	216	48.21%	23.85				530	47.24%	23.37	740	67.27%	33.28
E/A/S III	42.65	1,470.0	7.96%	3.39										224	19.96%	8.51			
E/A/S II	38.99	196.0	1.06%	0.41	20	6.31%	2.46	32	7.14%	2.79									
E/A/S I	37.26	0.0																	
M/D	56.57	1,544.0	8.36%	4.73							8	10.53%	5.96						
Tech VIII	52.49	0.0																	
Tech VII	50.74	2,550.0	13.81%	7.01				24	5.36%	2.72	16	21.05%	10.68				60	5.45%	2.77
Tech VI	45.97	32.0	0.17%	0.08															
Tech V	41.47	0.0																	
Tech IV	36.39	24.0	0.13%	0.05							24	31.58%	11.49						
Tech III	30.53	172.0	0.93%	0.28															
Tech II	27.62	0.0																	
Tech I	22.60	0.0																	
Aide	22.59	0.0																	
Admin VII	67.66	0.0																	
Admin VI	45.48	0.0																	
Admin V	36.49	141.0	0.76%	0.28										40	3.57%	1.30			
Admin IV	32.11	68.0	0.37%	0.12															
Admin III	25.34	0.0																	
Admin II	22.49	0.0																	
Admin I	18.48	0.0																	
		0.0																	
TOTALS		18468.0	100%	\$59.08	317.0	100.00%	\$66.59	448.0	100%	\$53.81	76.0	100%	\$58.14	1122.0	100%	\$53.75	1100.0	100%	\$58.00

Local Public Agency

City of Pekin

County

Tazewell

Section Number

24-00202-00-EG

Consultant / Subconsultant Name

Hanson Professional Services Inc.

Job Number

P-94-009-24

AVERAGE HOURLY PROJECT RATES

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

SHEET 2 OF 5

PAYROLL CLASSIFICATION	AVG HOURLY RATES	Public Involvement			Hydraulic Reports			Utility Coordination			Geotechnical			Structures			Update Project Report		
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
Principal	86.00							8	5.00%	4.30							16	8.79%	7.56
E/A/S VIII	86.00	48	20.00%	17.20				48	30.00%	25.80	16	33.33%	28.67				18	9.89%	8.51
E/A/S VII	81.86	16	6.67%	5.46	320	35.24%	28.85	8	5.00%	4.09	16	33.33%	27.29	36	8.22%	6.73	32	17.58%	14.39
E/A/S VI	70.13	40	16.67%	11.69															
E/A/S V	58.44																		
E/A/S IV	49.47	64	26.67%	13.19	588	64.76%	32.03	64	40.00%	19.79	16	33.33%	16.49	118	26.94%	13.33	60	32.97%	16.31
E/A/S III	42.65																		
E/A/S II	38.99																		
E/A/S I	37.26																		
M/D	56.57													284	64.84%	36.68			
Tech VIII	52.49																		
Tech VII	50.74	48	20.00%	10.15				32	20.00%	10.15							40	21.98%	11.15
Tech VI	45.97																		
Tech V	41.47																		
Tech IV	36.39																		
Tech III	30.53																		
Tech II	27.62																		
Tech I	22.60																		
Aide	22.59																		
Admin VII	67.66																		
Admin VI	45.48																		
Admin V	36.49	24	10.00%	3.65															
Admin IV	32.11																16	8.79%	2.82
Admin III	25.34																		
Admin II	22.49																		
Admin I	18.48																		
TOTALS		240.0	100%	\$61.33	908.0	100%	\$60.88	160.0	100%	\$64.13	48.0	100%	\$72.44	438.0	100%	\$56.74	182.0	100%	\$60.74

Local Public Agency

City of Pekin

County

Tazewell

Section Number

24-00202-00-EG

Consultant / Subconsultant Name

Hanson Professional Services Inc.

Job Number

AVERAGE HOURLY PROJECT RATES

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

SHEET 3 OF 5

PAYROLL CLASSIFICATION	AVG HOURLY RATES	Value Engineering			Tree Clearing			Phase I Meetings			Phase II			Roadway Design			TMP - 2 sections		
		Hours	% Part.	Wgt'd Avg	Hours	% Part.	Wgt'd Avg	Hours	% Part.	Wgt'd Avg	Hours	% Part.	Wgt'd Avg	Hours	% Part.	Wgt'd Avg	Hours	% Part.	Wgt'd Avg
Principal	86.00	4	2.22%	1.91				54	19.78%	17.01									
E/A/S VIII	86.00	88	48.89%	42.04	20	50.00%	43.00	54	19.78%	17.01				2	0.18%	0.15	8	1.38%	1.19
E/A/S VII	81.86	80	44.44%	36.38				11	4.03%	3.30				290	25.89%	21.20	52	8.97%	7.34
E/A/S VI	70.13				12	30.00%	21.04	7	2.56%	1.80									
E/A/S V	58.44													32	2.86%	1.67	76	13.10%	7.66
E/A/S IV	49.47	8	4.44%	2.20	8	20.00%	9.89	102	37.36%	18.48				540	48.21%	23.85	268	46.21%	22.86
E/A/S III	42.65																		
E/A/S II	38.99																144	24.83%	9.68
E/A/S I	37.26																		
M/D	56.57													240	21.43%	12.12			
Tech VIII	52.49																		
Tech VII	50.74							24	8.79%	4.46				16	1.43%	0.72			
Tech VI	45.97																32	5.52%	2.54
Tech V	41.47																		
Tech IV	36.39																		
Tech III	30.53																		
Tech II	27.62																		
Tech I	22.60																		
Aide	22.59																		
Admin VII	67.66																		
Admin VI	45.48																		
Admin V	36.49							1	0.37%	0.13									
Admin IV	32.11							20	7.33%	2.35									
Admin III	25.34																		
Admin II	22.49																		
Admin I	18.48																		
TOTALS		180.0	100%	\$82.53	40.0	100%	\$73.93	273.0	100%	\$64.55	0.0	0%	\$0.00	1120.0	100%	\$59.72	580.0	100%	\$51.26

Local Public Agency

City of Pekin

Consultant / Subconsultant Name

Hanson Professional Services Inc.

County

Tazewell

Section Number

24-00202-00-EG

Job Number

AVERAGE HOURLY PROJECT RATES

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

SHEET 4 OF 5

PAYROLL CLASSIFICATION	AVG HOURLY RATES	Drainage			Structures			Environmental Updates - 2 sections			Lighting			PS&E - 2 sets			Project Deliverables/Submittals		
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
Principal	86.00													8	0.12%	0.10			
E/A/S VIII	86.00	62	11.11%	9.56	4	0.46%	0.40	4	1.34%	1.15	32	13.33%	11.47	696	10.10%	8.68	60	11.63%	10.00
E/A/S VII	81.86	60	10.75%	8.80	265	30.71%	25.14	38	12.75%	10.44				220	3.19%	2.61			
E/A/S VI	70.13	16	2.87%	2.01										68	0.99%	0.69			
E/A/S V	58.44							20	6.71%	3.92	160	66.67%	38.96	40	0.58%	0.34			
E/A/S IV	49.47	404	72.40%	35.82	522	60.49%	29.92	148	49.66%	24.57				1654	23.99%	11.87	192	37.21%	18.41
E/A/S III	42.65	8	1.43%	0.61				84	28.19%	12.02				1154	16.74%	7.14			
E/A/S II	38.99																		
E/A/S I	37.26																		
M/D	56.57				72	8.34%	4.72							940	13.64%	7.71			
Tech VIII	52.49																		
Tech VII	50.74	8	1.43%	0.73							48	20.00%	10.15	1934	28.05%	14.23	264	51.16%	25.96
Tech VI	45.97																		
Tech V	41.47																		
Tech IV	36.39																		
Tech III	30.53													172	2.49%	0.76			
Tech II	27.62																		
Tech I	22.60																		
Aide	22.59																		
Admin VII	67.66																		
Admin VI	45.48																		
Admin V	36.49							4	1.34%	0.49									
Admin IV	32.11													8	0.12%	0.04			
Admin III	25.34																		
Admin II	22.49																		
Admin I	18.48																		
TOTALS		558.0	100%	\$57.52	863.0	100%	\$60.18	298.0	100%	\$52.59	240.0	100%	\$60.58	6894.0	100%	\$54.18	516.0	100%	\$54.37

Local Public Agency

City of Pekin

Consultant / Subconsultant Name

Hanson Professional Services Inc.

County

Tazewell

Section Number

24-00202-00-EG

Job Number

AVERAGE HOURLY PROJECT RATES

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

SHEET 5 OF 5

PAYROLL CLASSIFICATION	AVG HOURLY RATES	Phase 2 Meetings			QC/QA			Project Administration			Maurer-Stutz			Millennia			TERRA		
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
Principal	86.00	44	12.94%	11.13	85	10.05%	8.64												
E/A/S VIII	86.00	82	24.12%	20.74	761	89.95%	77.36	609	89.43%	76.91									
E/A/S VII	81.86	28	8.24%	6.74															
E/A/S VI	70.13	10	2.94%	2.06															
E/A/S V	58.44																		
E/A/S IV	49.47	116	34.12%	16.88															
E/A/S III	42.65																		
E/A/S II	38.99																		
E/A/S I	37.26																		
M/D	56.57																		
Tech VIII	52.49																		
Tech VII	50.74	36	10.59%	5.37															
Tech VI	45.97																		
Tech V	41.47																		
Tech IV	36.39																		
Tech III	30.53																		
Tech II	27.62																		
Tech I	22.60																		
Aide	22.59																		
Admin VII	67.66																		
Admin VI	45.48																		
Admin V	36.49							72	10.57%	3.86									
Admin IV	32.11	24	7.06%	2.27															
Admin III	25.34																		
Admin II	22.49																		
Admin I	18.48																		
TOTALS		340.0	100%	\$65.19	846.0	100%	\$86.00	681.0	100%	\$80.77	0.0	0%	\$0.00	0.0	0%	\$0.00	0.0	0%	\$0.00

Maurer-Stutz

Local Public Agency City of Pekin	County Tazewell	Section Number 24-00202-00-EG
Prime Consultant (Firm) Name Hanson Professional Services	Prepared By Jeff Spiller	Date 1/2/2025
Consultant / Subconsultant Name Maurer-Stutz, Inc.	Job Number P-94-009-24	

Note: This is name of the consultant the CECS is being completed for. This name appears at the top of each tab.

Remarks

PAYROLL ESCALATION TABLE

CONTRACT TERM	36	MONTHS	OVERHEAD RATE	152.04%
START DATE	5/1/2025		COMPLEXITY FACTOR	0
RAISE DATE	7/1/2025		% OF RAISE	2.00%
END DATE	4/30/2028			

ESCALATION PER YEAR

Year	First Date	Last Date	Months	% of Contract
0	5/1/2025	7/1/2025	2	5.56%
1	7/2/2025	7/1/2026	12	34.00%
2	7/2/2026	7/1/2027	12	34.68%
3	7/2/2027	5/1/2028	10	29.48%

The total escalation = 3.71%

Local Public Agency	County	Section Number
City of Pekin	Tazewell	24-00202-00-EG
Consultant / Subconsultant Name	Job Number	
Maurer-Stutz, Inc.	P-94-009-24	

PAYROLL RATES

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET FIXED RAISE

MAXIMUM PAYROLL RATE	86.00
ESCALATION FACTOR	3.71%

CLASSIFICATION	IDOT PAYROLL RATES ON FILE	CALCULATED RATE
Professional Engineer VIII	\$72.00	\$74.67
Professional Engineer VII	\$62.83	\$65.16
Professional Engineer VI	\$54.00	\$56.01
Professional Engineer V	\$48.25	\$50.04
Professional Engineer IV	\$44.25	\$45.89
Engineer V	\$39.50	\$40.97
Engineer III	\$36.75	\$38.11
Engineer II	\$34.88	\$36.18
Engineer I	\$33.75	\$35.00
Professional Land Surveyor VII	\$57.00	\$59.12
Professional Land Surveyor V	\$47.00	\$48.75
Structural Engineer VI	\$62.00	\$64.30
Design Technologist VII	\$47.00	\$48.75
Design Technologist VI	\$40.50	\$42.00
Design Technologist V	\$37.33	\$38.72
Design Technologist III	\$30.50	\$31.63
Technician V	\$36.50	\$37.86
Technician III	\$26.50	\$27.48
Technician II	\$22.50	\$23.34
Technician I	\$21.00	\$21.78
Geospatial Group Manager VII	\$55.00	\$57.04
Geospatial Engineer VI	\$45.00	\$46.67
Geospatial Specialist II	\$32.00	\$33.19
Geospatial Specialist I	\$28.00	\$29.04
Clerical	\$28.25	\$29.30
Project Administrator V	\$32.38	\$33.58

Local Public Agency	County	Section Number
City of Pekin	Tazewell	24-00202-00-EG
Consultant / Subconsultant Name		Job Number
Maurer-Stutz, Inc.		P-94-009-24

SUBCONSULTANTS

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

[illegible]

NOTE: Only subconsultants who fill out a cost estimate that splits out direct labor may be listed on this sheet.

Local Public Agency

City of Pekin

County

Tazewell

Section Number

24-00202-00-EG

Consultant / Subconsultant Name

Maurer-Stutz, Inc.

Job Number

P-94-009-24

DIRECT COSTS WORKSHEET

List ALL direct costs required for this project. Those not listed on the form will not be eligible for reimbursement by the LPA on this project.

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

ITEM	ALLOWABLE	QUANTITY	CONTRACT RATE	TOTAL
Lodging (per GOVERNOR'S TRAVEL CONTROL BOARD)	Actual Cost (Up to state rate maximum)			\$0.00
Lodging Taxes and Fees (per GOVERNOR'S TRAVEL CONTROL BOARD)	Actual Cost			\$0.00
Air Fare	Coach rate, actual cost, requires minimum two weeks' notice, with prior IDOT approval			\$0.00
Vehicle Mileage (per GOVERNOR'S TRAVEL CONTROL BOARD)	Up to state rate maximum			\$0.00
Vehicle Owned or Leased	\$32.50/half day (4 hours or less) or \$65/full day	4	\$65.00	\$260.00
Vehicle Rental	Actual Cost (Up to \$55/day)			\$0.00
Tolls	Actual Cost			\$0.00
Parking	Actual Cost			\$0.00
Overtime	Premium portion (Submit supporting documentation)			\$0.00
Shift Differential	Actual Cost (Based on firm's policy)			\$0.00
Overnight Delivery/Postage/Courier Service	Actual Cost (Submit supporting documentation)			\$0.00
Copies of Deliverables/Mylars (In-house)	Actual Cost (Submit supporting documentation)			\$0.00
Copies of Deliverables/Mylars (Outside)	Actual Cost (Submit supporting documentation)			\$0.00
Project Specific Insurance	Actual Cost			\$0.00
Monuments (Permanent)	Actual Cost			\$0.00
Photo Processing	Actual Cost			\$0.00
2-Way Radio (Survey or Phase III Only)	Actual Cost			\$0.00
Telephone Usage (Traffic System Monitoring Only)	Actual Cost			\$0.00
CADD	Actual Cost (Max \$15/hour)	1939	\$9.15	\$17,741.85
Web Site	Actual Cost (Submit supporting documentation)			\$0.00
Advertisements	Actual Cost (Submit supporting documentation)			\$0.00
Public Meeting Facility Rental	Actual Cost (Submit supporting documentation)			\$0.00
Public Meeting Exhibits/Renderings & Equipment	Actual Cost (Submit supporting documentation)			\$0.00
Recording Fees	Actual Cost			\$0.00
Transcriptions (specific to project)	Actual Cost			\$0.00
Courthouse Fees	Actual Cost			\$0.00
Storm Sewer Cleaning and Televising	Actual Cost (Requires 2-3 quotes with IDOT approval)			\$0.00
Traffic Control and Protection	Actual Cost (Requires 2-3 quotes with IDOT approval)			\$0.00
Aerial Photography and Mapping	Actual Cost (Requires 2-3 quotes with IDOT approval)			\$0.00
Utility Exploratory Trenching	Actual Cost (Requires 2-3 quotes with IDOT approval)			\$0.00
Testing of Soil Samples	Actual Cost			\$0.00
Lab Services	Actual Cost (Provide breakdown of each cost)			\$0.00
Equipment and/or Specialized Equipment Rental	Actual Cost (Requires 2-3 quotes with IDOT approval)			\$0.00
				\$0.00
				\$0.00
				\$0.00
				\$0.00
TOTAL DIRECT COSTS:				\$18,001.85

BLR 05514 (Rev. 02/09/23)

DIRECT COSTS

Local Public Agency

City of Pekin

County

Tazewell

Section Number

24-00202-00-EG

Consultant / Subconsultant Name

Maurer-Stutz, Inc.

Job Number

P-94-009-24

COST ESTIMATE WORKSHEET

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

OVERHEAD RATE 152.04%

COMPLEXITY FACTOR 0

TASK	DIRECT COSTS (not included in row totals)	STAFF HOURS	PAYROLL	OVERHEAD & FRINGE BENEFITS	FIXED FEE	SERVICES BY OTHERS	TOTAL	% OF GRAND TOTAL
Phase I			-	-	-		-	0.00%
Document Review		20	1,204	1,831	397		3,432	0.58%
Supplemental Survey Coord.		16	925	1,407	305		2,637	0.44%
Preliminary Roadway Design	750	148	7,028	10,685	2,319		20,032	3.36%
Public Involvement	193	20	979	1,489	323		2,791	0.47%
Hydraulic Reports and Design	1,098	580	29,794	45,298	9,832		84,924	14.23%
Utility Conflict Coord.	37	8	429	652	141		1,222	0.20%
Preliminary Structure Design	1,318	204	12,205	18,556	4,028		34,789	5.83%
Meetings		40	2,596	3,947	857		7,400	1.24%
Phase II			-	-	-		-	0.00%
Roadway Design	842	158	7,069	10,748	2,333		20,150	3.38%
Const. Staging/MOT	37	20	1,041	1,583	344		2,968	0.50%
Drainage Design	439	190	8,653	13,155	2,855		24,663	4.13%
Structure Design	1,830	440	26,582	40,415	8,772		75,769	12.70%
Plans, Specifications, Estimates	10,559	1506	73,249	111,368	24,172		208,789	34.99%
Roadway Quantity Calculations	595	150	6,725	10,225	2,219		19,169	3.21%
Environmental Coord.		8	521	793	172		1,486	0.25%
Meetings	305	62	3,207	4,876	1,058		9,141	1.53%
Submittals		24	1,368	2,080	451		3,899	0.65%
Admin/Management		144	8,739	13,287	2,884		24,910	4.17%
QC/QA		180	10,693	16,257	3,529		30,479	5.11%
			-	-	-		-	
			-	-	-		-	
			-	-	-		-	
			-	-	-		-	
			-	-	-		-	
			-	-	-		-	
			-	-	-		-	
			-	-	-		-	
			-	-	-		-	
			-	-	-		-	
Subconsultant DL							\$0.00	
Direct Costs Total ==>	\$18,001.85						\$18,001.85	3.02%
TOTALS		3918	203,007	308,652	66,991	-	596,652	100.00%

511,659

BLR 05514 (Rev. 02/09/23)

Local Public Agency
City of Pekin

Consultant / Subconsultant Name
Maurer-Stutz, Inc.

County
Tazewell

Section Number
24-00202-00-EG

Job Number
P-94-009-24

AVERAGE HOURLY PROJECT RATES
EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

SHEET 1 **OF** 4

PAYROLL CLASSIFICATION	AVG HOURLY RATES	TOTAL PROJ. RATES			Phase I			Document Review			Supplemental Survey Coord.			Preliminary Roadway Design			Public Involvement		
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
Professional Engineer VIII	74.67	0.0																	
Professional Engineer VII	65.16	624.0	15.93%	10.38				12	60.00%	39.10	8	50.00%	32.58	30	20.27%	13.21	6	30.00%	19.55
Professional Engineer VI	56.01	0.0																	
Professional Engineer V	50.04	530.0	13.53%	6.77															
Professional Engineer IV	45.89	913.0	23.30%	10.69				5	25.00%	11.47	6	37.50%	17.21	60	40.54%	18.61			
Engineer V	40.97	0.0																	
Engineer III	38.11	434.0	11.08%	4.22										30	20.27%	7.73			
Engineer II	36.18	0.0																	
Engineer I	35.00	0.0																	
Professional Land Surveyor	59.12	0.0																	
Professional Land Surveyor	48.75	0.0																	
Structural Engineer VI	64.30	801.0	20.44%	13.15				3	15.00%	9.65	2	12.50%	8.04						
Design Technologist VII	48.75	0.0																	
Design Technologist VI	42.00	616.0	15.72%	6.60										28	18.92%	7.95	14	70.00%	29.40
Design Technologist V	38.72	0.0																	
Design Technologist III	31.63	0.0																	
Technician V	37.86	0.0																	
Technician III	27.48	0.0																	
Technician II	23.34	0.0																	
Technician I	21.78	0.0																	
Geospatial Group Manager	57.04	0.0																	
Geospatial Engineer VI	46.67	0.0																	
Geospatial Specialist II	33.19	0.0																	
Geospatial Specialist I	29.04	0.0																	
Clerical	29.30	0.0																	
Project Administrator V	33.58	0.0																	
		0.0																	
TOTALS		3918.0	100%	\$51.81	0.0	0.00%	\$0.00	20.0	100%	\$60.22	16.0	100%	\$57.83	148.0	100%	\$47.49	20.0	100%	\$48.95

Local Public Agency

City of Pekin

Consultant / Subconsultant Name

Maurer-Stutz, Inc.

County

Tazewell

Section Number

24-00202-00-EG

Job Number

P-94-009-24

AVERAGE HOURLY PROJECT RATES

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

SHEET 2 OF 4

PAYROLL CLASSIFICATION	AVG HOURLY RATES	Hydraulic Reports and Design			Utility Conflict Coord.			Preliminary Structure Design			Meetings			Phase II			Roadway Design		
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
Professional Engineer VIII	74.67																		
Professional Engineer VII	65.16	168	28.97%	18.87	4	50.00%	32.58				28	70.00%	45.61				18	11.39%	7.42
Professional Engineer VI	56.01																		
Professional Engineer V	50.04	6	1.03%	0.52				64	31.37%	15.70									
Professional Engineer IV	45.89	326	56.21%	25.80													38	24.05%	11.04
Engineer V	40.97																		
Engineer III	38.11	34	5.86%	2.23													34	21.52%	8.20
Engineer II	36.18																		
Engineer I	35.00																		
Professional Land Surveyor V	59.12																		
Professional Land Surveyor V	48.75																		
Structural Engineer VI	64.30	16	2.76%	1.77				140	68.63%	44.13	12	30.00%	19.29						
Design Technologist VII	48.75																		
Design Technologist VI	42.00	30	5.17%	2.17	4	50.00%	21.00										68	43.04%	18.08
Design Technologist V	38.72																		
Design Technologist III	31.63																		
Technician V	37.86																		
Technician III	27.48																		
Technician II	23.34																		
Technician I	21.78																		
Geospatial Group Manager V	57.04																		
Geospatial Engineer VI	46.67																		
Geospatial Specialist II	33.19																		
Geospatial Specialist I	29.04																		
Clerical	29.30																		
Project Administrator V	33.58																		
TOTALS		580.0	100%	\$51.37	8.0	100%	\$53.58	204.0	100%	\$59.83	40.0	100%	\$64.90	0.0	0%	\$0.00	158.0	100%	\$44.74

Local Public Agency

City of Pekin

Consultant / Subconsultant Name

Maurer-Stutz, Inc.

County

Tazewell

Section Number

24-00202-00-EG

Job Number

AVERAGE HOURLY PROJECT RATES

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

SHEET 3 OF 4

PAYROLL CLASSIFICATION	AVG HOURLY RATES	Const. Staging/MOT			Drainage Design			Structure Design			Plans, Specifications, Estimates			Roadway Quantity Calculations			Environmental Coord.		
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
Professional Engineer VIII	74.67																		
Professional Engineer VII	65.16	8	40.00%	26.07	28	14.74%	9.60				88	5.84%	3.81	20	13.33%	8.69	8	100.00%	65.16
Professional Engineer VI	56.01																		
Professional Engineer V	50.04							120	27.27%	13.65	340	22.58%	11.30						
Professional Engineer IV	45.89	8	40.00%	18.36	72	37.89%	17.39				262	17.40%	7.98	30	20.00%	9.18			
Engineer V	40.97																		
Engineer III	38.11	4	20.00%	7.62	66	34.74%	13.24				204	13.55%	5.16	40	26.67%	10.16			
Engineer II	36.18																		
Engineer I	35.00																		
Professional Land Surveyor V	59.12																		
Professional Land Surveyor V	48.75																		
Structural Engineer VI	64.30							320	72.73%	46.77	224	14.87%	9.56						
Design Technologist VII	48.75																		
Design Technologist VI	42.00				24	12.63%	5.31				388	25.76%	10.82	60	40.00%	16.80			
Design Technologist V	38.72																		
Design Technologist III	31.63																		
Technician V	37.86																		
Technician III	27.48																		
Technician II	23.34																		
Technician I	21.78																		
Geospatial Group Manager V	57.04																		
Geospatial Engineer VI	46.67																		
Geospatial Specialist II	33.19																		
Geospatial Specialist I	29.04																		
Clerical	29.30																		
Project Administrator V	33.58																		
TOTALS		20.0	100%	\$52.05	190.0	100%	\$45.54	440.0	100%	\$60.41	1506.0	100%	\$48.64	150.0	100%	\$44.83	8.0	100%	\$65.16

Local Public Agency

City of Pekin

Consultant / Subconsultant Name

Maurer-Stutz, Inc.

County

Tazewell

Section Number

24-00202-00-EG

Job Number

AVERAGE HOURLY PROJECT RATES

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

SHEET 4 OF 4

PAYROLL CLASSIFICATION	AVG HOURLY RATES	Meetings			Submittals			Admin/Management			QC/QA								
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
Professional Engineer VIII	74.67																		
Professional Engineer VII	65.16	20	32.26%	21.02	10	41.67%	27.15	80	55.56%	36.20	88	48.89%	31.86						
Professional Engineer VI	56.01																		
Professional Engineer V	50.04																		
Professional Engineer IV	45.89	12	19.35%	8.88	10	41.67%	19.12	32	22.22%	10.20	52	28.89%	13.26						
Engineer V	40.97																		
Engineer III	38.11	22	35.48%	13.52															
Engineer II	36.18																		
Engineer I	35.00																		
Professional Land Surveyor	59.12																		
Professional Land Surveyor	48.75																		
Structural Engineer VI	64.30	8	12.90%	8.30	4	16.67%	10.72	32	22.22%	14.29	40	22.22%	14.29						
Design Technologist VII	48.75																		
Design Technologist VI	42.00																		
Design Technologist V	38.72																		
Design Technologist III	31.63																		
Technician V	37.86																		
Technician III	27.48																		
Technician II	23.34																		
Technician I	21.78																		
Geospatial Group Manager	57.04																		
Geospatial Engineer VI	46.67																		
Geospatial Specialist II	33.19																		
Geospatial Specialist I	29.04																		
Clerical	29.30																		
Project Administrator V	33.58																		
TOTALS		62.0	100%	\$51.72	24.0	100%	\$56.99	144.0	100%	\$60.69	180.0	100%	\$59.41	0.0	0%	\$0.00	0.0	0%	\$0.00

Millennia Professional Services

Local Public Agency City of Pekin	County Tazewell	Section Number 24-00202-00-EG
Prime Consultant (Firm) Name Hanson Professional Services	Prepared By Joe Olson	Date 1/10/2025
Consultant / Subconsultant Name Millennia Professional Services	Job Number P-94-009-24	

Note: This is name of the consultant the CECS is being completed for. This name appears at the top of each tab.

Remarks

Project RPZM(908)

PAYROLL ESCALATION TABLE

CONTRACT TERM	36	MONTHS			OVERHEAD RATE	129.75%
START DATE	5/1/2025				COMPLEXITY FACTOR	
RAISE DATE	1/14/2026				% OF RAISE	2.00%
END DATE	4/30/2028					

ESCALATION PER YEAR

Year	First Date	Last Date	Months	% of Contract
0	5/1/2025	1/14/2026	9	25.00%
1	1/15/2026	1/14/2027	12	34.00%
2	1/15/2027	1/14/2028	12	34.68%
3	1/15/2028	4/14/2028	3	8.84%

The total escalation = 2.52%

Local Public Agency**County****Section Number**

City of Pekin

Tazewell

24-00202-00-EG

Consultant / Subconsultant Name**Job Number**

Millennia Professional Services

P-94-009-24

PAYROLL RATES

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET FIXED RAISE

MAXIMUM PAYROLL RATE	86.00
ESCALATION FACTOR	2.52%

CLASSIFICATION	IDOT PAYROLL RATES ON FILE	CALCULATED RATE
Senior Project Manager	\$81.11	\$83.16
Senior Project Engineer	\$86.00	\$86.00
Project Manager	\$55.31	\$56.71
Project Engineer	\$51.50	\$52.80
Engineer III	\$38.50	\$39.47
Engineer II	\$35.77	\$36.67
Engineer I	\$28.50	\$29.22
Geologist II	\$37.00	\$37.93
Technician VI	\$60.60	\$62.13
Technician V	\$48.01	\$49.22
Technician IV	\$42.63	\$43.71
Technician III	\$36.50	\$37.42
Technician II	\$27.92	\$28.62
Technician I	\$21.90	\$22.45
Intern	\$20.67	\$21.19
Union Technician - Level F	\$49.69	\$50.94
Union Technician - Level E	\$50.33	\$51.60
Union Technician - Level D	\$45.57	\$46.72
Union Technician - Level C	\$43.07	\$44.16
Union Technician - Level B	\$41.10	\$42.14
Administrator II	\$35.88	\$36.79
Administrator I	\$25.25	\$25.89

Local Public Agency	County	Section Number
City of Pekin	Tazewell	24-00202-00-EG
Consultant / Subconsultant Name		Job Number
Millennia Professional Services		P-94-009-24

SUBCONSULTANTS

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

[illegible]

NOTE: Only subconsultants who fill out a cost estimate that splits out direct labor may be listed on this sheet.

Local Public Agency

City of Pekin

County

Tazewell

Section Number

24-00202-00-EG

Consultant / Subconsultant Name

Millennia Professional Services

Job Number

P-94-009-24

DIRECT COSTS WORKSHEET

List ALL direct costs required for this project. Those not listed on the form will not be eligible for reimbursement by the LPA on this project.

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

ITEM	ALLOWABLE	QUANTITY	CONTRACT RATE	TOTAL
Lodging (per GOVERNOR'S TRAVEL CONTROL BOARD)	Actual Cost (Up to state rate maximum)	52	\$107.00	\$5,564.00
Lodging Taxes and Fees (per GOVERNOR'S TRAVEL CONTROL BOARD)	Actual Cost	52	\$10.70	\$556.40
Air Fare	Coach rate, actual cost, requires minimum two weeks' notice, with prior IDOT approval			\$0.00
Vehicle Mileage (per GOVERNOR'S TRAVEL CONTROL BOARD)	Up to state rate maximum	4650	\$0.70	\$3,255.00
Vehicle Owned or Leased	\$32.50/half day (4 hours or less) or \$65/full day	106	\$65.00	\$6,890.00
Vehicle Rental	Actual Cost (Up to \$55/day)			\$0.00
Tolls	Actual Cost			\$0.00
Parking	Actual Cost			\$0.00
Overtime	Premium portion (Submit supporting documentation)			\$0.00
Shift Differential	Actual Cost (Based on firm's policy)			\$0.00
Overnight Delivery/Postage/Courier Service	Actual Cost (Submit supporting documentation)			\$0.00
Copies of Deliverables/Mylars (In-house)	Actual Cost (Submit supporting documentation)			\$0.00
Copies of Deliverables/Mylars (Outside)	Actual Cost (Submit supporting documentation)			\$0.00
Project Specific Insurance	Actual Cost			\$0.00
Monuments (Permanent)	Actual Cost			\$0.00
Photo Processing	Actual Cost			\$0.00
2-Way Radio (Survey or Phase III Only)	Actual Cost			\$0.00
Telephone Usage (Traffic System Monitoring Only)	Actual Cost			\$0.00
CADD	Actual Cost (Max \$15/hour)			\$0.00
Web Site	Actual Cost (Submit supporting documentation)			\$0.00
Advertisements	Actual Cost (Submit supporting documentation)			\$0.00
Public Meeting Facility Rental	Actual Cost (Submit supporting documentation)			\$0.00
Public Meeting Exhibits/Renderings & Equipment	Actual Cost (Submit supporting documentation)			\$0.00
Recording Fees	Actual Cost			\$0.00
Transcriptions (specific to project)	Actual Cost			\$0.00
Courthouse Fees	Actual Cost			\$0.00
Storm Sewer Cleaning and Televising	Actual Cost (Requires 2-3 quotes with IDOT approval)			\$0.00
Traffic Control and Protection	Actual Cost (Requires 2-3 quotes with IDOT approval)	12	\$2,950.00	\$35,400.00
Aerial Photography and Mapping	Actual Cost (Requires 2-3 quotes with IDOT approval)			\$0.00
Utility Exploratory Trenching	Actual Cost (Requires 2-3 quotes with IDOT approval)			\$0.00
Testing of Soil Samples	Actual Cost	1	\$16,422.00	\$16,422.00
Lab Services	Actual Cost (Provide breakdown of each cost)			\$0.00
Equipment and/or Specialized Equipment Rental	Actual Cost (Requires 2-3 quotes with IDOT approval)			\$0.00
Per Diem	Actual Cost (Up to state rate maximum)	52	\$54.00	\$2,808.00
Subsurface Exploration	Actual Cost	1	\$280,400.00	\$280,400.00
Permit Fees	Actual Cost	1	\$2,500.00	\$2,500.00
				\$0.00
TOTAL DIRECT COSTS:				\$353,795.40

DLR 05514 (Rev. 02/09/23)

City of Pekin

Tazewell

24-00202-00-EG

Millennia Professional Services

P-94-009-24

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

COMPLEXITY FACTOR 0

488,642

Local Public Agency

City of Pekin

Consultant / Subconsultant Name

Millennia Professional Services

County

Tazewell

Section Number

24-00202-00-EG

Job Number

P-94-009-24

AVERAGE HOURLY PROJECT RATES

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

SHEET 1 OF 2

PAYROLL CLASSIFICATION	AVG HOURLY RATES	TOTAL PROJ. RATES			Data Evaluation			Subsurface Exploration			Lab Testing			Engineering Analysis			Report Preparation		
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
Senior Project Manager	83.16	292.0	6.50%	5.40	2	8.33%	6.93	32	3.83%	3.18	24	5.45%	4.54	32	9.52%	7.92	152	20.65%	17.17
Senior Project Engineer	86.00	20.0	0.45%	0.38															
Project Manager	56.71	722.0	16.07%	9.11	6	25.00%	14.18	112	13.40%	7.60	40	9.09%	5.16	84	25.00%	14.18	296	40.22%	22.81
Project Engineer	52.80	0.0																	
Engineer III	39.47	604.0	13.44%	5.31	16	66.67%	26.31	312	37.32%	14.73	72	16.36%	6.46	100	29.76%	11.75	104	14.13%	5.58
Engineer II	36.67	300.0	6.68%	2.45				100	11.96%	4.39	200	45.45%	16.67						
Engineer I	29.22	0.0																	
Geologist II	37.93	688.0	15.31%	5.81				280	33.49%	12.71	104	23.64%	8.97	120	35.71%	13.55	184	25.00%	9.48
Technician VI	62.13	140.0	3.12%	1.94															
Technician V	49.22	973.0	21.65%	10.66															
Technician IV	43.71	0.0																	
Technician III	37.42	685.0	15.24%	5.70															
Technician II	28.62	0.0																	
Technician I	22.45	0.0																	
Intern	21.19	0.0																	
Union Technician - Level F	50.94	0.0																	
Union Technician - Level E	51.60	0.0																	
Union Technician - Level D	46.72	0.0																	
Union Technician - Level C	44.16	0.0																	
Union Technician - Level B	42.14	0.0																	
Administrator II	36.79	70.0	1.56%	0.57															
Administrator I	25.89	0.0																	
		0.0																	
		0.0																	
		0.0																	
		0.0																	
		0.0																	
		0.0																	
TOTALS		4494.0	100%	\$47.33	24.0	100.00%	\$47.42	836.0	100%	\$42.60	440.0	100%	\$41.79	336.0	100%	\$47.39	736.0	100%	\$55.04

City of Pekin

Tazewell

24-00202-00-EG

Millennia Professional Services

P-94-009-24

SHEET 2 OF 2

DATE: 12/05/24
CONTRACT:
DESCRIPTION: 474 BORING

SUBMITTED BY: JESSE SCHLEICH
(309) 699-2205
jschleich@roadsafetraffic.com

CLIENT #	DESCRIPTION	QUANTITY	UM	UNIT	TOTAL
1	TRAFFIC CONT-PROT 701401/406	1.00	EA	\$ 2,950.00	\$ 2,950.00
2	SHOULDER CLOSURE	1.00	EA	\$ 850.00	\$ 850.00

TOTAL

\$2,950/day x 12 days = \$35,400

A THREE (3) WEEK NOTICE IS REQUIRED BEFORE ANY PORTION OF WORK CAN BE PERFORMED;
QUOTE EXCLUDES RAILROAD, PROFESSIONAL, & POLLUTION INS., ADD'L INSURANCE, RESIDENCY REQ., BONDS, PERMITS, TAXES & FEES.

IF A PERFORMANCE OR PAYMENT BOND IS NEEDED ADD 0.95% TO THE REQUIRED ITEM UNIT PRICE.
ALL QUOTED PRICES ARE BASED ON WORK BEING PERFORMED DAYTIME MONDAY THROUGH FRIDAY ONLY.

QUOTED PRICES ABOVE DO NOT INCLUDE ANY OF THE FOLLOWING:

- TRUCK MOUNTED ATTENUATORS, TRAFFIC SURVEILLANCE/SERVICE, SPOTTERS, &/OR FLAGGERS.
- CHANGEABLE MESSAGE BOARDS, WORK ASSOCIATED WITH BARRIER WALL WORK AND/OR IMPACT ATTENUATORS.

UNLESS OTHERWISE STATED, QUOTE EXCLUDES THE FOLLOWING

(A) : MISCELLANEOUS ITEMS

1. TEMPORARY PVMNT. MARKINGS, 2. CORING INTO PAVEMENT,
3. AFADS, 4. RESIDENT NOTIFICATION, 5. NO PARKING SIGNS,
6. EROSION CONTROL, 7. RESTORATION, 8. LANDSCAPING,
9. STEEL PLATES, 10. ELECTRICAL, 11. NIGHTTIME LIGHTING,
12. EXCAVATION, 13. OVERHEAD SIGNS, 14. TRAFFIC SIGNALS,
15. PVMNT. MK. REMOVAL, 16. SNOW REMOVAL, 17. BARRIER WALL.

(B) : WORK ASSOCIATED WITH

1. ADA/ACCESS RAMPS, 2. DRIVEWAYS,
3. BACKFILLING, 4. TRENCHING,
5. DRAINAGE, 6. OPEN HOLES,
7. RDWY/STRUCTURE CLEAN/REPAIR,
8. WELDING/BOLT OF LIDS & GRATES,
9. EXISTING SIGNAGE, 10. FENCING.

***** PRICING IS VALID FOR 30 DAYS AFTER THE ABOVE DATE. | PAYMENT NET 30 : NO RETENTION.*****



December 27, 2023

J022300

2024 LABORATORY TESTING RATES

Laboratory Test:	Unit Rate	
• Shelby Tube Log, Including tube extrusion, visual, moisture content and unit weight	\$50.00 Tube	
• Water Content of Soil, ASTM D2216	\$8.50 Each	
• Dry Unit Weight, ASTM D7263	\$40.00 Each	
• Atterberg Limits, Method A (Multi-Point), ASTM D4318	\$120.00 Each	
• Atterberg Limits, Method B (One-Point), ASTM D4318	\$81.00 Each	
• Percent Passing No. 200, ASTM D1170	\$70.00 Each	
• Particle-Size Analysis of Soils, ASTM D7928	\$155.00 Each	
• Hydrometer and No. 200 Wash	\$225.00 Each	
• Particle-Size Analysis of Soils, ASTM D7928/D6913	\$225.00 Each	
• Combined Hydrometer and Sieve	\$186.00 Per Sample	
• Washed Gradation on Aggregate, ASTM C117/C136	\$335.00 Each	x 8 = \$2680
• Standard Proctor on Soil, ASTM D698	\$400.00 Each	
• Standard Proctor on Rock, ASTM D698	\$360.00 Each	
• Modified Proctor on Soil, ASTM D1557	\$430.00 Each	
• Modified Proctor on Rock, ASTM D1557	\$58.00 Per Sample	
• Lime/Other Additive Prior to Testing	\$210.00 Each	
• Correction for Oversized Particles, ASTM D4718	\$320.00 Each	
• Hydraulic Conductivity of Soil, ASTM D5084	\$285.00 Each	
• Permeability of Sand, ASTM D2434	\$100.00 Each	
• Unconfined Compression of Soil, ASTM D2166	\$145.00 Each	x 8 = \$1160
• Triaxial Compression of Soil, UU, ASTM D2850	\$380.00 Each	x 8 = \$3040
• Triaxial Compression of Soil, CU, ASTM D4767	\$158.00 Each	
• Triaxial Compression Multi-Stage, Per Addition	\$460.00 Each	
• Consolidation Test, Standard Loading, ASTM D2435	\$545.00 Each	x 8 = \$4360
• Consolidation Test, with Unload/Reload Loop, ASTM D2435	\$345.00 Each	
• One-Dimensional Swell, Method C, ASTM D4546	\$84.00 Per Specimen	
• Reconstitution of Material for Any of the Above Tests	\$84.00 Each	
• Compression of Rock, Peak Strength, ASTM D7012	\$77.00 Each	
• Preparation of Rock Core	\$88.00 Each	
• Concrete Core Compression, ASTM C42	\$25.00 Per End	
• Trim Irregular Cylinder/Core End		

We understand that the client will deliver the samples to our laboratory. Laboratory testing services are conducted in general accordance with the referenced standard unless requested otherwise. Upon completion of testing, all material and debris remaining as a result of testing any impacted material will be picked up from our laboratory by the client for proper disposal. Additional fees, if any, for long term sample storage, impacted material, rushed turnaround, or non-standard reporting will be determined on a project-by-project basis.

Subtotal (2024 rates) = \$11,240

Add 5% for 2025 rates = \$562

Total = \$11,802

Joe Olson

From: Janet May <JMay@teamues.com>
Sent: Friday, December 6, 2024 9:22 AM
To: Joe Olson
Subject: RE: CBR test

ATTENTION: This email originated from outside of Millennia. Do not reply or click on any links in the email if the sender is not known or verified. When in doubt, call the sender to verify.

Hello Joe,

The 2024 rate, for a single point CBR at a specified unit weight and moisture, is \$275.00.

Let me know if you have any questions.

Thank you,

Jan

Janet M. May
Illinois Laboratory Manager
Pronouns: she | her | hers

Eight 2-point CBR tests = 8 x 2 x \$275
Subtotal (2024 rates) = \$4,400
Add 5% for 2025 rates = \$220
Total = \$4,620

11 French Village Industrial Park
Fairview Heights, Illinois 62208
Office: 618-345-4811
Cell: 618-530-6702
Fax: 618-345-5108
Geotechnology LLC, DBA UES



Direct Costs - Millennia Professional Services

Subsurface Exploration

Per Diem Lodging	52 @	\$107.00		\$5,564.00
Lodging Taxes and Fees	52 @	\$10.70		\$556.40
Per Diem Food	52 @	\$54.00		\$2,808.00
Mileage*	4650 @	\$0.700		\$3,255.00
Permit Fees (IDOT)	1 @	\$2,500		\$2,500.00
Subtotal:				<u>\$14,683.40</u>

*= 5 trip to locate borings, 12 trip for logging borings (310 miles round trip)

Field Survey

Vehicle Owned or Leased	106 @	\$65.00		\$6,890.00
Subtotal:				<u>\$6,890.00</u>
TOTAL:				<u>\$21,573.40</u>



870 40th Avenue
Bettendorf, Iowa
P (563) 355-0702
Terracon.com

December 6, 2024

Millennia Professional Services
850 N Main Street
Morton, Illinois 61550

Attn: Mr. Joe Olson, P.E.
P: (217) 947-2368
E: jolson@millennia.pro

RE: Proposal for Subsurface Exploration Services
Veteran's Drive Extension
Interstate 474 to Broadway Street
Tazewell County, Illinois
Terracon Proposal No. PDK245026R2

Dear Mr. Olson:

We appreciate the opportunity to submit this proposal to Millennia Professional Services (Millennia) to provide subsurface exploration services for the above referenced project. The following are exhibits to the attached Master Services Agreement Task Order.

Exhibit A	Project Understanding
Exhibit B	Scope of Services
Exhibit C	Compensation and Project Schedule
Exhibit D	Site Location

Our estimated fee to perform the Scope of Services described in this proposal is \$280,400. **Exhibit C** includes details regarding our fees and a general breakdown of our anticipated schedule.

Your authorization for Terracon to proceed in accordance with this proposal can be issued by signing and returning a copy of the attached Task Order to our office.

Sincerely,
Terracon

Joel D. Schluensen, P.E.
Project Engineer

Sara J. Somsy, P.E.
Principal

MASTER SERVICES AGREEMENT**TASK ORDER**

This **TASK ORDER** is issued under the **MASTER SERVICES AGREEMENT** dated 02/04/2021 between Millennia ("Client") and Terracon Consultants, Inc. ("Consultant") for Services to be provided by Consultant for Client on the Veterans Drive Improvements project ("Project"), as described in the Project Information section of the Consultant's Task Order Proposal dated 12/6/2024 ("Task Order Proposal") unless the Project is otherwise described below or in Exhibit A to this Task Order (which section or Exhibit are incorporated into this Task Order). This Task Order is incorporated into and part of the Master Services Agreement.

1. Project Information

Please reference Proposal Number PDK245026R2.

2. Scope of Services The scope of Services to be provided under this Task Order are described in the Scope of Services section of the Consultant's Task Order Proposal, unless Services are otherwise described below or in Exhibit B to this Task Order.

Please reference Proposal Number PDK245026R2.

3. Compensation Client shall pay compensation for the Services performed at the fees stated in the Task Order Proposal unless fees are otherwise stated below or in Exhibit C to this Task Order.

Please reference Proposal Number PDK245026R2.

All terms and conditions of the **Master Services Agreement** shall continue in full force and effect. This Task Order is accepted and Consultant is authorized to proceed.

Consultant: **Terracon Consultants, Inc.**
By:  Date: **12/6/2024**
Name/Title: **Sara J Somsy / Geotechnical Department Manager**
Address: **870 40th Ave**
Bettendorf, IA 52722-1607
Phone: **(563) 355-0702** Fax: **(563) 355-4789**
Email: **Sara.Somsy@terracon.com**

Client: **Millennia**
By: _____ Date: _____
Name/Title: **Joe Olson**
Address: **11 Executive Dr Ste 12**
Fairview Heights, IL 62208
Phone: **(217) 947-2368** Fax: _____
Email: **jolson@millennia.pro**

Exhibit A – Project Understanding

Our Scope of Services is based on our understanding of the project as described by Millennia. We have not visited the project site to confirm the information provided. We request Millennia and/or the design team verify all information prior to our initiation of field exploration activities.

Planned Construction

Item	Description
Project Description	Extension of Veteran’s Drive from Interstate 474 to Northmoor Road Sheridan Road is planned. Specific information regarding planned improvements and/or new structures, utility poles, etc. was not provided at this time.

Site Location and Anticipated Conditions

Item	Description
Parcel Information	The project extends from a planned interchange at Interstate 474 to the intersection of Broadway Street and Illinois Route 98 as part of the improvements planned northeast of Pekin in Tazewell County, Illinois. North End: 40.6302° N 89.5863° W (approximate) South End: 40.5681° N 89.5789° W (approximate) See Exhibit D
Existing Improvements	■ City streets and utilities ■ Undeveloped land and agricultural fields
Current Ground Cover	Bare earth, grass/vegetation, crops/crop remnants
Existing Topography	A topographic site plan was not provided. The vicinity of each boring location is anticipated to be relatively flat with gently rolling hills between the locations



Item	Description
Site Access	We expect the site and all exploration locations will be accessible with our ATV-mounted drilling equipment and support truck. We understand access routes and paths will be created/provided prior to our mobilization. Site clearing and/or construction of temporary access paths is not included in our scope of services. Where necessary, we understand traffic control will be provided by Millennia. Our scope of services is based on required permits, if any, being obtained and provided by Millennia prior to our mobilization.

Exhibit B - Scope of Services

Our proposed Scope of Services consists of a field exploration. These services are described in the following sections.

Field Exploration

Millennia requested the following boring locations and depths:

Number of Borings	Planned Boring Depth (feet) ¹	Planned Location ²
11	10	Roadway Borings
14	15	
16	20	
7	25	
4	30	
1	35	
6	40	
1	50	
1	80	
8	25	Mast Arm Foundations
4	50	Box Culvert – Site 1
3	40	Box Culvert – Site 2
5	50	Box Culvert – Site 3
3	100	Lick Creek Crossing
3	100 or Auger Refusal + 15 feet of rock core	
6	120	Interstate 474 Interchange
4	120 or Auger Refusal + 15 feet of rock core	
8	50	
6	50	Interstate 474 Interchange - Retaining Walls
Total Borings: 111	Total Footage: 4,610	---

Number of Borings	Planned Boring Depth (feet) ¹	Planned Location ²
5	50	Piezometer Installation – Existing Boring Location(s) Selected by Millennia
1. Unless noted otherwise above, the borings will be terminated at shallower depths if refusal is encountered. Where directed by Millennia, rock core will be obtained in selected borings. Our estimated fee outlined in Exhibit C includes up to 90 feet of rock core obtained from the borings, as noted above. 2. The planned boring locations are shown on the attached Anticipated Exploration Plan .		

Boring Layout and Elevations: The boring and infiltration locations must be provided to us prior to our mobilization. Our scope of services is based on the locations being provided in the field by Millennia. We will use handheld GPS equipment to obtain latitude and longitude values at the boring locations with an estimated horizontal accuracy of ±20 feet. Obtaining ground surface elevations at the boring locations is not included in our scope of services.

Subsurface Exploration Procedures: We will advance the borings with an ATV-mounted drill rig using continuous flight solid stem augers. Samples will be obtained at an interval of approximately 2½ feet in the upper 30 feet of each boring and at intervals of 5 feet thereafter. Soil sampling will be performed using thin-wall tube and/or split-barrel sampling procedures. The split-barrel samplers will be driven in accordance with the standard penetration test (SPT). The samples will be placed in appropriate containers and retained by Millennia upon completion of drilling.

Upon encountering bedrock or refusal-to-drilling conditions, rock coring using a NQ2 rock core barrel, will be performed at selected borings. A minimum of 15 feet of rock coring will be performed at each boring selected by Millennia. Water will be used as a drilling fluid for rock coring and the spent water will be discharged on site. Rock cores will be placed in a waxed cardboard boxes and provided to Millennia prior to demobilizing from the site.

In addition, we will observe and record groundwater levels during drilling and sampling. We understand Millennia will prepare field logs. A photocopy of the logs will be retained for our records.

Piezometer Installation and Completion: After completion of drilling operations, a piezometer will be constructed at boring locations selected by Millennia using 2-inch inner diameter (ID) Schedule 40 PVC pipe with a 0.1 screen slot section approximately 10 feet long. A 2-inch Schedule 40 PVC riser pipe will be installed above the screened section to an approximate height of 2 to 3 feet above ground surface. Silica filter sand

will be used to backfill the annulus space around the slotted section to about 2 feet above the screen section. A 2-foot bentonite (3/8") chip seal will be placed above the filter sand, followed by cement-bentonite grout to the ground surface. A 4-inch diameter locking steel protector casing will be placed 18 inches below ground surface at each well location. The top of the protective casing will extend approximately 3 feet above the ground surface. Our fees do not include developing the piezometers or performing water level readings after installation.

Property Disturbance: Terracon will take reasonable efforts to reduce damage to the roadways. However, it should be understood that in the normal course of our work some disturbance could occur including damage to the existing pavement at the boring/infiltration locations.

We will backfill borings with auger cuttings and bentonite chips upon completion. Excess auger cuttings will be dispersed in green spaces in the general vicinity of each borehole. Because backfill material often settles below the surface after a period of time, we recommend boreholes be periodically checked and backfilled, if necessary. We can provide this service or grout the boreholes for additional fees at your request.

Site Access: Terracon must be granted access to the site by the property owner. Without information to the contrary, we will consider acceptance of this proposal as authorization to access the property for conducting field exploration in accordance with the Scope of Services. Our proposed fees do not include time to negotiate and coordinate access with landowners or tenants. Terracon will conduct field services during normal business hours (Monday through Friday between 7:00am and 5:00pm). If our exploration must take place over a weekend or at night, please contact us so we can adjust our schedule and fee.

Traffic Control: We understand that Millenia or that others contracted by Millenia will provide all necessary signage and traffic control during our field exploration. Depending upon the accessibility and final location of the requested boring locations, it may be necessary to close one or two lanes of the respective roadway(s).

Safety

Terracon is not aware of environmental concerns at this project site that would create health or safety hazards associated with our exploration program; thus, our Scope considers standard OSHA Level D Personal Protection Equipment (PPE) appropriate. Our Scope of Services does not include environmental site assessment services, but identification of unusual or unnatural materials observed while drilling will be noted on our logs.

Exploration efforts require borings into the subsurface, therefore Terracon will contact Illinois JULIE to locate utilities in public easements. This service requires at least 2 days to clear utilities from the time the request is made. Based upon the results of this consultation, we will consider the need for alternative subsurface exploration methods as the safety of our field crew is a priority.

Terracon's Scope of Services does not include private utility locating services. Private utilities should be marked by the owner/client prior to commencement of field exploration. If the landowner/client is unable to accurately locate private utilities and it becomes apparent that the risk of private utilities on/near the site exists, then Terracon will initiate these services by forwarding the additional scope and corresponding fee to our client for approval. Terracon will not be responsible for damage to private utilities not disclosed to us.

The detection of underground utilities is dependent upon the composition and construction of the utility line; some utilities are comprised of non-electrically conductive materials and may not be readily detected. The use of a private utility locate service would not relieve the landowner/client of their responsibilities in identifying private underground utilities.

Laboratory Testing and Project Delivery

Laboratory testing, geotechnical engineering, and/or summary reporting was not requested and is not included in our scope of services. We understand samples obtained from the boreholes will be taken by Millennia for testing and analysis.

Exhibit C - Compensation and Project Schedule

Compensation

Based upon our understanding of the site, the project as summarized in **Exhibit A**, and our planned Scope of Services outlined in **Exhibit B**, our estimated fee and associated unit rates are presented in the following table:

DESCRIPTION	QUANTITY	UNIT	UNIT PRICES	TOTAL COST
GEOTECHNICAL FIELD SERVICES				
Drill Rig Mobilization	2	L.S.	\$2,750.00	\$ 5,500.00
Boring Access/Movement/Standby/ Piezometer Install	60	hour	\$550.00	\$ 33,000.00
All-Terrain Drill Rig	52	day	\$500.00	\$ 26,000.00
Drilling Support Truck	52	day	\$150.00	\$ 7,800.00
Per Diem (2-Man Crew)	52	day	\$350.00	\$ 18,200.00
Auger Drilling & Sampling (0-20ft.)	2040	foot	\$24.50	\$ 49,980.00
Auger Drilling & Sampling (20-40ft.)	1130	foot	\$27.50	\$ 31,075.00
Auger Drilling & Sampling (40-80 ft.)	920	foot	\$33.50	\$ 30,820.00
Auger Drilling & Sampling (>80 ft.)	415	foot	\$41.50	\$ 17,222.50
Hollow-Stem Augers	320	foot	\$7.00	\$ 2,240.00
Mud Rotary Surcharge	1375	foot	\$9.00	\$ 12,375.00
Hard Bedrock Drilling	0	foot	\$30.00	\$ -
Rock Core Set-Up	6	each	\$150.00	\$ 900.00
Casing Advancement	535	foot	\$8.00	\$ 4,280.00
Rock Core Drilling (0-50ft bgs)	0	foot	\$52.00	\$ -
Rock Core Drilling (50-100ft bgs)	90	foot	\$57.00	\$ 5,130.00
Resupply Drilling Water	10	hour	\$550.00	\$ 5,500.00
Bentonite Chip Backfill	2252.5	foot	\$3.00	\$ 6,757.50
Bentonite Grout Backfill	0	foot	\$7.00	\$ -
PVC Materials (Piezos/Wells, including backfill and steel casing)	250	foot	\$17.00	\$ 4,250.00
Drilling Supervisor	18	hour	\$150.00	\$ 2,700.00
Shelby Tubes (Cost +20%)	359	each	\$19.46	\$ 8,383.37
Sample Jars (Cost +20%)	1584	each	\$1.614	\$ 3,067.89
*Boring layout, coordinates, and elevations by:			Total	\$ 276,181.26
ESTIMATED GEOTECHNICAL FIELD SERVICES				\$276,200.00



PROJECT MANAGEMENT SERVICES					
Initial Site Visit, Project Direction, and Coordination					
Principal Engineer, P.E.	3	hour	\$195.00	\$	585.00
Project Engineer	20	hour	\$155.00	\$	3,100.00
Administrative Assistant	5	hour	\$100.00	\$	500.00
			Total	\$	4,185.00
ESTIMATED GEOTECHNICAL ENGINEERING SERVICES				\$	4,200.00
TOTAL ESTIMATED SERVICES					\$280,400.00

Our Scope of Services does not include services associated with repair of damage to the existing pavement. If such services are desired by the owner/client, we should be notified so we can adjust our Scope of Services.

A portion of the services performed by Terracon under this proposal are professional services. Professional services are not generally considered to be subject to prevailing wage regulations under Federal or state law. The fees, hourly rates and other charges for the professional services furnished under this proposal are derived from the customary hourly wages paid to our technical staff. These rates are not formulated to comply with any prevailing wage rates or union scale wages. In the unlikely event that it is later determined that prevailing wage/union scale rates are required for the professional services, then a retroactive equitable adjustment in the hourly fees will be made in the event that the current wage rates are less than the wages required to be paid under prevailing wage rates. We understand that the field services will be subjected to prevailing wage rates. This proposal includes estimated prevailing wage rates for our driller and helper.

Unless instructed otherwise, we will submit our invoice(s) to the address shown at the beginning of this proposal. If conditions are encountered that require Scope of Services revisions and/or result in higher fees, we will contact you for approval, prior to initiating services. A supplemental proposal stating the modified Scope of Services as well as its effect on our fee will be prepared. We will not proceed without your authorization.

Project Schedule

We developed a schedule to complete the Scope of Services based upon our existing availability and understanding of your project schedule. However, our schedule does not account for delays in field exploration beyond our control, such as weather conditions, delays resulting from utility clearance, permit delays, or lack of permission to access the boring locations. In the event the schedule provided is inconsistent with your needs, please contact us so we may consider alternatives.



Delivery on Compass	Schedule ^{1, 2}
Kickoff Call with Client	At least 2 days prior to commencing field program
Field Program	Drill date will be coordinated with Millennia Up to 52 working days of fieldwork anticipated
Project Closeout	5 days after completion of field program
1. Upon receipt of your notice to proceed we will activate the schedule component on Compass with specific, anticipated dates for the delivery points noted above as well as other pertinent events.	
2. Standard workdays. We will maintain an activities calendar within on Compass . The schedule will be updated to maintain a current awareness of our plans for delivery.	

Exhibit D – Site Location



TERRA Engineering

Local Public Agency City of Pekin	County Tazewell	Section Number 24-00202-00-EG
Prime Consultant (Firm) Name Hanson Professional Services, Inc.	Prepared By Colin Coad	Date 1/13/2025
Consultant / Subconsultant Name TERRA Engineering, Ltd	Job Number P-94-009-24	

Note: This is name of the consultant the CECS is being completed for. This name appears at the top of each tab.

Remarks

PAYROLL ESCALATION TABLE

CONTRACT TERM	6	MONTHS	OVERHEAD RATE	168.54%
START DATE	1/1/2026		COMPLEXITY FACTOR	0
RAISE DATE	1/1/2026		% OF RAISE	2.00%
END DATE	6/30/2026			

ESCALATION PER YEAR

Year	First Date	Last Date	Months	% of Contract
0	1/1/2026	1/1/2026	0	0.00%
1	1/2/2026	7/1/2026	6	102.00%

The total escalation = 2.00%

Local Public Agency	County	Section Number
City of Pekin	Tazewell	24-00202-00-EG
Consultant / Subconsultant Name		Job Number
TERRA Engineering, Ltd		P-94-009-24

SUBCONSULTANTS

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

[illegible]

Total	0.00	0.00
--------------	-------------	-------------

NOTE: Only subconsultants who fill out a cost estimate that splits out direct labor may be listed on this sheet.

DIRECT COSTS WORKSHEET

List ALL direct costs required for this project. Those not listed on the form will not be eligible for reimbursement by the LPA on this project.
EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

ITEM	ALLOWABLE	QUANTITY	CONTRACT RATE	TOTAL
Lodging (per GOVERNOR'S TRAVEL CONTROL BOARD)	Actual Cost (Up to state rate maximum)			\$0.00
Lodging Taxes and Fees (per GOVERNOR'S TRAVEL CONTROL BOARD)	Actual Cost			\$0.00
Air Fare	Coach rate, actual cost, requires minimum two weeks' notice, with prior IDOT approval			\$0.00
Vehicle Mileage (per GOVERNOR'S TRAVEL CONTROL BOARD)	Up to state rate maximum			\$0.00
Vehicle Owned or Leased	\$32.50/half day (4 hours or less) or \$65/full day	4	\$65.00	\$260.00
Vehicle Rental	Actual Cost (Up to \$55/day)			\$0.00
Tolls	Actual Cost			\$0.00
Parking	Actual Cost			\$0.00
Overtime	Premium portion (Submit supporting documentation)			\$0.00
Shift Differential	Actual Cost (Based on firm's policy)			\$0.00
Overnight Delivery/Postage/Courier Service	Actual Cost (Submit supporting documentation)			\$0.00
Copies of Deliverables/Mylars (In-house)	Actual Cost (Submit supporting documentation)			\$0.00
Copies of Deliverables/Mylars (Outside)	Actual Cost (Submit supporting documentation)	20	\$15.00	\$300.00
Project Specific Insurance	Actual Cost			\$0.00
Monuments (Permanent)	Actual Cost			\$0.00
Photo Processing	Actual Cost			\$0.00
2-Way Radio (Survey or Phase III Only)	Actual Cost			\$0.00
Telephone Usage (Traffic System Monitoring Only)	Actual Cost			\$0.00
CADD	Actual Cost (Max \$15/hour)			\$0.00
Web Site	Actual Cost (Submit supporting documentation)			\$0.00
Advertisements	Actual Cost (Submit supporting documentation)			\$0.00
Public Meeting Facility Rental	Actual Cost (Submit supporting documentation)			\$0.00
Public Meeting Exhibits/Renderings & Equipment	Actual Cost (Submit supporting documentation)			\$0.00
Recording Fees	Actual Cost			\$0.00
Transcriptions (specific to project)	Actual Cost			\$0.00
Courthouse Fees	Actual Cost			\$0.00
Storm Sewer Cleaning and Televising	Actual Cost (Requires 2-3 quotes with IDOT approval)			\$0.00
Traffic Control and Protection	Actual Cost (Requires 2-3 quotes with IDOT approval)			\$0.00
Aerial Photography and Mapping	Actual Cost (Requires 2-3 quotes with IDOT approval)			\$0.00
Utliity Exploratory Trenching	Actual Cost (Requires 2-3 quotes with IDOT approval)			\$0.00
Testing of Soil Samples	Actual Cost			\$0.00
Lab Services	Actual Cost (Provide breakdown of each cost)			\$0.00
Equipment and/or Specialized Equipment Rental	Actual Cost (Requires 2-3 quotes with IDOT approval)			\$0.00
Per Diem (per GOVERNOR'S TRAVEL CONTROL BOARD)	Up to state rate maximum			\$0.00
				\$0.00
				\$0.00
				\$0.00
TOTAL DIRECT COSTS:				\$560.00

City of Pekin

Tazewell

24-00202-00-EG

TERRA Engineering, Ltd

P-94-009-24

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

COMPLEXITY FACTOR 0

72,471

City of Pekin

Tazewell

24-00202-00-EG

TERRA Engineering, Ltd

P-94-009-24

AVERAGE HOURLY PROJECT RATES

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

SHEET 1 OF 2

PAYROLL CLASSIFICATION	AVG HOURLY RATES	TOTAL PROJ. RATES			VALUE ENGINEERING WORK PLAN			VALUE ENGINEERING PREPARATION			VALUE ENGINEERING TEAM SESSION			VALUE ENGINEERING REPORT			MEETINGS & COORDINATION		
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
Principal	86.00	16.0	4.71%	4.05															
Senior Project Manager	84.56	260.0	76.47%	64.66	24	92.31%	78.05	40	80.00%	67.65	84	70.00%	59.19	72	81.82%	69.18	24	100.00%	84.56
Project Manager	70.10	0.0																	
Sr Project Engineer	57.67	60.0	17.65%	10.18				8	16.00%	9.23	36	30.00%	17.30	16	18.18%	10.49			
Design Engineer	37.69	2.0	0.59%	0.22				2	4.00%	1.51									
Sr GIS Specialist	45.52	2.0	0.59%	0.27	2	7.69%	3.50												
Administration Assistant	31.71	0.0																	
		0.0																	
		0.0																	
		0.0																	
		0.0																	
		0.0																	
		0.0																	
		0.0																	
		0.0																	
		0.0																	
		0.0																	
		0.0																	
		0.0																	
		0.0																	
		0.0																	
		0.0																	
		0.0																	
		0.0																	
		0.0																	
		0.0																	
TOTALS		340.0	100%	\$79.38	26.0	100.00%	\$81.56	50.0	100%	\$78.38	120.0	100%	\$76.49	88.0	100%	\$79.67	24.0	100%	\$84.56

City of Pekin

Tazewell

24-00202-00-EG

TERRA Engineering, Ltd

P-94-009-24

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

SHEET 2 OF 2

EXHIBIT E

**Hanson Professional Services Inc.
General Conditions (C-S)**

Hanson Agreement: BLR05530-Veterans

Agreement Date: January 27, 2025

Project Name: Veterans Drive Extension

1. Invoices: Charges for services will be billed at least as frequently as monthly, and at the completion of the Project. CLIENT shall compensate HANSON for any sales or value added taxes which apply to the services rendered under this agreement or any addendum thereto. CLIENT shall reimburse HANSON for the amount of such taxes in addition to the compensation due for services. Payment of invoices shall not be subject to any discounts or set-offs by the CLIENT unless agreed to in writing by HANSON. Invoices are delinquent if payment has not been received within 30 days from date of invoice. There will be an additional charge of 1 1/2 percent per month compounded on amounts outstanding more than 30 days. All time spent and expenses incurred (including attorney's fees) in connection with collection of any delinquent amount will be paid by CLIENT to HANSON per HANSON's current fee schedules.

2. Termination: This Agreement may be terminated by either party upon written notice. Any termination shall only be for good cause such as legal, unavailability of adequate financing or major changes in the scope of services. In the event of any termination, HANSON will be paid for all services and expenses rendered to the date of termination on a basis of payroll cost times a multiplier of 3.0 (if not previously provided for) plus reimbursable expenses, plus reasonable termination expenses, including the cost of completing analyses, records, and reports necessary to document job status at the time of termination.

3. Reuse of Documents: All documents including reports, drawings, specifications, and electronic media furnished by HANSON pursuant to this Agreement are instruments of its services. They are not intended or represented to be suitable for reuse by CLIENT or others on extensions of this project, or on any other project. Any reuse without specific written verification or adaptation by HANSON will be at CLIENT's sole risk, and without liability to HANSON, and CLIENT shall indemnify and hold harmless HANSON from all claims, damages, losses and expenses including court costs and attorney's

fees arising out of or resulting there from. Any such verification or adaptation will entitle HANSON to further compensation at rates to be agreed upon by CLIENT and HANSON.

4. Standard of Care: Services performed by HANSON under this Agreement will be conducted in a manner consistent with that degree of care and skill ordinarily exercised by members of the same profession currently practicing under similar circumstances at the same time and in the same or similar locality. No other representation expressed or implied, and no warranty or guarantee is included or intended in this Agreement, or in any report, opinion, document or otherwise. Nothing in this Agreement is intended to create, nor shall it be construed to create, a fiduciary duty owed by either party to the other party. HANSON is not acting as a municipal advisor to CLIENT as defined by the Securities and Exchange Commission.

5. Resilient Design: CLIENT agrees that estimating and projecting future weather, climate, rainfall, flood, tidal, ocean and on-shore conditions and their impacts upon existing or contemplated developments, infrastructure or resources is difficult, complex and based on variable assumptions that are impacted by factors beyond HANSON's ability to predict or control.

Accordingly, any estimates, forecasts, studies, reviews, conclusions, recommendations, or assessments provided as part of HANSON's services are presented solely on the basis of data currently available and current design standards and may no longer be valid if the available data or design standards materially change.

CLIENT further agrees and understands that weather, climate, rainfall, flood, tidal, ocean and on-shore conditions are predicted based on probability, and extreme events can and will occur and may cause damage regardless of mitigation measures.

HANSON and CLIENT have discussed the risks and benefits of resilient design alternatives. If CLIENT

decides to proceed with a course of action against advice of HANSON where HANSON's advice is intended to reduce the risk or damage in the event of highly likely or certain natural or manmade events, CLIENT hereby agrees to release, hold harmless, defend, and indemnify HANSON from any and all claims, damages, losses, or costs associated with or arising out of CLIENT's decision to proceed against HANSON's advice.

6. General Liability Insurance and Limitation:

HANSON is covered by general liability insurance for bodily injury and property damage arising directly from its negligent acts or omissions, with limits which HANSON considers reasonable. Certificates of insurance shall be provided to CLIENT upon request in writing. HANSON shall not be responsible for any loss, damage or liability beyond the amounts, limits and conditions of such insurance. HANSON shall not be responsible for any loss, damage or liability arising from any act or omission by CLIENT, its agents, staff, other consultants, independent contractors, third parties or others working on the Project over which HANSON has no supervision or control.

7. Suspension of Services: If CLIENT fails to make payments when due or otherwise is in breach of this Agreement, HANSON may suspend performance of services upon five (5) calendar days' notice to CLIENT. HANSON shall have no liability whatsoever to CLIENT, and CLIENT agrees to make no claim for any delay or damage as a result of such suspension.

8. Delays: The CLIENT agrees that HANSON is not responsible for damages arising directly or indirectly from any delays for causes beyond HANSON's control. For purposes of this Agreement, such causes include, but are not limited to, strikes or other labor disputes; severe weather disruptions or other natural disasters or acts of God; fires, riots, epidemics, pandemics, war or other emergencies; failure of any government agency to act in a timely manner; failure of performance by the CLIENT or the CLIENT's contractors or consultants; or discovery of any hazardous substances or differing site conditions.

In addition, if the delays resulting from any such causes increase the cost or time required by HANSON to perform its services in an orderly and efficient manner, HANSON shall be entitled to negotiate a reasonable adjustment in schedule and compensation, or, if encountering severe disruptions or emergencies, shall be entitled to terminate services.

9. Consequential Damages: Notwithstanding any other provision of this Agreement, and to the fullest

extent permitted by law, neither CLIENT nor HANSON, their respective officers, directors, partners, employees, contractors or subconsultants shall be liable to the other or shall make any claim for incidental, indirect, or consequential damages arising out of or connected in any way to this Project or this Agreement. This mutual waiver of consequential damages shall include, but not be limited to, loss of use, loss of profit, loss of business, loss of income, loss of reputation and any other consequential damages that either party may have incurred from any cause of action including negligence, strict liability, breach of contract and breach of strict and implied warranty. Both CLIENT and HANSON shall require similar waivers of consequential damages protecting all the entities or persons named herein in all contracts and subcontracts with others involved in the Project.

10. Contingency Fund: The CLIENT and HANSON acknowledge that changes may be required during construction because of possible omissions, ambiguities or inconsistencies in the plans and specifications and, therefore, that the costs of the project may exceed the construction contract sum. The CLIENT agrees to set aside a reserve in the amount of Five Percent (5%) of the actual project construction costs as a contingency reserve to be used, as required, to pay for any such increased project costs. The CLIENT further agrees to make no claim by way of direct or third-party action against HANSON or sub-contractors and subconsultants with respect to any payments within the limit of the contingency reserve made to the construction contractors because of such changes or because of any claims made by the construction contractors relating to such changes.

11. Additional Limitation: In recognition of the relative risks and benefits of the Project to both the CLIENT and HANSON, the risks have been allocated such that the CLIENT agrees that for the compensation herein provided (or if a Master Professional Services Agreement (MPSA) is used, the compensation provided in a Task Order), HANSON cannot expose itself to damages disproportionate to the nature and scope of HANSON's services or the compensation payable to it hereunder or under an MPSA Task Order. Therefore, the CLIENT agrees to limit its remedies against HANSON arising from HANSON's professional acts, errors or omissions, in any action based on strict liability, breach of contract, negligence or any other cause of action, such that the total aggregate amount of the CLIENT's damages shall not exceed \$50,000 or HANSON's total net fee for services rendered on the Project (or if an MPSA is used, the total net fee under an individual Task

Order), whichever is greater. This limitation pertains to HANSON and to its subcontractors and subconsultants, and applies as a single aggregate amount to all work performed under the Agreement, including all work performed under an amendment or modification. If CLIENT desires a limit greater than that provided above, CLIENT and HANSON shall include in this Agreement the amount of such limit and the additional compensation to be paid to HANSON for assumption of such additional risk. CLIENT must notify HANSON in writing, before HANSON commences any services, of CLIENT's intention to negotiate a greater limitation of remedies against HANSON and its associated impact on services, schedules, and compensation. Absent CLIENT's written notification to the contrary, HANSON will proceed on the basis that the total remedies against HANSON is limited as set forth above.

12. Personal Liability: It is intended by the parties to this Agreement that HANSON's services in connection with the Project shall not subject HANSON's individual employees, officers or directors to any personal legal exposure for the risks associated with this Project. Therefore, and notwithstanding anything to the contrary contained herein, the CLIENT agrees that as the CLIENT's sole and exclusive remedy, any claim, demand or suit shall be directed and/or asserted only against HANSON, a Delaware corporation, and not against any of HANSON's individual employees, officers or directors.

13. Assignment: Neither party to this Agreement shall transfer, sublet, or assign any rights or duties under or interest in this Agreement, including but not limited to monies that are due or monies that may become due, without the written consent of the other party. Subcontracting to subconsultants, normally contemplated by HANSON as generally accepted business practice, shall not be considered an assignment for purposes of this Agreement.

14. Statutes of Repose and Limitation: All legal causes of action between the parties to this Agreement shall accrue and any applicable statutes of repose or limitation shall begin to run not later than the date of Substantial Completion for projects including construction documents or construction phase services, or the date of the completion of professional services if there is no associated construction. If the act or failure to act complained of occurs after the date of Substantial Completion, then the date of final completion shall be used, but in no event shall any statute of repose or limitation begin to run any later than the date HANSON's services are completed or terminated.

15. Dispute Resolution: In an effort to resolve any conflicts that arise during the design and construction of this Project or following completion of this Project, the CLIENT and HANSON agree that all disputes between them arising out of or relating to this Agreement or this Project shall first be submitted to nonbinding mediation.

16. Information Provided by Others: CLIENT shall furnish, at CLIENT's expense, all information, requirements, reports, data, surveys and instructions required by this Agreement. HANSON may use such information, requirements, reports, data, surveys and instructions in performing its services and is entitled to rely upon the accuracy and completeness thereof. HANSON shall not be held responsible for any errors or omissions that may arise as a result of erroneous or incomplete information provided for HANSON's use by CLIENT and/or CLIENT's consultants and contractors.

17. Authority and Responsibility: HANSON shall not guarantee the work of any Contractor or Subcontractor, shall have no authority to stop work, shall have no supervision or control as to the work or persons doing the work, shall not have charge of the work, and shall not be responsible for safety in, on, or about the job site or have any control of the safety or adequacy of any equipment, building component, scaffolding, supports, forms or other work aids.

18. Right of Entry: CLIENT shall provide for HANSON's right to enter property owned by CLIENT and/or others in order for HANSON to fulfill the scope of services for this Project. CLIENT understands that use of exploration equipment may unavoidably cause some damage, the correction of which is not the responsibility of HANSON.

19. Utilities: CLIENT shall be responsible for designating the location of all utility lines and subterranean structures within the property line of the Project. CLIENT agrees to waive any claim against HANSON, and to defend, indemnify and hold harmless from any claim or liability for injury or loss arising from HANSON or other persons encountering utilities or other man-made objects that were not called to HANSON's attention or which were not properly located on plans furnished to HANSON. CLIENT further agrees to compensate HANSON for any time or expenses incurred by HANSON in defense of any such claim, in accordance with HANSON's prevailing fee schedule and expense reimbursement policy.

20. Job Site: Services performed by HANSON during construction will be limited to providing assistance in

quality control and to deal with questions by the CLIENT's representative concerning conformance with drawings and specifications. This activity is not to be interpreted as an inspection service, a construction supervision service, or guaranteeing the Contractor's performance. HANSON will not be responsible for construction means, methods, techniques, sequences or procedures, or for safety precautions and programs. HANSON will not be responsible for the Contractor's obligation to carry out the work in accordance with the Contract Documents. HANSON will not be considered an agent of the owner and will not have authority to direct the Contractor's work or to stop work.

21. Opinions of Cost: Since HANSON has no control over the cost of labor, materials or equipment or over a Contractor's method of determining prices, or over competitive bidding or market conditions, its opinions of probable Project cost or construction cost for this Project will be based solely upon its own experience with construction, but HANSON cannot and does not guarantee that proposals, bids or the construction cost will not vary from its opinions of probable costs. If the CLIENT wishes greater assurance as to the construction cost, the CLIENT shall employ an independent cost estimator.

22. Shop Drawing Review: CLIENT agrees that HANSON's review of shop drawings, when such review is included in the scope of services, shall be solely for their conformance with HANSON's design intent and conformance with information given in the construction documents. HANSON shall not be responsible for any aspects of a shop drawing submission that affect or are affected by the means, methods, techniques, sequences and operations of construction, safety precautions and programs incidental thereto, all of which are the Contractor's responsibility. The Contractor will be responsible for lengths, dimensions, elevations, quantities and coordination of the work with other trades. CLIENT warrants that the Contractor shall be made aware of its responsibilities to review shop drawings and approve them in these respects before submitting them to HANSON.

23. Record Drawings: CLIENT agrees that HANSON's preparation of record drawings, when such preparation is included in the scope of services and such preparation is based on information furnished by the Contractor and/or other third parties, will be made under the assumption that all furnished information is reliable and that HANSON cannot and does not warrant the accuracy of the furnished information. In the event that the scope of services additionally provides for HANSON to conduct

surveys, investigations, and field measurements to collect or verify the information needed for the record drawings, HANSON will conduct such services with the Standard of Care as set forth in these General Conditions.

24. Confidentiality: Each party shall retain as confidential, all information and data furnished to it by the other party which are designated in writing by such other party as confidential at the time of transmission, and are obtained or acquired by the receiving party in connection with this Agreement, and said party shall not disclose such information to any third party.

25. Third-Party Beneficiaries: Nothing contained in this Agreement shall create a contractual relationship with or a cause of action in favor of a third party against either CLIENT or HANSON. HANSON's services under this Agreement are being performed solely for the CLIENT's benefit, and no other party or entity shall have any claim against HANSON because of this Agreement or the performance or nonperformance of services hereunder. CLIENT and HANSON agree to require a similar provision in all contracts with contractors, subcontractors, subconsultants, vendors, and other entities involved in this Project to carry out the intent of this provision.

26. Severability: If any term or provision of this Agreement is held to be invalid or unenforceable under any applicable statute or rule of law, such holding shall be applied only to the provision so held, and the remainder of this Agreement shall remain in full force and effect.

27. Survival: Notwithstanding completion or termination of the Agreement for any reason, all rights, duties, obligations of the parties to this Agreement shall survive such completion or termination and remain in full force and effect until fulfilled.

28. Entire Agreement: This Agreement is the entire Agreement between the CLIENT and HANSON. It supersedes all prior communications, understandings and agreements, whether written or oral. Both parties have participated fully in the preparation and revision of this Agreement, and each party and its counsel have reviewed the final document. Any rule of contract construction regarding ambiguities being construed against the drafting party shall not apply in the interpreting of this Agreement, including any Section Headings or Captions. Amendments to this Agreement must be in writing and signed by both CLIENT and HANSON.

29. Modification to the Agreement: CLIENT or HANSON may, from time to time, request modifications or changes in the scope of services to be performed hereunder. Such changes, including any increase or decrease in the amount of HANSON's compensation, to which CLIENT and HANSON mutually agree shall be incorporated in this Agreement by a written amendment to the Agreement.

30. Governing Law: This Agreement shall be governed by and interpreted pursuant to the laws of the State of Illinois.

31. Construction Phase Services without Design: If HANSON is undertaking a nontraditional service on CLIENT's behalf to provide Construction Contract Administration Services but not the design of the Project, CLIENT acknowledges that this arrangement, while suitable for the Project, creates additional risk for HANSON.

In consideration of the risks and rewards involved in this Project, CLIENT agrees, to the maximum extent permitted by law, to indemnify and hold harmless HANSON from any damages, liabilities or costs, including reasonable attorneys' fees and defense costs, arising or allegedly arising from any negligent acts, errors or omissions by any other consultant employed by CLIENT on this Project and from any claims of copyright or patent infringement by HANSON arising from the use or reuse of any documents prepared or provided by CLIENT or any other consultants of CLIENT. CLIENT warrants that any documents provided to HANSON by CLIENT or by any other consultants may be relied upon as to their accuracy and completeness without independent investigation by HANSON and that CLIENT has the right to provide such documents to HANSON free of any claims of copyright or patent infringement or violation of any other party's rights in intellectual property.



Local Public Agency Engineering Services Agreement

Using Federal Funds? ☒ Yes ☐ No	Agreement For Federal PE	Agreement Type Original
--	------------------------------------	-----------------------------------

LOCAL PUBLIC AGENCY

Local Public Agency City of Pekin	County Tazewell	Section Number 24-00202-00-EG	Job Number P-94-009-24
Project Number RPZM(908)	Contact Name Josie Esker	Phone Number (309) 478-5399	Email jaesker@ci.pekin.il.us

SECTION PROVISIONS

Local Street/Road Name Veterans Drive	Key Route FAU 6768	Length 4.059	Structure Number
Location Termini Sheridan Road to Fischer Road			Add Location Remove Location

Project Description
Extension of Veterans Drive from Sheridan Road in Pekin to Fischer Road in Creve Coeur. Project includes a new interchange with I-474, a new structure over Lick Creek. Project includes re-evaluation of Phase I NEPA, updated Project Report and final PS&E for two construction sections.

Engineering Funding	☒ Federal	☒ MFT/TBP	☐ State	☐ Other	
Anticipated Construction Funding	☒ Federal	☒ MFT/TBP	☐ State	☐ Other	

AGREEMENT FOR

☒ Phase I - Preliminary Engineering ☒ Phase II - Design Engineering

CONSULTANT

Prime Consultant (Firm) Name Hanson Professional Services Inc	Contact Name Clndy Loos	Phone Number (309) 712-1402	Email cloos@hanson-inc.com
Address 7625 N. University St., Suite 200	City Peoria	State IL	Zip Code 61614

THIS AGREEMENT IS MADE between the above Local Public Agency (LPA) and Consultant (ENGINEER) and covers certain professional engineering services in connection with the improvement of the above SECTION. Project funding allotted to the LPA by the State of Illinois under the general supervision of the State Department of Transportation, hereinafter called the "DEPARTMENT," will be used entirely or in part to finance ENGINEERING services as described under AGREEMENT PROVISIONS.

Since the services contemplated under the AGREEMENT are professional in nature, it is understood that the ENGINEER, acting as an individual, partnership, firm or legal entity, qualifies for professional status and will be governed by professional ethics in its relationship to the LPA and the DEPARTMENT. The LPA acknowledges the professional and ethical status of the ENGINEER by entering into an AGREEMENT on the basis of its qualifications and experience and determining its compensation by mutually satisfactory negotiations.

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

Regional Engineer	Deputy Director, Office of Highways Project Implementation, Regional Engineer, Department of Transportation
Resident Construction Supervisor	Authorized representative of the LPA in immediate charge of the engineering details of the construction PROJECT
In Responsible Charge Contractor	A full time LPA employee authorized to administer inherently governmental PROJECT activities Company or Companies to which the construction contract was awarded

AGREEMENT EXHIBITS

The following EXHIBITS are attached hereto and made a part of hereof this AGREEMENT:

- ☒ EXHIBIT A: Scope of Services
- ☒ EXHIBIT B: Project Schedule
- ☒ EXHIBIT C: Qualification Based Selection (QBS) Checklist
- ☒ EXHIBIT D: Cost Estimate of Consultant Services (CESCS) Worksheet (BLR 05513 or BLR 05514)
- ☒ EXHIBIT E: Hanson General Conditions
- ☐ _____
- ☐ _____

I. THE ENGINEER AGREES,

1. To perform or be responsible for the performance of the Scope of Services presented in EXHIBIT A for the LPA in connection with the proposed improvements herein before described.
2. The Classifications of the employees used in the work shall be consistent with the employee classifications and estimated staff hours. If higher-salaried personnel of the firm, including the Principal Engineer, perform services that are to be performed by lesser-salaried personnel, the wage rate billed for such services shall be commensurate with the payroll rate for the work performed.
3. That the ENGINEER shall be responsible for the accuracy of the work and shall promptly make necessary revisions or corrections required as a result of the ENGINEER'S error, omissions or negligent acts without additional compensation. Acceptance of work by the LPA or DEPARTMENT will not relieve the ENGINEER of the responsibility to make subsequent correction of any such errors or omissions or the responsibility for clarifying ambiguities.
4. That the ENGINEER will comply with applicable Federal laws and regulations, State of Illinois Statutes, and the local laws or ordinances of the LPA.
5. To pay its subconsultants for satisfactory performance no later than 30 days from receipt of each payment from the LPA.
6. To invoice the LPA for Preliminary and/or Design Engineering: The ENGINEER shall submit all invoices to the LPA within three months of the completion of the work called for in the AGREEMENT or any subsequent Amendment or Supplement.
7. To submit a completed BLR 05613, Engineering Payment Report, to the DEPARTMENT within three months of the completion of the work called for in this AGREEMENT or any subsequent Amendment or Supplement. The form shall be submitted with the final invoice.
8. The ENGINEER or subconsultant shall not discriminate on the basis of race, color, national origin or sex in the performance of this AGREEMENT. The ENGINEER shall carry out applicable requirements of 49 CFR part 26 in the administration of United States Department of Transportation (US DOT) assisted contract. Failure by the Engineer to carry out these requirements is a material breach of this AGREEMENT, which may result in the termination of this AGREEMENT or such other remedy as the LPA deems appropriate.
9. That none of the services to be furnished by the ENGINEER shall be sublet assigned or transferred to any other party or parties without written consent of the LPA. The consent to sublet, assign or otherwise transfer any portion of the services to be furnished by the ENGINEER shall be construed to relieve the ENGINEER of any responsibility for the fulfillment of this AGREEMENT.
10. For Preliminary Engineering Contracts:
 - (a) To attend meetings and visit the site of the proposed improvement when requested to do so by representatives of the LPA or the DEPARTMENT, as defined in Exhibit A (Scope of Services).
 - (b) That all plans and other documents furnished by the ENGINEER pursuant to the AGREEMENT will be endorsed by the ENGINEER and affix the ENGINEER's professional seal when such seal is required by law. Such endorsements must be made by a person, duly licensed or registered in the appropriate category by the Department of Professional Regulation of the State of Illinois. It will be the ENGINEER's responsibility to affix the proper seal as required by the Bureau of Local Roads and Streets manual published by the DEPARTMENT.
 - (c) That the ENGINEER is qualified technically and is thoroughly conversant with the design standards and policies applicable for the PROJECT; and that the ENGINEER has sufficient properly trained, organized and experienced personnel to perform the services enumerated in Exhibit A (Scope of Services).
11. That the engineering services shall include all equipment, instruments, supplies, transportation and personnel required to perform the duties of the ENGINEER in connection with this AGREEMENT (See DIRECT COST tab in BLR 05513 or BLR 05514).

II. THE LPA AGREES,

1. To certify by execution of this AGREEMENT that the selection of the ENGINEER was performed in accordance with the following:
 - (a) Professional Services Selection Act (50 ILCS 510), The Brooks Act (40 USC 11), and the Procurement, Management, and Administration of Engineering, and Design Related Services (23 CFR part 172). Exhibit C is required to be completed with this AGREEMENT.
2. To furnish the ENGINEER all presently available survey data, plans, specifications, and project information.

3. To pay the ENGINEER:
 - (a) For progressive payments - Upon receipt of monthly invoices from the ENGINEER and the approval thereof by the LPA, monthly payments for the work performed shall be due and payable to the ENGINEER, such payments to be equal to the value of the partially completed work minus all previous partial payments made to the ENGINEER.
 - (b) Final payment - Upon approval of the work by the LPA but not later than 60 days after the work is completed and reports have been made and accepted by the LPA and DEPARTMENT a sum of money equal to the basic fee as determined in this AGREEMENT less the total of the amount of partial payments previously paid to the ENGINEER shall be due and payable to the ENGINEER.
4. To pay the ENGINEER as compensation for all services rendered in accordance with the AGREEMENT on the basis of the following compensation method as discussed in 5-5.10 of the BLR Manual.

Method of Compensation:

- ☐ Lump Sum
☐ Specific Rate
☒ Cost plus Fixed Fee:

Fixed

Total Compensation = DL + DC + OH + FF

Where:

DL is the total Direct Labor,
 DC is the total Direct Cost,
 OH is the firm's overhead rate applied to their DL and
 FF is the Fixed Fee.

Where $FF = (0.33 + R) DL + \%SubDL$, where R is the advertised Complexity Factor and %SubDL is 10% profit allowed on the direct labor of the subconsultants.

The Fixed Fee cannot exceed 15% of the DL + OH.

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

III. IT IS MUTUALLY AGREED,

1. No work shall be commenced by the ENGINEER prior to issuance by the IDOT of a written Notice to Proceed.
2. To maintain, for a minimum of 3 years after the completion of the contract, adequate books, records and supporting documents to verify the amount, recipients and uses of all disbursements of funds passing in conjunction with the contract; the contract and all books, records and supporting documents related to the contract shall be available for review and audit by the Auditor General, and the DEPARTMENT: the Federal Highways Administration (FHWA) or any authorized representative of the federal government, and to provide full access to all relevant materials. Failure to maintain the books, records and supporting documents required by this section shall establish a presumption in favor of the DEPARTMENT for the recovery of any funds paid by the DEPARTMENT under the contract for which adequate books, records and supporting documentation are not available to support their purported disbursement.
3. That the ENGINEER shall be responsible for any and all damages to property or persons arising out of an error, omission and/or negligent act in the prosecution of the ENGINEER's work and shall indemnify and save harmless the LPA, the DEPARTMENT, and their officers, agents, and employees from all suits, claims, actions or damage liabilities, costs or damages of any nature whatsoever resulting there from. These indemnities shall not be limited by the listing of any insurance policy.
 The LPA will notify the ENGINEER of any error or omission believed by the LPA to be caused by the negligence of the ENGINEER as soon as practicable after the discovery. The LPA reserves the right to take immediate action to remedy any error or omission if notification is not successful; if the ENGINEER fails to reply to a notification; or if the conditions created by the error or omission are in need of urgent correction to avoid accumulation of additional construction costs or damages to property and reasonable notice is not practicable.
4. This AGREEMENT may be terminated by the LPA upon giving notice in writing to the ENGINEER at the ENGINEER's last known post office address. Upon such termination, the ENGINEER shall cause to be delivered to the LPA all drawings, plats, surveys, reports, permits, agreements, soils and foundation analysis, provisions, specifications, partial and completed estimates and data, if any from soil survey and subsurface investigation with the understanding that all such material becomes the property of the LPA. The LPA will be responsible for reimbursement of all eligible expenses incurred under the terms of this AGREEMENT up to the date of the written notice of termination.
5. In the event that the DEPARTMENT stops payment to the LPA, the LPA may suspend work on the project. If this agreement is suspended by the LPA for more than thirty (30) calendar days, consecutive or in aggregate, over the term of this AGREEMENT, the ENGINEER shall be compensated for all services performed and reimbursable expenses incurred as a result

of the suspension and resumption of its services, and the ENGINEER's schedule and fees for the remainder of the project shall be equitably adjusted.

6. This AGREEMENT shall continue as an open contract and the obligations created herein shall remain in full force and effect until the completion of construction of any phase of professional services performed by others based upon the service provided herein. All obligations of the ENGINEER accepted under this AGREEMENT shall cease if construction or subsequent professional services are not commenced within 5 years after final payment by the LPA.
7. That the ENGINEER shall be responsible for any and all damages to property or persons arising out of an error, omission and/or negligent act in the prosecution of the ENGINEER's work and shall indemnify and have harmless the LPA, the DEPARTMENT, and their officers, employees from all suits, claims, actions or damages liabilities, costs or damages of any nature whatsoever resulting there from. These indemnities shall not be limited by the listing of any insurance policy.
8. The ENGINEER and LPA certify that their respective firm or agency:
 - (a) has not employed or retained for commission, percentage, brokerage, contingent fee or other considerations, any firm or person (other than a bona fide employee working solely for the LPA or the ENGINEER) to solicit or secure this AGREEMENT,
 - (b) has not agreed, as an express or implied condition for obtaining this AGREEMENT, to employ or retain the services of any firm or person in connection with carrying out the AGREEMENT or
 - (c) has not paid, or agreed to pay any firm, organization or person (other than a bona fide employee working solely for the LPA or the ENGINEER) any fee, contribution, donation or consideration of any kind for, or in connection with, procuring or carrying out the AGREEMENT.
 - (d) that neither the ENGINEER nor the LPA is/are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any Federal department or agency,
 - (e) has not within a three-year period preceding the AGREEMENT been convicted of or had a civil judgment rendered against them for commission of fraud or criminal offense in connection with obtaining, attempting to obtain or performing a public (Federal, State or local) transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements or receiving stolen property,
 - (f) are not presently indicated for or otherwise criminally or civilly charged by a government entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph e and
 - (g) has not within a three-year period preceding this AGREEMENT had one or more public transaction (Federal, State or local) terminated for cause or default.

Where the ENGINEER or LPA is unable to certify to any of the above statements in this certification, an explanation shall be attached to this AGREEMENT.

9. In the event of delays due to unforeseeable causes beyond the control of and without fault or negligence of the ENGINEER no claim for damages shall be made by either party. Termination of the AGREEMENT or adjustment of the fee for the remaining services may be requested by either party if the overall delay from the unforeseen causes prevents completion of the work within six months after the specified completion date. Examples of unforeseen causes include but are not limited to: acts of God or a public enemy; act of the LPA, DEPARTMENT, or other approving party not resulting from the ENGINEER's unacceptable services; fire; strikes; and floods.

If delays occur due to any cause preventing compliance with the PROJECT SCHEDULE, the ENGINEER shall apply in writing to the LPA for an extension of time. If approved, the PROJECT SCHEDULE shall be revised accordingly.

10. This certification is required by the Drug Free Workplace Act (30 ILCS 580). The Drug Free Workplace Act requires that no grantee or contractor shall receive a grant or be considered for the purpose of being awarded a contract for the procurement of any property or service from the DEPARTMENT unless that grantee or contractor will provide a drug free workplace. False certification or violation of the certification may result in sanctions including, but not limited to suspension of contract on grant payments, termination of a contract or grant and debarment of the contracting or grant opportunities with the DEPARTMENT for at least one (1) year but not more than (5) years.

For the purpose of this certification, "grantee" or "Contractor" means a corporation, partnership or an 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 contract or grant of \$5,000 or more from the DEPARTMENT, as defined the Act.

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

- (a) Publishing a statement:
 - (1) Notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance, including cannabis, is prohibited in the grantee's or contractor's workplace.
 - (2) Specifying actions that will be taken against employees for violations of such prohibition.
 - (3) Notifying the employee that, as a condition of employment on such contract or grant, the employee will:
 - (a) abide by the terms of the statement; and
 - (b) notify the employer of any criminal drug statue conviction for a violation occurring int he workplace no later than (5) days after such conviction.
- (b) Establishing a drug free awareness program to inform employees about:
 - (1) The dangers of drug abuse in the workplace;
 - (2) The grantee's or contractor's policy of maintain a drug free workplace;

- (3) Any available drug counseling, rehabilitation and employee assistance program; and
- (4) The penalties that may be imposed upon an employee for drug violations.
- (c) Providing a copy of the statement required by subparagraph (a) to each employee engaged in the performance of the contract or grant and to post the statement in a prominent place in the workplace.
- (d) Notifying the contracting, or granting agency within ten (10) days after receiving notice under part (b) of paragraph (3) of subsection (a) above from an employee or otherwise, receiving actual notice of such conviction.
- (e) Imposing a sanction on, or requiring the satisfactory participation in a drug abuse assistance or rehabilitation program.
- (f) Assisting employees in selecting a course of action in the event drug counseling, treatment and rehabilitation is required and indicating that a trained referral team is in place.

Making a good faith effort to continue to maintain a drug free workplace through implementation of the Drug Free Workplace Act, the ENGINEER, LPA and the Department agree to meet the PROJECT SCHEDULE outlined in EXHIBIT B. Time is of the essence on this project and the ENGINEER's ability to meet the PROJECT SCHEDULE will be a factor in the LPA selecting the ENGINEER for future project. The ENGINEER will submit progress reports with each invoice showing work that was completed during the last reporting period and work they expect to accomplish during the following period.

11. Due to the physical location of the project, certain work classifications may be subject to the Prevailing Wage Act (820 ILCS 130/0.01 et seq.).
12. For Preliminary Engineering Contracts:
 - (a) That tracing, plans, specifications, estimates, maps and other documents prepared by the ENGINEER in accordance with this AGREEMENT shall be delivered to and become the property of the LPA and that basic survey notes, sketches, charts, CADD files, related electronic files, and other data prepared or obtained in accordance with this AGREEMENT shall be made available, upon request to the LPA or to the DEPARTMENT, without restriction or limitation as to their use. Any re-use of these documents without the ENGINEER involvement shall be at the LPA's sole risk and will not impose liability upon the ENGINEER.
 - (b) That all reports, plans, estimates and special provisions furnished by the ENGINEER shall conform to the current Standard Specifications for Road and Bridge Construction, Bureau of Local Roads and Streets Manual or any other applicable requirements of the DEPARTMENT, it being understood that all such furnished documents shall be approved by the LPA and the DEPARTMENT before final acceptance. During the performance of the engineering services herein provided for, the ENGINEER shall be responsible for any loss or damage to the documents herein enumerated while they are in the ENGINEER's possession and any such loss or damage shall be restored at the ENGINEER's expense.

AGREEMENT SUMMARY

Prime Consultant (Firm) Name	TIN/FEIN/SS Number	Agreement Amount
Hanson Professional Services Inc	37-0844717	\$3,408,788.00

Subconsultants	TIN/FEIN/SS Number	Agreement Amount
Maurer-Stutz	27-1013849	\$596,652.00
Millennia Engineering	20-0886076	\$912,623.00
TERRA Engineering Ltd.	36-3853964	\$81,937.00
Subconsultant Total		\$1,591,212.00
Prime Consultant Total		\$3,408,788.00
Total for all work		\$5,000,000.00

AGREEMENT SIGNATURES

Executed by the LPA:

The

Local Public Agency Type
City

 of

Local Public Agency
City of Pekin

Attest:

By (Signature & Date)

--

By (Signature & Date)

--

Name of Local Public Agency

Local Public Agency Type

City of Pekin

City

Clerk

Title

--

(SEAL)

Executed by the ENGINEER:

Prime Consultant (Firm) Name

Attest:

Hanson Professional Services Inc

By (Signature & Date)

--

By (Signature & Date)

--

Title

Vice President

Title

Sr. Vice President

Local Public Agency	Prime Consultant (Firm) Name	County	Section Number
City of Pekin	Hanson Professional Services Inc	Tazewell	24-00202-00-EG

To perform or be responsible for the performance of the engineering services for the LPA, in connection with the PROJECT herein before described and enumerated below

EXHIBIT A SCOPE OF SERVICES

FOR FEDERAL PARTICIPATION PROJECTS

Hanson Professional Services Inc. shall prepare an update to the approved Project Report and a Re-Evaluation of the environmental approvals for the extension of Veterans Drive from Sheridan Road in Pekin to Fischer Road in Creve Coeur for the City of Pekin. In addition, final Plans, Specifications, and Estimates (PSE) will be prepared for two construction sections, Sheridan Road to IL 98 and IL 98 to Fischer Road. The project includes a new interchange with I-474 and a new structure over Lick Creek.

The documents will be prepared in English units using Microstation OpenRoads Designer (ORD), latest version supported by IDOT at the time of notice to proceed, and in accordance with Federal Guidelines in IDOT's Bureau of Local Roads and Streets Manual and Bureau of Design and Environment Manual.

Phase I Addendum & Phase II - Scope of Work - Hanson agrees to perform, at the direction of the CITY, the services described below:

Part 1 – Completion of Preliminary Engineering

0.0 The City will provide the following, if available:

- 0.1.1. NEPA document and Environmental Survey Request (ESR) documentation and clearances from Phase I.
- 0.1.2. Documentation of FHWA bi-monthly meetings or other coordination classifying project as a Group II Categorical Exclusion or the transition to an Environmental Assessment.
- 0.1.3. Documentation of Phase I public meetings.
- 0.1.4. Past drainage studies of the project area or drainage calculations from Phase I that were used to assemble Table 5.1 in the Phase I report.
- 0.1.5. Existing right-of-way limits, courthouse research for property ownership, and title commitments
- 0.1.6. Existing CAD drawings and Geopak design files from Phase I.
- 0.1.7. Existing topography/survey files and/or LIDAR data.
- 0.1.8. Recent traffic counts or traffic studies of the project area for current and design year.
- 0.1.9. Record drawings for the construction of the adjacent section of Veterans Drive (Broadway Street to Sheridan Road).
- 0.1.10. Existing soil borings within the project area from Phase I.
- 0.1.11. Any known future development plans.

1.0 PHASE I DOCUMENTS REVIEW

1.1. The Project Team will review the approved Phase I Report and documents provided from Section 0.0 provided by the City.

2.0 DATA COLLECTION

- 2.1. Representatives of the project team will visit the project area early in the project; most data collection will be done by field survey crews.
- 2.2. Work with the City staff to identify potential design concerns and develop corresponding solutions.
- 2.3. Obtain updated Crash Data (GIS and individual crash reports)
- 2.4. Obtain 12 Hour Miovision Traffic Counts at Veterans Dr and Sheridan Rd
- 2.5. Request Traffic counts along IL-98 and I-474 from IDOT
- 2.6. Request TDM volumes from the TCRPC

3.0 TRAFFIC ANALYSIS

- 3.1. Balance Traffic Counts and calculate traffic projections using the Tri-County TDM

Local Public Agency	Prime Consultant (Firm) Name	County	Section Number
City of Pekin	Hanson Professional Services Inc	Tazewell	24-00202-00-EG

3.2. Conduct a crash analysis including reviewing existing crash reports and performing crash prediction for the 474 Interchange

3.3. Create 3 VISSIM Models (existing, proposed, and construction phase)

3.4. Update the Access Justification Report (AJR) by revising the report, updating crash figures, and traffic projection tables.

4.0 SUPPLEMENTAL SURVEYS

4.1. Survey crews will field check the project length to determine location of existing monumentation and Phase I information. Landowners shall be contacted prior to entry in accordance with IDOT's policies.

4.2. The survey crews will contact landowners as needed.

4.3. Topographic survey will be completed at existing intersections and daylight areas of existing sideroads.

4.4. Check existing horizontal control and set new horizontal control for the project. Set control and tie points for inclusion in the contract plans.

4.5. The consultant will set benchmarks and check existing benchmarks provided. Benchmarks will be included in the contract plans.

4.6. Survey crews will perform topographic survey at proposed culvert locations to verify aerial contours and obtain more detailed information.

4.7. Hydraulic surveys for the structure over Lick Creek and at Station 143+25 will be done to support the hydraulic design. Survey will extend 1000 feet in each direction from Veterans Drive, shots will be taken per IDOT standards and as requested by the design team and a tin provided to reflect the surface condition.

4.8. Locate and field survey visible field tile found within the construction limits of the project.

4.9. Existing buildings and structures that may appear on the plats will be field located by survey crews.

4.10. Isolated existing trees >3" will be field located and the size field measured. The wooded areas will be located using aerial mapping and field verified to determine area.

4.11. Miscellaneous Surveying will be done to determine the location of items important to the contract plans that are not available through aerial mapping. These items include utilities marked in the field, wells, boring locations, and other miscellaneous items.

4.12. Provide electronic survey data in OpenRoads Designer 10.12.

5.0 LAND SURVEYS & R.O.W DOCUMENTS (Millennia)

5.1. Obtain deeds and relevant survey information from the Tazewell County Recorder's Office.

5.2. Complete land surveys to identify existing section lines and property lines within the project area to prepare right-of-way documents.

5.3. Complete and record monument records for section corners not currently recorded.

5.4. Prepare a plat for each Right-of-Way (ROW) or Temporary Easement (TE) parcel proposed for the project. Assume 24 plats.

5.5. Prepare legal description for each Right-of-Way (Assume 24) or Temporary Easement (Assume 6) parcel proposed for the project. Each description shall be prepared in Microsoft Word on standard IDOT deed form.

5.6. The consultant will stake proposed right of way parcels with permanent markers. Proposed ROW and temporary easements will be staked once for land acquisition purposes with wooden hubs or laths.

5.7. Acquire Title Commitments for 24 parcels.

6.0 ENVIRONMENTAL COORDINATION AND PERMITTING

6.1. Gather data for updating changes since the original NEPA approval.

6.2. Conduct a site reconnaissance to review the project corridor for potential environmental resources and issues.

6.3. Submit addendum to ESR through IDOT BLR. It is assumed that biological, wetland, cultural and State special waste reviews will be required.

6.4. Quantify acres of tree removal and prepare a tree replacement plan.

6.5. Quantify floodplain encroachment impacts.

6.6. Prepare CPA-106 for agricultural conversion and submit to the Natural Resources Conservation Service and the Illinois Department of Agriculture.

Local Public Agency	Prime Consultant (Firm) Name	County	Section Number
City of Pekin	Hanson Professional Services Inc	Tazewell	24-00202-00-EG

6.7. Incorporate delineated wetland shapefiles received from the ESR addendum results into environmental resource mapping and prepare Wetland Impact Evaluation (WIE).

6.8. Quantify stream impacts based on the site reconnaissance results and background mapping.

6.9. Incorporate archaeological sites received from the ESR addendum results and coordinate with IDOT on avoidance and minimization.

6.10. Conduct a Special Waste Assessment screening for local agency portion of the project.

6.11. Conduct a Preliminary Environmental Site Assessment (PESA) for the local agency portion of the project. This scope does not include a Preliminary Site Investigation (PSI).

6.12. Conduct Traffic Noise Analysis and Abatement Evaluation – Based on a preliminary review of aerial mapping, up to ten noise receptors are within 500 feet of the proposed Veterans Drive. Using current traffic volumes and forecasts, the noise study will be revised, re-evaluated, and further determinations about abatement evaluations will be performed. Specific sub-tasks consist of:

6.12.1. A field site reconnaissance of the project site will be conducted to identify and confirm noise sensitive areas, land uses, noise receptors and common noise environments (CNEs).

6.12.2. Local officials responsible for issuing building permits will be contacted to determine near-future noise receptors and CNEs on undeveloped lands.

6.12.3. Field noise monitoring of ambient noise levels will be conducted for 25 to 40 percent of the CNEs. Traffic counts will be conducted to estimate traffic volumes for the roadways within the noise study area.

6.12.4. Prepare and validate the traffic noise model for the Project.

6.12.5. Create existing and future traffic models for up to 10 CNEs.

6.12.6. Submit preliminary CNEs and noise receptors for preliminary IDOT review.

6.12.7. Prepare the noise analysis and determine noise impacts.

6.12.8. Conduct noise abatement analysis and evaluate for feasibility and reasonableness criteria.

6.12.9. Provide exhibits and displays of the noise analysis and obtaining views of benefited property owners at a public meeting or hearing. Assume two staff members from CONSULTANT to attend one meeting.

6.12.10. Submit traffic noise analysis report to IDOT for technical review and approval. Assume two revisions.

6.13. Assist IDOT and FHWA with tribal coordination by preparing draft consulting party letters with exhibits for up to six tribes. Also, Hanson will prepare draft responses to up to six tribal questions or follow-up information.

6.14. Conduct a Waters of the U.S. (WOTUS), including wetlands, determination of the project area. Specific sub-tasks include:

6.14.1. Desktop review –Hanson will assemble a mapping collection for the project, including general location maps, USGS topographic maps, National Wetland Inventory (NWI) maps, floodplain maps, and aerial photographs to conduct preliminary reviews and identify potential WOTUS within the project area. The original wetland delineation report will be review as well

6.14.2. Field site visit and delineation – Hanson will conduct a site visit to observe existing site conditions and delineate potentially regulated waterways and wetlands. The wetland determination will be conducted in accordance with the appropriate Regional Supplement to the Corps of Engineers Wetland Delineation Manual and the 1987 Corps Wetland Delineation Manual. Although Hanson may identify potential wetlands and waterbodies, the US Army Corps of Engineers (USACE) has the authority to determine what waters fall under their jurisdiction and to determine permitting and mitigation requirements. Based on the original wetland delineation and environmental assessment, this scope assumes that 13 streams and five wetland sites will need to be re-investigated, which is estimated to take two staff members up to three days to complete in the field.

6.14.3. WOTUS/Wetland Determination Report – Hanson will prepare a WOTUS and wetland delineation report for the project area. The report will include details of the desktop review and wetland delineation, including methodology, resource mapping, site photographs, wetland determination data forms, and detailed descriptions of observed wetlands and streams.

6.15. Coordinate and prepare documentation for a de minimis Section 4(f) use of Everett McKinley Dirksen Park. Tasks include one coordination meeting with Urbana Park District, advertisement of de minimis impacts in the public meeting, preparing exhibits and boards of de minimis impacts at the public meeting, drafting written concurrence request to the Pekin Park District, and documentation preparation for FHWA's de minimis 4(f) finding. It is assumed that the Park District will concur with de minimis effect and require no mitigation. It is assumed that the portion of the bike trail extending from Independence Park and encroaching into IDOT right-of-

Local Public Agency	Prime Consultant (Firm) Name	County	Section Number
City of Pekin	Hanson Professional Services Inc	Tazewell	24-00202-00-EG

way at the proposed interchange with I-474 will not be a Section 4(f) use.

6.16. Prepare the Re-evaluation document based on the updated environmental impacts and compare those noted for the preferred alternative from Phase I. This assumes two revisions will be necessary.

6.16.1. Document changes to the purpose and need, project limits, project scope.

6.16.2. Document changes to the affected environmental & environmental consequences (land use, transportation and other plans; changes to right-of-way, social impacts, environmental justice impacts, economic impacts, farmland impacts, cultural resource impacts, changes to Section 4(f)/6(f)/other special lands, wetland impacts, surface water and stormwater, groundwater and drinking water impacts, floodplain impacts, fish and wildlife impacts, threatened and endangered species impacts; air quality conformity changes; noise impact updates; special waste reassessment; construction impacts; permits and authorizations)

6.16.3. Environmental commitments

6.16.4. Public comments and coordination

7.0 ROADWAY

7.1. The horizontal and vertical alignments will be reviewed and finalized.

7.1.1. Review the horizontal alignment for mainline and sideroads and verify that the alignments meet current IDOT criteria. Determine if changes are needed and input the alignments into ORD 10.12.

7.1.2. Review the vertical alignment for mainline and sideroads and verify that the alignments meet current IDOT criteria. Determine if changes are needed and input the alignments into ORD 10.12.

7.1.3. Modifications to the Phase I alignments will be considered in this process but will account for already acquired parcels by the City of Pekin. No changes to final design will occur without prior approval of the City.

7.2. Phase I proposed typical section will be re-evaluated for current/design year traffic needs.

7.3. Prepare preliminary OpenRoads Designer Corridor Modeling to develop cross sections and determine a general footprint for the corridor and proposed ROW and easement needs.

7.4. Review of Phase I IDS's to determine potential modification needed for current/design year traffic updates and impacts of alignment/typical section modifications.

7.4.1. Prepare interim IDS's at Sheridan Road, IL 98, and Fischer Road for the construction of a 3-lane section.

7.4.2. Prepare interim Interchange Design Study at I-474 for the construction of a 3-lane section.

7.4.3. Assume approved IDS's are valid and will not need to be updated based upon the new traffic projections.

8.0 PUBLIC INVOLVEMENT

8.1. Meeting #1: The consultant will assist the City with public engagement at the beginning of the design process to provide a status update of the project, summarize the impending design process, potential modifications since 2011, revised schedule, and solicit public feedback on developments since the 2011 Phase I report approval.

8.1.1. Coordinating stakeholder list and notifications of pending public meeting

8.1.2. Prepare and print exhibits for meeting

8.1.3. Prepare and place ad in newspaper for meeting

8.1.4. Attend meeting

8.1.5. Prepare meeting summary

8.1.6. Attend meeting

8.1.7. Prepare meeting summary

8.2. Parcel owner meetings. Assume 8 meetings landowners to discuss impacts to properties.

9.0 HYDRAULIC REPORTS AND DESIGN

9.1. Review past drainage studies provided by the City.

9.2. Obtain available data pertaining to drainage within the project area.

9.3. Delineate watersheds for Lick Creek plus one other tributary crossing anticipated to be a major crossing (Sta 143+25) and determine peak flows from USGS regression equations (StreamStats) at these two crossings.

9.4. Use HEC-RAS software to model natural and proposed conditions at Lick Creek and the major hydraulic structure at approximately Sta 143+25.

9.5. Scour Analysis: Prepare a scour analysis for the proposed structures at two locations (Lick Creek and Sta.

Local Public Agency	Prime Consultant (Firm) Name	County	Section Number
City of Pekin	Hanson Professional Services Inc	Tazewell	24-00202-00-EG

143+25). The analysis will identify and evaluate scour countermeasures which will include the determination of appropriate rock rip-rap to armor the stream channel.

9.6. Prepare & Submit two Hydraulic Reports for submittal to IDOT for review. The reports will be prepared in accordance with the IDOT Drainage Manual and District 4 guidelines and will include, at a minimum, the following information and exhibits.

9.6.1. Waterway Information Table

9.6.2. Narrative

9.6.3. Hydraulic Report Data Sheets

9.6.4. Photography

9.6.5. Roadway Profile (Proposed overlaid onto Existing)

9.6.6. Stream Profile

9.6.7. Waterway Openings where applicable

9.7. Prepare and coordinate a floodplain construction permit with IDNR-OWR for the new major structures over Lick Creek and the tributary at Sta 143+25.

9.8. Determine and delineate drainage watersheds within the project area, both mainline and sideroads. Area, slope, and watershed type will be determined.

9.9. Determine design peak flow rates. The existing drainage analysis shall be reviewed and updated with Bulletin 75 rainfall data to determine peak flows.

9.10. Minor drainage structures (23 per Table 5.1 in previous report) shall be assessed utilizing HY-8 software for natural and proposed conditions.

9.11. Design recommendations for outlet protection of the 23 minor crossings.

9.12. Design the drainage plan for remaining drainage features associated with the project which shall include entrance culvert sizing (50-Year design event), width and depth of ditches, storm sewer, entrance culvert outlet protection, ditch lining review, etc. Supporting calculations and exhibits will be submitted via a memorandum with supporting documents and calculations to IDOT for review.

9.13. Calculate quantities for revisions to cost estimate.

9.14. Coordination with local agency and designers.

9.15. Assumptions include the following items;

9.15.1. Project will use 1D HEC-RAS hydraulic modeling. 2D modeling is not anticipated.

9.15.2. The two new major structures will be required to meet new bridge criteria for construction in a floodplain through the jurisdiction of IDNR-OWR and will therefore require a floodplain construction permit.

9.15.3. Permit effort is limited to IDNR-OWR floodplain construction permit only. No other permitting or preparation of any permit applications is included in Phase I scope.

9.15.4. Permit fees are not included.

9.15.5. Detention and/or compensatory storage will not be required to be designed for this project.

10.0 UTILITY COORDINATION AND CONFLICTS

10.1. The consultant will correspond with existing utility companies to determine their locations within the project footprint.

10.2. The consultant will identify potential conflicts and coordinate with utilities.

10.3. The consultant will provide utility conflicts and status of utility information to be inserted into the plans.

10.4. Coordination with Ameren for roadway crossing.

11.0 GEOTECHNICAL

11.1. Roadway Geotechnical Report

11.1.1. A subsurface exploration program and Roadway Geotechnical Report (RGR) will be developed and implemented for Veterans Drive from Fischer Road to Sheridan Road in Tazewell County, Illinois. A Design Report dated July 2011 (Revised September 2011) has been provided to Millennia. Millennia understands the City of Pekin serves as the Local Agency for this project, and that the project will be subject to the Illinois Department of Transportation (IDOT) Bureau of Local Roads and Streets Manual, and the IDOT Bureau of Design and Environment Manual. Based on preliminary plans included in the 2011 Design Report, the project may have up to 55 feet of fill placed and up to 30 feet of cut depth as part of the grading. New signal mast arms

Local Public Agency	Prime Consultant (Firm) Name	County	Section Number
City of Pekin	Hanson Professional Services Inc	Tazewell	24-00202-00-EG

are also planned as part of the project. Millennia has assumed 8 new traffic single mast arms will require soil borings and foundation design.

11.1.2. The subsurface exploration and RGR will follow the subsurface exploration guidelines and present information required as stated in the IDOT Geotechnical Manual dated 2015 (Revised December 2020) and current applicable Department AGMUs.

11.1.3. The subsurface exploration program will include:

11.1.3.1. Forty one (41) borings advanced to a depth of 10 feet, eighteen (18) borings advanced to 20 feet, eight (8) borings advanced to 30 feet, and four (4) borings advanced to 50 feet. Borings deeper than 10 feet are needed to collect subsurface information for fill and cut areas exceeding 15 feet. An additional eight (8) borings will be advanced to a depth of 25 feet for proposed signal mast arm foundations. Total drilling footage is 1,410 lineal feet.

11.1.3.2. SPT and Shelby tube sampling on 2.5-foot intervals to 30 feet, then 5-foot intervals thereafter

11.1.3.3. Installation of up to five (5) piezometers to evaluate groundwater levels in cut areas

11.1.3.4. RIMAC compression testing on intact cohesive samples

11.1.3.5. Laboratory testing to include: visual classification, natural moisture content, Atterberg limits, sieve and hydrometer analysis, IBR's, unconfined compressive strength, and one-dimensional consolidation testing

11.1.3.6. Millennia has not included efforts for private property access or any necessary clearing to access boring locations. We assume that these tasks will be handled by others.

11.1.4. The RGR will include:

11.1.4.1. Project Description

11.1.4.2. Location Map

11.1.4.3. Geology and Pedology

11.1.4.4. Summary of the Subsurface Exploration Program

11.1.4.5. Summary of Laboratory Test Results

11.1.4.6. Subsurface Profile

11.1.4.7. Slope Stability Analysis and Results

11.1.4.8. Settlement Analysis and Results

11.1.4.9. Recommended Subgrade Treatments

11.1.4.10. Review soil conditions and compare against standard drawings for mast arm foundations

11.2. Structural Geotechnical Report – Veterans Drive over Lick Creek

11.2.1. A subsurface exploration program and Structural Geotechnical Report (SGR) will be developed and implemented for a new two-span, dual bridge structure carrying the new Veterans Drive over Lick Creek. Based on preliminary plans provided in the Design Report, the project may have up to 30 feet of fill placed and up to 25 feet of cut depth as part of the grading at the abutments.

11.2.2. The subsurface exploration and SGR will follow the subsurface exploration guidelines and present information required as stated in the IDOT Geotechnical Manual dated 2015 (Revised December 2020) and current applicable Department AGMUs.

11.2.3. The subsurface exploration program will include:

11.2.3.1. Six (6) borings advanced to a depth of 100 feet for a total of 600 lineal feet of drilling

11.2.3.2. SPT sampling on 2.5-foot interval to 30 feet, then 5-foot intervals thereafter

11.2.3.3. RIMAC compression testing on intact cohesive samples

11.2.3.4. Laboratory testing to include: visual classification, natural moisture contents, Atterberg limits, sieve and hydrometer analysis, and one-dimensional consolidation testing

11.2.3.5. Millennia has not included efforts for private property access or any necessary clearing to access boring locations. We assume that these tasks will be handled by others

11.2.4. The SGR will include:

11.2.4.1. Project Description

11.2.4.2. Location Map

11.2.4.3. Summary of the Subsurface Exploration Program

11.2.4.4. Summary of Laboratory Test Results

11.2.4.5. Subsurface Profile

Local Public Agency	Prime Consultant (Firm) Name	County	Section Number
City of Pekin	Hanson Professional Services Inc	Tazewell	24-00202-00-EG

11.2.4.6. Settlement Analysis and Results 11.2.4.7. Driven pile recommendations, including the IDOT estimated pile length spreadsheets, and LPILE parameters. Millennia has not included efforts for drilled shaft foundations 11.2.4.8. Global Stability analysis at the end slopes for the abutments 11.2.4.9. Seismic considerations including seismic site class, site parameters, and liquefaction analysis using standard IDOT spreadsheets 11.3. Structural Geotechnical Report – Interstate I-474 over Veterans Drive 11.3.1. A subsurface exploration program and Structural Geotechnical Report (SGR) will be developed and implemented for new dual bridge structure carrying Interstate I-474 over the new Veterans Drive. Based on preliminary plans provided in the Design Report, the project may have up to 30 feet of cut as part of the grading at the abutments. The actual number and length of bridge spans is not known at this time. Millennia has assumed the new dual structure will have four spans. 11.3.2. The subsurface exploration and SGR will follow the subsurface exploration guidelines and present information required as stated in the IDOT Geotechnical Manual dated 2015 (Revised December 2020) and current applicable Department AGMUs. 11.3.3. The subsurface exploration program will include: 11.3.3.1. Ten (10) borings advanced to a depth of 100 feet for a total of 1,000 lineal feet of drilling 11.3.3.2. SPT sampling on 2.5-foot interval to 30 feet, then 5-foot intervals thereafter 11.3.3.3. RIMAC compression testing on intact cohesive samples 11.3.3.4. Laboratory testing to include: visual classification, natural moisture contents, Atterberg limits, and sieve and hydrometer analysis 11.3.3.5. Millennia has not included efforts for private property access or any necessary clearing to access boring locations. We assume that these tasks will be handled by others. 11.3.4. The SGR will include: 11.3.4.1. Project Description 11.3.4.2. Location Map 11.3.4.3. Summary of the Subsurface Exploration Program 11.3.4.4. Summary of Laboratory Test Results 11.3.4.5. Subsurface Profile 11.3.4.6. Settlement Analysis and Results 11.3.4.7. Driven pile recommendations, including the IDOT estimated pile length spreadsheets, and LPILE parameters. Millennia has not included efforts for drilled shaft foundations. 11.3.4.8. Global Stability analysis at the end slopes for the abutments. 11.3.4.9. Seismic considerations including seismic site class, site parameters, and liquefaction analysis using standard IDOT spreadsheets. 11.4. Structural Geotechnical Report – Two Retaining Walls at Veterans Drive and I-474 Interchange 11.4.1. A subsurface exploration program and Structural Geotechnical Report (SGR) will be developed and implemented for two new retaining walls located at the proposed interchange of Veterans Drive and I-474. The length and height of the retaining walls are not known at this time. Millennia has assumed each wall will be 40 feet long with an exposed height of 25 feet. 11.4.2. The subsurface exploration and SGR will follow the subsurface exploration guidelines and present information required as stated in the IDOT Geotechnical Manual dated 2015 (Revised December 2020) and current applicable Department AGMUs. 11.4.3. The subsurface exploration program will include: 11.4.3.1. Six (6) borings advanced to a depth of 50 feet for a total of 300 lineal feet of drilling 11.4.3.2. SPT sampling on 2.5-foot interval to 30 feet, then 5-foot intervals thereafter 11.4.3.3. RIMAC compression testing on intact cohesive samples 11.4.3.4. Laboratory testing to include: visual classification, natural moisture contents, Atterberg limits, and sieve and hydrometer analysis 11.4.3.5. Millennia has not included efforts for private property access and any necessary clearing to access
--

Local Public Agency	Prime Consultant (Firm) Name	County	Section Number
City of Pekin	Hanson Professional Services Inc	Tazewell	24-00202-00-EG

boring locations. We assume that these tasks will be handled by others.

11.4.4. The SGR will include:

11.4.4.1. Project Description

11.4.4.2. Location Map

11.4.4.3. Summary of the Subsurface Exploration Program

11.4.4.4. Summary of Laboratory Test Results

11.4.4.5. Subsurface Profile

11.4.4.6. Settlement Analysis and Results

11.4.4.7. Global Stability analysis at the MSE walls for the abutments.

11.4.4.8. Seismic considerations including seismic site class, site parameters, and liquefaction analysis using standard IDOT spreadsheets.

11.4.4.9. Allowable bearing pressure and estimated magnitude of settlement for MSE wall foundations.

11.4.4.10. Discussion of potential need for ground improvements for MSE walls.

11.5. Structural Geotechnical Report – 12 x 12 Double Box Culvert at Station 143+25

11.5.1. A subsurface exploration program and Structural Geotechnical Report (SGR) will be implemented and developed for a culvert structure carrying the new Veterans Drive over a drainage feature. Based on preliminary plans provided in the Design Report, the project may have up to 38 feet of fill placed above the proposed culvert flowline elevation.

11.5.2. The subsurface exploration and SGR will follow the subsurface exploration guidelines and present information required as stated in the IDOT Geotechnical Manual dated 2015 (Revised December 2020) and current applicable Department AGMUs.

11.5.3. The subsurface exploration program will include:

11.5.3.1. Four (4) borings advanced to a depth of 50 feet for a total of 200 lineal feet of drilling

11.5.3.2. SPT and Shelby tube sampling on 2.5-foot intervals to 30 feet, then 5-foot intervals thereafter

11.5.3.3. RIMAC compression testing on intact cohesive samples

11.5.3.4. Laboratory testing to include: visual classification, natural moisture contents, Atterberg limits, sieve and hydrometer analysis, and one-dimensional consolidation testing.

11.5.3.5. Millennia has not included efforts for private property access and any necessary clearing to access boring locations. We assume that these tasks will be handled by others.

11.5.4. The SGR will include:

11.5.4.1. Project Description

11.5.4.2. Location Map

11.5.4.3. Summary of the Subsurface Exploration Program

11.5.4.4. Summary of Laboratory Test Results

11.5.4.5. Subsurface Profile

11.5.4.6. Recommendations for culvert subgrade preparation, including potential removal and replacement of unsuitable subgrade.

11.5.4.7. Lateral earth pressure values for wing walls.

11.5.4.8. Bearing capacity and settlement estimates for the new culvert.

11.6. Structural Geotechnical Report – 12 x 12 Box Culvert at Station 292+00

11.6.1. A subsurface exploration program and Structural Geotechnical Report (SGR) will be implemented and developed for a culvert structure carrying the new Veterans Drive over a drainage feature. Based on preliminary plans provided in the Design Report, the project may have up to 20 feet of fill placed above the proposed culvert flowline elevation.

11.6.2. The subsurface exploration and SGR will follow the subsurface exploration guidelines and present information required as stated in the IDOT Geotechnical Manual dated 2015 (Revised December 2020) and current applicable Department AGMUs.

11.6.3. The subsurface exploration program will include:

11.6.3.1. Three (3) borings advanced to a depth of 40 feet for a total of 120 lineal feet of drilling

11.6.3.2. SPT and Shelby tube sampling on 2.5-foot intervals to 30 feet, then 5-foot intervals thereafter

Local Public Agency	Prime Consultant (Firm) Name	County	Section Number
City of Pekin	Hanson Professional Services Inc	Tazewell	24-00202-00-EG

11.6.3.3. RIMAC compression testing on intact cohesive samples 11.6.3.4. Laboratory testing to include: visual classification, natural moisture contents, Atterberg limits, sieve and hydrometer analysis, and one-dimensional consolidation testing. 11.6.3.5. Millennia has not included efforts for private property access and any necessary clearing to access boring locations. We assume that these tasks will be handled by others. 11.6.4. The SGR will include: 11.6.4.1. Project Description 11.6.4.2. Location Map 11.6.4.3. Summary of the Subsurface Exploration Program 11.6.4.4. Summary of Laboratory Test Results 11.6.4.5. Subsurface Profile 11.6.4.6. Recommendations for culvert subgrade preparation, including potential removal and replacement of unsuitable subgrade. 11.6.4.7. Lateral earth pressure values for wing walls. 11.6.4.8. Bearing capacity and settlement estimates for the new culvert. 11.7. Structural Geotechnical Report – 8 x 8 Box Culvert at Station 318+90 11.7.1. A subsurface exploration program and Structural Geotechnical Report (SGR) will be implemented and developed for a culvert structure carrying the new Veterans Drive over a drainage feature. Based on preliminary plans provided in the Design Report, the project may have up to 54 feet of fill placed above the proposed culvert flowline elevation. 11.7.2. The subsurface exploration and SGR will follow the subsurface exploration guidelines and present information required as stated in the IDOT Geotechnical Manual dated 2015 (Revised December 2020) and current applicable Department AGMUs. 11.7.3. The subsurface exploration program will include: 11.7.3.1. Five (5) borings advanced to a depth of 50 feet for a total of 250 lineal feet of drilling 11.7.3.2. SPT and Shelby tube sampling on 2.5-foot intervals to 30 feet, then 5-foot intervals thereafter 11.7.3.3. RIMAC compression testing on intact cohesive samples 11.7.3.4. Laboratory testing to include: visual classification, natural moisture contents, Atterberg limits, sieve and hydrometer analysis, and one-dimensional consolidation testing. 11.7.3.5. Millennia has not included efforts for private property access and any necessary clearing to access boring locations. We assume that these tasks will be handled by others. 11.7.4. The SGR will include: 11.7.4.1. Project Description 11.7.4.2. Location Map 11.7.4.3. Summary of the Subsurface Exploration Program 11.7.4.4. Summary of Laboratory Test Results 11.7.4.5. Subsurface Profile 11.7.4.6. Recommendations for culvert subgrade preparation, including potential removal and replacement of unsuitable subgrade. 11.7.4.7. Lateral earth pressure values for wing walls. 11.7.4.8. Bearing capacity and settlement estimates for the new culvert. 12.0 STRUCTURES 12.1. Type, Size, and Location (TS&L) Plan and Structure Report – will be prepared for the proposed structure over Lick Creek and the proposed dual bridges at I-474. 12.1.1. Bridge Geometry & Layout 12.1.2. Elevation 12.1.3. Plan 12.1.4. Cross Section 12.1.5. Abutment/Pier Detail 12.1.6. Prepare Report
--

Local Public Agency	Prime Consultant (Firm) Name	County	Section Number
City of Pekin	Hanson Professional Services Inc	Tazewell	24-00202-00-EG

12.2. Type, Size, and Location (TS&L) Plan and Structure Report – will be prepared for two retaining walls with exposed heights of 7' or greater.

12.2.1. Wall geometry & layout

12.2.2. Elevation

12.2.3. Plan

12.2.4. Prepare Report

12.3. TS&L plans will be prepared in accordance with the appropriate portions of the IDOT BDE and Bridge Manuals.

12.4. Structure reports will include completion of IDOT Form BBS 153.

12.5. TS&L plans will be submitted concurrently to the City and the IDOT for review and comment.

12.6. Revise and finalize TS&L drawings per City and IDOT comments.

13.0 UPDATE PROJECT REPORT

13.1. Prepare text

13.2. Prepare Attachments

13.3. Compile & Submit to City/IDOT for review

13.4. Address Comments and resubmit final report

14.0 VALUE ENGINEERING

14.1 Value Engineering Work Plan

14.1.1 Develop a project-specific Value Engineering work plan. The plan will be consistent with FHWA requirements for VE validity. It will include a plan for a series of phases: Information Phase, Function Analysis Phase, Speculation Phase, Evaluation Phase, Development Phase, Presentation Phase, and Implementation Phase. The plan will indicate the steps in the VE process, provide an overview of the methodology to be implemented, discuss the criteria to be used in evaluating alternatives, address timing of the VE within the project schedule, identify the deliverables, and present a schedule for the VE.

14.1.2 Submit the work plan to the City of Pekin and IDOT for review. Address any comments; resubmit for approval.

14.2 Value Engineering Preparation

14.2.1 As-given design review: The Value Engineering (VE) facilitator will review the approved Phase I Report and as-given design in preparation for the VE session. Essential information will be organized to facilitate presentation of the material to the VE team during the VE session.

14.2.2 Prepare for facilitating the VE team session. This will include developing presentations; preparing analysis files for alternative evaluations; preparing files for costs estimates; preparing electronic and physical materials for the session, such as available project reference files. It is anticipated the VE analysis will be performed for three (3) items of interest.

14.3 Value Engineering Team Session

14.3.1 The VE team will conduct an in-person, multi-day meeting to work through the VE phases presented in the work plan. Representatives from the project owner (City of Pekin) may attend and contribute. A design team representative will meet with the VE team on the first day of the workshop to provide an overview of the project and as given design. The VE team will consist of five (5) to seven (7) multi-disciplinary people with diverse backgrounds relevant to the proposed civil and structural work. The initial phases (Information, Function Analysis, Speculation, and Evaluation) can and should occur within the same week.

14.3.2 The concluding phases in the process (Development and Presentation) may occur later to allow time for the VE team to conduct analysis, reach final conclusions, and prepare for the presentation of the resulting proposals. During the Development Phase, proposals generated from the team session will be refined. During the Presentation Phase, the VE team will develop and deliver a presentation for the proposals generated to the design team and the City of Pekin.

14.3.3 The Evaluation and Development phases will include the generation of various cost estimates for the alternatives proposed.

14.4 Value Engineering Report

14.4.1 Develop a VE report. The report will document the information presented and conclusions reached in

Local Public Agency	Prime Consultant (Firm) Name	County	Section Number
City of Pekin	Hanson Professional Services Inc	Tazewell	24-00202-00-EG

each phase of the VE team session. The report will summarize which proposals were accepted by the project owner and the design team (the "Implementation Phase") and the associated cost savings.

14.4.2 Print, bind, and check for completeness of all deliverables for the VE report.

15.0 TREE CLEARING

15.1. Coordinate with Contractor to clear approximately 2.5 acres of trees for surveying and geotechnical investigation. Estimate includes up to \$100,000 for service. Any cost above that will be added as a supplement.

15.2. Coordination with property owners and City.

15.3. Permitting for tree clearing.

16.0 MEETINGS

16.1. Monthly Progress meetings with the City. Assume a total of 12.

16.2. Prepare documents and Attend 4 FHWA bi-monthly meeting (quarterly)

16.3. Coordination meetings with IDOT BLR and BDE: Design Meetings and Plan Review meetings. Assume a total of 2.

16.4. Coordination meetings with Tazewell County, Groveland Township. Assume a total of 1.

16.5. Coordination meetings with adjacent communities: Creve Coeur, Marquette Heights, North Pekin, Groveland. Discuss cost sharing. Assume a total of 1.

16.6. Team coordination meetings: monthly for 12 months plus 2 (14 meetings)

16.7. Prepare meeting minutes for meetings or phone conversations that have significant value to the impact of the design.

Part 2 – Final Design of Veteran's from Sheridan Rd to IL 98

17.0 ROADWAY DESIGN

17.1. Design superelevated curves within the project in accordance with the BDE Manual and BLRS Manual.

17.2. Design appropriate length of need for guardrail in accordance with the BLR Manual.

17.3. Prepare pavement designs to be submitted to the City and IDOT for approval.

17.4. Update and develop final OpenRoads Designer Corridor Modeling

17.5. PESA Response Calculations of volumes per REC site.

18.0 CONSTRUCTION STAGING/MAINTENANCE OF TRAFFIC (TMP)

18.1. Prepare TMP

18.1.1. Prepare Executive Summary

18.1.2. Prepare Project Description and Write Report

18.1.2.1. Background

18.1.2.2. Project Description

18.1.2.3. Project Location

18.1.2.4. Construction Staging/Phasing

18.1.2.5. Approximate Construction duration

18.1.2.6. Interaction with other Projects

18.1.2.7. Results of analysis

18.1.3. Queue Analysis for Work Zone Safety and Mobility Policy compliance

18.1.3.1. Analysis will be for each stage of construction

18.1.4. Preparing Design Exception for compliance with safety and mobility rule

18.1.5. Traffic Control Plan (TCP) Strategies

18.1.5.1. Traffic Control Plan and Standards/Specifications to be considered

18.1.6. Prepare Public Information Plan (PIP)

18.1.6.1. Outline strategies to inform the public of construction activities

18.1.6.2. Outline strategies to inform motorists on and around the project

18.1.7. Prepare Transportation Operations Plan (TOP):

18.1.7.1. Outline work zone safety management strategies

Local Public Agency	Prime Consultant (Firm) Name	County	Section Number
City of Pekin	Hanson Professional Services Inc	Tazewell	24-00202-00-EG

18.1.7.2. Outline traffic and incident management, enforcement strategies

18.1.8. Prepare TMP Implementation and Monitoring plans

18.1.8.1. Outline of Monitoring Plan including requirements

18.1.8.2. Outline of Contingency plans for incidents, excessive queue/ delay

18.1.9. Field Inspection of Probable Detour Routes

18.1.10. Prepare Exhibits

18.1.10.1. Staging typicals

18.1.10.2. Field Inspection of Detour routes

18.1.10.3. 30% maintenance of traffic plans as required illustrating the proposed traffic management

19.0 DRAINAGE DESIGN

19.1. Locate and determine storm sewer and culvert lengths, classes, and types for non-structures in accordance with the Phase 1 hydraulics.

19.2. Complete the design of ditch profiles for mainline and sideroad ditches in accordance with the drainage study.

19.3. The consultant will show known existing field tile locations.

19.4. Design pipe underdrain outlets for the roadway.

19.5. Prepare erosion control design

19.6. Prepare specifications for Drainage and Erosion items.

19.7. Prepare quantity calculations and estimates of costs for Drainage and Erosion items.

19.8. Prepare a Storm Water Prevention plan.

20.0 STRUCTURE DESIGN

20.1. Final design will be completed for structures listed below. Structures will be designed according to the AASHTO LRFD Bridge Design Specifications for HL-93 loading. In addition, load ratings and SLRS forms will be prepared for the bridges and box culverts.

20.2. Bridges:

20.2.1. Proposed structure over Lick Creek

20.3. Box Culverts:

20.3.1. Sta. 143+25: 12 x 12 Double Box Culvert

20.3.2. Sta. 159+80: 66" Pipe Culvert with 40ft cover, special design

21.0 ENVIRONMENTAL UPDATES

21.1. Prepare a joint permit application for Section 404 and Section 401 water quality certification. This scope assumes that an individual permit will be required based on anticipated wetland and stream impacts.

21.2. Conduct bat bridge assessment reinspections for culverts and bridges four feet high or higher and request a biological update.

21.3. Prepare a Construction in Floodways permit application.

21.4. Validate the findings of the PESA.

22.0 PLANS, SPECIFICATIONS, AND ESTIMATES

All plans will be designed and drafted in accordance with IDOT Manuals as of the start of the project (2024), including the BLRS Manual Chapter 11 and 23, BDE Manual Chapter 63, BBS Manuals, CADD Roadway Drafting Guide, and Bridge CADD Conventions and IDOT workspace.

22.1. Cover Sheet

22.2. Index of Sheets, Commitments, Standards, & General Notes

22.3. Summary of Quantities – Work includes determining the proper pay item, funding source, and construction type code for each item in accordance with IDOT Standard Specifications and Special Provisions.

22.4. Typical Sections –Veterans Drive typical sections will include proposed sections only. Existing sideroads with improvements beyond an intersection will provide existing and proposed typical sections.

22.5. Schedule of Quantities –Schedules may be added for clarity to show the location of items and quantity per

Local Public Agency	Prime Consultant (Firm) Name	County	Section Number
City of Pekin	Hanson Professional Services Inc	Tazewell	24-00202-00-EG

location and would generally be grouped according to type of work when possible.

22.6. Alignment, Ties & Benchmarks - Alignment ties will be shown on the plans with coordinates and Station/Offset information. Benchmarks will be set and shown in the plans. A location and description will be shown for each benchmark. Horizontal Control –The layout sheets will identify bearings and distances for centerline tangents, centerline curve data, and structure locations. The drawing will show side roads by mainline intersection station and mainline skew angle. Curve data will be shown in tabular format.

22.7. Construction Staging/MOT Plans

22.7.1. A schematic view of the proposed improvement showing the construction work and traffic control to be completed at the various stages. A written description of the construction sequence and the associated maintenance of traffic will accompany the schematic.

22.7.2. Typical sections per stage

22.7.3. Plan/profile sheets will be included in the maintenance of traffic plan to show temporary conditions. Sheets will show the MOT in greater detail for intersections and connections to existing roadways. Items such as temporary drainage for each construction stage, temporary pavement markings, temporary signing, drums, barricades, crossovers, detour runarounds, road closures, construction work areas, etc. will be shown on these sheets.

22.8. Removal Plans –Items to be removed will be shown along with the associated pay item. Existing utilities to remain or relocated.

22.9. Roadway Plan & Profile Plans

22.9.1. Superelevation Details – Will be shown for the proper attainment of superelevation in profile view and a roadway detail.

22.10. Structure Plans

22.10.1. Bridge and box culvert plans will be prepared in accordance with the requirements for final design plan preparation in the IDOT Bridge Manual, 2023, and the IDOT Culvert Manual, 2017.

22.11. Drainage Plan/Profile Sheets to include:

22.11.1. Roadway profile

22.11.2. Roadside ditch profiles

22.11.3. Existing structures to remain

22.11.4. Proposed structures: storm sewer pipes and culverts

22.11.5. Existing utilities to remain.

22.12. Underdrain Plan - These sheets will show the proposed underdrain in plan view. Underdrain outlet locations will be shown. (Information may be combined with Drainage and Utility Sheets, if clarity is not compromised.)

22.13. Erosion and Sediment Control Plan - Erosion Control plans will be prepared in accordance with standards and policies.

22.14. Right of Way Plans

22.15. Intersection Details

22.16. Pavement Marking and Signage Plans – Pavement marking sheets for proposed mainline and side roads will show the roadway plan view. Proposed signing will be shown on the same sheets as the pavement marking sheets where possible. Signing will be shown in accordance with the MUTCD and Illinois Supplement to the MUTCD.

22.16.1. Existing signs on crossroads within the project area will be inventoried to determine modifications and updates needed with installation of the new Veterans Drive roadway.

22.16.2. Sign Panel Standards –These sheets will be developed to support the signing plans and provide details for sign panels in accordance with IDOT policies and standards.

22.17. Lighting Plans – Lighting plans will be developed for the intersection of Veterans Drive with IL 98.

22.18. Traffic Signal Plans – Traffic signals plans will be developed for the intersection of Veterans Drive and IL 98. These will include the proposed traffic signal layout, phase diagram, cable diagram, mast arm loading diagram, and schedule of quantities. Traffic signals will be shown in accordance with the MUTCD, applicable IDOT specifications, and the BLRS Manual.

22.19. Miscellaneous Construction Details – Miscellaneous detail sheets will be prepared for special construction details not covered by IDOT or District Details.

Local Public Agency	Prime Consultant (Firm) Name	County	Section Number
City of Pekin	Hanson Professional Services Inc	Tazewell	24-00202-00-EG

22.20. IDOT District Details – The consultant will review District Standards for applicability to the project. The consultant will be responsible for selecting the appropriate standards and inserting them into the plans.

22.21. Mainline and Sideroads Cross Sections (every 50') – Data shown on the cross sections will include:

22.21.1 Proposed centerline

22.21.2 Existing and proposed Right-of-Way limits

22.21.3 Easement limits

22.21.4 Proposed profile elevation

22.21.5 Existing utility information

22.21.6 Cut & fill areas, unsuitable removal areas, topsoil areas.

22.21.7 Limits of topsoil excavation and placement

22.22. Culvert Cross Sections – Culvert cross sections will be shown at across road culvert locations. The culvert sections will be cut along the skew of the culvert and along the stream profile beyond the culvert area.

22.23. Special Provisions – The Consultant will prepare unique, project specific special provisions only.

22.24. Estimate of Time and construction schedule

22.25. Estimate of Cost

22.25.1. Roadway Quantity Calculations – The consultant will complete quantity calculations and will include a summary of plan pay items/quantities to be included with pre-final and final plan reviews. Summary of quantities will be split by structure.

22.26. Plan Revision/Responding to Comments – For the submittals listed below, the Consultant will review the comments, revise the plans after the City & IDOT Review, and respond to the comments with a written disposition.

Parts 3 – Final Design of Veteran's from IL 98 to Fischer Road

23.0 ROADWAY AND INTERCHANGE DESIGN

23.1. Design superelevated curves for Veterans Drive and the four interchange ramps within the project in accordance with the BDE Manual and BLRS Manual.

23.2. Design appropriate length of need for guardrail in accordance with the BLR Manual.

23.3. Prepare pavement designs to be submitted to the City and IDOT for approval.

23.4. Update and develop final OpenRoads Designer Corridor Modeling

23.5. Incorporate Access Control into the plans.

23.6. PESA Response Calculations of volumes per REC site.

24.0 CONSTRUCTION STAGING/MAINTENANCE OF TRAFFIC (MOT)

24.1. Prepare TMP

24.1.1. Prepare Executive Summary

24.1.2. Prepare Project Description and Write Report

24.1.2.1. Background

24.1.2.2. Project Description

24.1.2.3. Project Location

24.1.2.4. Construction Staging/Phasing

24.1.2.5. Approximate Construction duration

24.1.2.6. Interaction with other Projects

24.1.2.7. Results of analysis

24.1.3. Queue Analysis for Work Zone Safety and Mobility Policy compliance

24.1.3.1. Analysis will be for each stage of construction

24.1.4. Preparing Design Exception for compliance with safety and mobility rule

24.1.5. Traffic Control Plan (TCP) Strategies

24.1.5.1. Traffic Control Plan and Standards/Specifications to be considered

24.1.6. Prepare Public Information Plan (PIP)

24.1.6.1. Outline strategies to inform the public of construction activities

24.1.6.2. Outline strategies to inform motorists on and around the project

Local Public Agency	Prime Consultant (Firm) Name	County	Section Number
City of Pekin	Hanson Professional Services Inc	Tazewell	24-00202-00-EG

24.1.7. Prepare Transportation Operations Plan (TOP):

- 24.1.7.1. Outline work zone safety management strategies
- 24.1.7.2. Outline traffic and incident management, enforcement strategies
- 24.1.8. Prepare TMP Implementation and Monitoring plans
- 24.1.8.1. Outline of Monitoring Plan including requirements
- 24.1.8.2. Outline of Contingency plans for incidents, excessive queue/ delay
- 24.1.9. Field Inspection of Probable Detour Routes
- 24.1.10. Prepare Exhibits
- 24.1.10.1. Staging typicals
- 24.1.10.2. Field Inspection of Detour routes
- 24.1.10.3. 30% maintenance of traffic plans as required illustrating the proposed traffic management

25.0 DRAINAGE DESIGN

- 25.1. Locate and determine storm sewer and culvert lengths, classes, and types for non-structures in accordance with the Phase 1 hydraulics.
- 25.2. Complete the design of ditch profiles for mainline and sideroad ditches in accordance with the drainage study.
- 25.3. The consultant will show known existing field tile locations.
- 25.4. Design pipe underdrain profiles and outlets for the roadway.
- 25.5. Prepare erosion control plans
- 25.6. Prepare specifications for Drainage and Erosion items.
- 25.7. Prepare quantity calculations and estimates of costs for Drainage and Erosion items.
- 25.8. Prepare a Storm Water Prevention plan.

26.0 STRUCTURE DESIGN

- 26.1. Final design will be completed for structures listed below. Structures will be designed according to the AASHTO LRFD Bridge Design Specifications for HL-93 loading. In addition, load ratings and SLRS forms will be prepared for the bridges and box culverts.
- 26.2. Bridges:
 - 26.2.1. Proposed dual structures at I-474
 - 26.2.1.1. Superstructure Design
 - 26.2.1.2. Substructure Design
 - 26.2.1.3. Quantities & Estimates
 - 26.2.1.4. Special Provisions
 - 26.2.1.5. Prepare Submittal
 - 26.2.1.6. Shop Drawing Review
 - 26.2.1.7. Load Rating and SLRS
 - 26.2.1.8. IDOT/City Coordination and Submittals
- 26.3. Box Culverts:
 - 26.3.1. Sta. 292+00: 12 x 12 Box Culvert
 - 26.3.1.1. Culvert Design
 - 26.3.1.2. Quantities & Estimates
 - 26.3.1.3. Prepare Submittal
 - 26.3.1.4. Special Provisions
 - 26.3.1.5. Load Rating and SLRS
 - 26.3.1.6. IDOT/City Coordination and Submittals
 - 26.3.2. Sta. 318+90: 8 x 8 Box Culvert with +/- 40ft cover, special design
 - 26.3.2.1. Culvert Design
 - 26.3.2.2. Quantities & Estimates
 - 26.3.2.3. Prepare Submittal

Local Public Agency	Prime Consultant (Firm) Name	County	Section Number
City of Pekin	Hanson Professional Services Inc	Tazewell	24-00202-00-EG

26.3.2.4. Special Provisions

26.3.2.5. Load Rating and SLRS

26.3.2.6. IDOT/City Coordination and Submittals

26.3.3. Sta. 332+25: 36" Pipe Culvert with +/- 50ft cover, special design

26.3.3.1. Culvert Design

26.3.3.2. Quantities & Estimates

26.3.3.3. Prepare Submittal

26.3.3.4. Special Provisions

26.3.3.5. Load Rating and SLRS

26.3.3.6. IDOT/City Coordination and Submittals

26.3.4. Sta. 345+90: 60" Pipe Culvert with +/- 45ft cover, special design

26.3.4.1. Culvert Design

26.3.4.2. Quantities & Estimates

26.3.4.3. Prepare Submittal

26.3.4.4. Special Provisions

26.3.4.5. Load Rating and SLRS

26.3.4.6. IDOT/City Coordination and Submittals

26.4. Retaining Walls:

26.4.1. Two retaining walls with exposed heights of 7' or greater.

26.4.1.1. Design

26.4.1.2. Quantities & Estimates

26.4.1.3. Prepare Submittal

26.4.1.4. Special Provisions

26.4.1.5. IDOT/City Coordination and Submittals

27.0 ENVIRONMENTAL

27.1. Prepare a joint permit application for Section 404 authorization under Nationwide Permit # 14 – Linear Transportation Crossings. This scope assumes that an individual Section 404 permit and individual Section 401 water quality certification will not be required based on anticipated wetland and stream impacts.

27.2. Conduct bat bridge assessment reinspections for culverts and bridges four feet high or higher and request a biological update.

27.3. Validate the findings of the PESA.

28.0 LIGHTING

28.1. Coordination will be provided with the local utility company to establish a new electrical service for the lighting system.

28.2. Engineer will provide photometric calculations utilizing Lighting Analysts AGI32 to show compliance with IES RP8 Requirements.

28.3. Voltage drop calculations will be performed on the lighting circuit conductors so that they do not exceed recommended voltage drop values.

28.4. Lighting Plans will be prepared including, light pole and fixture locations, lighting controller location, electrical service connection location and conduit and wire routing.

28.5. IDOT standard details will be utilized for the Pole foundation, Pole wiring, Controller and service setup, etc. If other specialized conditions are found additional custom details will be generated.

28.6. A summary of quantities and estimate of probable construction cost will be prepared.

28.7. Special provisions will be written to accompany the drawings.

29.0 PLANS, SPECIFICATIONS, AND ESTIMATES

Local Public Agency	Prime Consultant (Firm) Name	County	Section Number
City of Pekin	Hanson Professional Services Inc	Tazewell	24-00202-00-EG

Plans will be designed and drafted in accordance with IDOT Manuals as of the start of the project (2024), including the BLRS Manual Chapter 11 and 23, BDE Manual Chapter 63, BBS Manuals, CADD Roadway Drafting Guide, and Bridge CADD Conventions and IDOT workspace. 29.1. Cover Sheet 29.2. Index of Sheets, Commitments, Standards, & General Notes 29.3. Summary of Quantities – Work includes determining the proper pay item, funding source, and construction type code for each item in accordance with IDOT Standard Specifications and Special Provisions. 29.4. Typical Sections –Veterans Drive and interchange ramp typical sections will include proposed sections only. Existing sideroads with improvements beyond an intersection will provide existing and proposed typical sections. 29.5. Schedule of Quantities –Schedules may be added for clarity to show the location of items and quantity per location and would generally be grouped according to type of work when possible. 29.6. Alignment, Ties & Benchmarks - Alignment ties will be shown on the plans with coordinates and Station/Offset information. Benchmarks will be set and shown in the plans. A location and description will be shown for each benchmark. Horizontal Control –The layout sheets will identify bearings and distances for centerline tangents, centerline curve data, and structure locations. The drawing will show side roads by mainline intersection station and mainline skew angle. Curve data will be shown in tabular format. 29.7. Construction Staging/MOT Plans 29.7.1. A schematic view of the proposed improvement showing the construction work and traffic control to be completed at the various stages. A written description of the construction sequence and the associated maintenance of traffic will accompany the schematic. 29.7.2. Typical sections per stage 29.7.3. Plan/profile sheets will be included in the maintenance of traffic plan to show temporary conditions. Sheets will show the MOT in greater detail for intersections, interchange, and connection to existing roadways. Items such as temporary drainage for each construction stage, temporary pavement markings, temporary signing, drums, barricades, crossovers, detour runarounds, road closures, construction work areas, etc. will be shown on these sheets. 29.8. Removal Plans –Items to be removed will be shown along with the associated pay item. Existing utilities to remain or relocated. 29.9. Roadway Plan & Profile Plans 29.9.1. Superelevation Details – Will be shown for the proper attainment of superelevation in profile view and a roadway detail. 29.9.2. Includes Ramp Plan & Profiles 29.10. Structure Plans 29.10.1. Bridge, box culvert and retaining wall plans will be prepared in accordance with the requirements for final design plan preparation in the IDOT Bridge Manual, 2023, and the IDOT Culvert Manual, 2017. 29.11. Drainage Plan/Profile Sheets to include: 29.11.1. Roadway profile 29.11.2. Roadside ditch profiles 29.11.3. Existing structures to remain 29.11.4. Proposed structures: storm sewer pipes and culverts 29.11.5. Existing utilities to remain. 29.12. Underdrain Plan - These sheets will show the proposed underdrain in plan view. Underdrain outlet locations will be shown. (Information may be combined with Drainage and Utility Sheets, if clarity is not compromised.) 29.13. Erosion and Sediment Control Plan - Erosion Control plans will be prepared in accordance with standards and policies. 29.14. Right of Way Plans 29.15. Intersection and Interchange Details 29.16. Pavement Marking and Signage Plans – Pavement marking sheets for proposed mainline and side roads will show the roadway plan view. Proposed signing will be shown on the same sheets as the pavement marking			
--	--	--	--

Local Public Agency	Prime Consultant (Firm) Name	County	Section Number
City of Pekin	Hanson Professional Services Inc	Tazewell	24-00202-00-EG

sheets where possible. Signing will be shown in accordance with the MUTCD and Illinois Supplement to the MUTCD.

- 29.16.1. Existing signs on crossroads within the project area will be inventoried to determine modifications and updates needed with installation of the new Veterans Drive roadway and interchange.
- 29.16.2. Sign Panel Standards – These sheets will be developed to support the signing plans and provide details for sign panels in accordance with IDOT policies and standards.
- 29.17. Lighting Plans – Lighting plans will be developed for the interchange with interstate 474.
- 29.18. Landscaping & Grading Plans
- 29.19. Miscellaneous Construction Details – Miscellaneous detail sheets will be prepared for special construction details not covered by IDOT or District Details.
- 29.20. IDOT District Details – The consultant will review District Standards for applicability to the project. The consultant will be responsible for selecting the appropriate standards and inserting them into the plans.
- 29.21. Mainline and Sideroads Cross Sections – Data shown on the cross sections will include:
 - 29.21.1 Proposed centerline
 - 29.21.2 Existing and proposed Right-of-Way limits
 - 29.21.3 Easement limits
 - 29.21.4 Proposed profile elevation
 - 29.21.5 Existing utility information
 - 29.21.6 Cut & fill areas, unsuitable removal areas, topsoil areas.
 - 29.21.7 Limits of topsoil excavation and placement
- 29.22. Culvert Cross Sections – Culvert cross sections will be shown at across road culvert locations. The culvert sections will be cut along the skew of the culvert and along the stream profile beyond the culvert area.
- 29.23. Special Provisions – The Consultant will prepare unique, project specific special provisions only.
- 29.24. Estimate of Time and construction schedule
- 29.25. Estimate of Cost
 - 29.25.1. Roadway Quantity Calculations – The consultant will complete quantity calculations and will include a summary of plan pay items/quantities to be included with pre-final and final plan reviews. Summary of quantities will be split by structure.
- 29.26. Plan Revision/Responding to Comments – For the submittals listed below, the Consultant will review the comments, revise the plans after the City & IDOT Review, and respond to the comments with a written disposition.

30.0 SUBMITTALS

The CONSULTANT will furnish the originals and a reasonable number of prints of plans and documents, as determined by the City, including the following:

- 30.1. Hydraulic Reports:
- 30.2. Structure Submittals:
 - 30.2.1 SGRs for bridges, box culverts and retaining walls noted in Section 10.0.
 - 30.2.2 TS&L drawings and Structure Reports for bridges and retaining walls noted in Section 11.0.
- 30.3. Prints of preliminary plans to the City
 - 30.3.1. Sheridan to IL 98
 - 30.3.2. IL 98 to Fischer Road
- 30.4. Prints of pre-final plans to the City and IDOT
 - 30.4.1. Sheridan to IL 98
 - 30.4.2. IL 98 to Fischer Road
- 30.5. Final PS&E to the City and IDOT
 - 30.5.1. Sheridan to IL 98
 - 30.5.2. IL 98 to Fischer Road

31.0 MEETINGS

- 31.1. Monthly Progress meetings with the City. Assume a total of 20, half in person.
- 31.2. Property owner meetings. Assume 10 meetings with exhibits.

Local Public Agency	Prime Consultant (Firm) Name	County	Section Number
City of Pekin	Hanson Professional Services Inc	Tazewell	24-00202-00-EG
31.2.1. Prepare exhibits per the City of Pekin's request to be used in meetings with property owners or to use in letters to property owners. 31.3. Coordination meetings with IDOT BLR and BDE: Design Meetings and Plan Review meetings. Assume a total of 2. 31.4. Coordination meetings with Tazewell County, Groveland Township. Assume a total of 1. 31.5. Coordination meetings with adjacent communities: Creve Coeur, Marquette Heights, North Pekin, Groveland. Discuss cost sharing. Assume a total of 1. 31.6. Monthly Team coordination meetings: Design meetings, plan reviews. Assume a total of 20. 31.7. Prepare meeting minutes for meetings or phone conversations that have significant value to the impact of the design. 32.0 QUALITY CONTROL/QUALITY ASSURANCE 32.1. QC/QA Reviews. The consultant will review submittals in conformance with the QC/QA plan. 33.0 PROJECT MANAGEMENT AND ADMINISTRATION 33.1. The consultant will perform monthly progress reports and narratives, personnel planning, scheduling, and budget control monitoring. 34.0 SCOPE OMISSIONS 34.1. Phase III consultation hours, if needed, will be negotiated at a later date and added by supplement. 34.2. Shop Drawing Reviews 34.3. Detention Design 34.4. Environmental Justice analysis, Section 4(f) and 6(f) evaluations beyond what is listed above, Phase II Archaeological testing, mitigation planning, air quality analyses, biological surveys, incidental take authorizations, formal threatened and endangered species consultations, new NEPA documentation other than a re-evaluation document. 34.5. PSI. This scope assumes a PSI will not be required for local ROW. 34.6. Permit Fees 34.7. Utility relocation plans 34.8. Sewer televising 34.9. Land Acquisition Services beyond plats and legal descriptions.			

Local Public Agency	Prime Consultant (Firm) Name	County	Section Number
City of Pekin	Hanson Professional Services Inc	Tazewell	24-00202-00-EG

**EXHIBIT B
PROJECT SCHEDULE**

Phase I - May 2025 to April 2026

Phase II

Sheridan Road to IL 98 - May 2026 to December 2027

IL 98 to Fischer Road - May 2026 to April 2028

All work performed will be completed and delivered to the City by April 2028.

Local Public Agency	Prime Consultant (Firm) Name	County	Section Number
City of Pekin	Hanson Professional Services Inc	Tazewell	24-00202-00-EG

Exhibit C
Qualification Based Selection (QBS) Checklist

The LPA must complete Exhibit D. If the value meets or will exceed the threshold in 50 ILCS 510, QBS requirements must be followed. Under the threshold, QBS requirements do not apply. The threshold is adjusted annually. If the value is under the threshold with federal funds being used, federal small purchase guidelines must be followed.

☐ Form Not Applicable (engineering services less than the threshold)

Items 1-13 are required when using federal funds and QBS process is applicable. Items 14-16 are required when using State funds and the QBS process is applicable.

		No	Yes
1	Do the written QBS policies and procedures discuss the initial administration (procurement, management and administration) concerning engineering and design related consultant services?	☐	☒
2	Do the written QBS policies and procedures follow the requirements as outlined in Section 5-5 and specifically Section 5-5.06 (e) of the BLRS Manual?	☐	☒
3	Was the scope of services for this project clearly defined?	☐	☒
4	Was public notice given for this project?	☐	☒

If yes Due date of submittal **05/31/24**

Method(s) used for advertisement and dates of advertisement

Advertised in newspaper (Peoria Journal Star) on 5/13/24

5	Do the written QBS policies and procedures cover conflicts of interest?	☐	☒
6	Do the written QBS policies and procedures use covered methods of verification for suspension and debarment?	☐	☒
7	Do the written QBS policies and procedures discuss the methods of evaluation?	☐	☒

Project Criteria	Weighting
Satisfactorily Answered Request for Qualifications	8%
Proposed Schedule of the Project	8%
Engineering Firm Experience	50%
Sufficient Number of Experienced Staff to Perform Work	8%
Professional Qualifications / Resumes	8%
Working Relationship with IDOT	10%
References	8%
Approach to Disadvantaged Business Enterprise	2%

8	Do the written QBS policies and procedures discuss the method of selection?	☐	☒
---	---	--------------------------	-------------------------------------

Selection committee (titles) for this project

Josie Esker, City Engineer

Dean Schneider, Public Works Director

Top three consultants ranked for this project in order	
1	Hanson Professional Services Inc.
2	Crawford, Murphy & Tilly, Inc. (CMT)
3	Fehr Graham Engineering & Environmental

9	Was an estimated cost of engineering for this project developed in-house prior to contract negotiation?	☐	☒
10	Were negotiations for this project performed in accordance with federal requirements.	☐	☒
11	Were acceptable costs for this project verified?	☐	☒
12	Do the written QBS policies and procedures cover review and approving for payment, before forwarding the request for reimbursement to IDOT for further review and approval?	☐	☒

Local Public Agency		Prime Consultant (Firm) Name		County		Section Number	
City of Pekin		Hanson Professional Services Inc		Tazewell		24-00202-00-EG	
13	Do the written QBS policies and procedures cover ongoing and finalizing administration of the project (monitoring, evaluation, closing-out a contract, records retention, responsibility, remedies to violations or breaches to a contract, and resolution of disputes)?				☐	☒	
14	QBS according to State requirements used?				☐	☒	
15	Existing relationship used in lieu of QBS process?				☒	☐	
16	LPA is a home rule community (Exempt from QBS).				☐	☒	

Instructions for BLR 05530 - Page 1 of 3

Form instructions are not to be submitted with the form

This form shall be used for a Local Public Agency (LPA) to enter into an agreement with an Engineering firm in connection with a project funded with Federal, State, and/or Motor Fuel Tax (MFT) funds. Based on the selection of type of engineering agreement and funding type, the form will change. For more information refer to the Bureau of Local Roads and Streets Manual (BLRS) Chapter 5. For signature requirements refer to Chapter 2, Section 3.05(b) of the BLRS manual.

This form can also be used for structure inspections.

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

Using Federal Funds? The user must select yes or no. Based on the selection, a drop-down menu will appear. The language of the form changes based on the selection.
Selecting yes indicates federal funds will be used to fund all or a portion of the engineering for this phase of this project.
Selecting no indicates no federal funds will be used to fund any engineering for this phase of the project.

Agreement For If yes was selected for using Federal Funds, select Federal PE or Federal CE from the drop-down.
If no was selected for using Federal Funds, select MFT PE, MFT CE, or MFT PE-CE.

Agreement Type From the drop down, select the type of agreement, types to choose from are: Original or Supplemental
Number If the agreement is for a supplemental, insert the number of the supplemental using number 1 for the first supplemental, and increase the numbering as the supplementals increase.

Local Public Agency

Local Public Agency	Insert the name of the LPA. This field value is used to populate the LPA name in the Agreement Signatures and the Exhibit pages.
County	Insert the name of the county in which the LPA is located.
Section Number	Insert the section number applied to this project without dashes, dashes are automatically inserted.
Job Number	Insert the job number assigned for the project, if applicable.
Project Number	Insert the project number assigned for this project, if applicable.
Contact Name	Insert the name of the LPA contact for this project.
Phone Number	Insert the phone for the LPA contact listed to the left without dashes.
Email	Insert the email for the LPA contact listed to the left.

Section Provisions

Location	Use the add location button to add additional locations, if needed, for up to a total of five locations. If there are more than five locations, use various.
Local Street/Road Name	Insert the local street/road name.
Key Route	Insert the key route of the street/road listed to the left, if applicable.
Length	Insert the length in miles as it pertains to the location listed to the left. For a structure insert 0.01.
Structure Number	Insert the existing structure number(s) for this project.
Location Termini	Insert the beginning and ending termini as it pertains to this location for this project.
Add Location	Use this button to add additional location.
Remove Location	Use this button to remove a location added in error. Please note that at least one location is required.
Project Description	Insert a description of the work to be accomplished by this project.
Engineering Funding	Check all boxes that apply, if type other is checked, insert the type of other funding in the box following "other." The form will change based on the box(es) checked.
Anticipated Construction Funding	Check all boxes that apply, if type other is checked, insert the type of other funding in the box following "other."

Instructions for BLR 05530 - Page 2 of 3

Agreement For	Select the check box for the type of engineering the agreement is for. Phase I for Preliminary Engineering, Phase II for Design Engineering, Phase III for Construction Engineering. When Federal Funds are used, Phase I and Phase II can be selected when the agreement is for Federal PE. When Federal CE is selected, only Phase III can be selected. For MFT, the Phases can be selected based on the original selection at the top of the form for the agreement type.
Consultant	
Primary Consultant (Firm) Name	Insert the name of the primary consultant firm that will be executing this agreement. This field value is used to populate the consultant name in the Agreement Summary, Agreement Signatures and the Exhibit pages.
Contact Name	Insert the name of the contact for the firm listed to the left.
Phone Number	Insert the phone number for the contact listed to the left, without dashes.
Email	Insert the email of the contact listed to the left.
Address	Insert the address of the firm listed to the left.
City	Insert the city of the firm listed to the left.
State	Insert the state of the firm listed to the left.
Zip Code	Insert the zip code of the firm listed to the left.
Agreement Exhibits	Check all that apply, for boxes checked that do not have a description, insert the name of the exhibit.
Exhibit A	Insert the scope of services covered by this agreement/ project. This exhibit is required.
Exhibit B	Insert the project schedule that applies to this agreement/ project. This exhibit is required.
Exhibit C	Qualification Based Selection (QBS) Checklist process must be followed when the value of engineering will meet and/or exceed the threshold in 50 ILCS 510. If the process does not apply, check the form not applicable checkbox on the top of the exhibit page. If the process applies and using federal funds, complete items 1 through 13. If the process applies and using state funds, complete items 14 through 16.
Exhibit D	Cost Plus Estimate of Consultant Services (CECS) Worksheet (BLR 05513 or BLR 05514). If the method of compensation was checked (under LPA Agrees item 4) as Cost Plus Fixed Fee (Anniversary Raise or Fixed Raise) in the agreement, then this exhibit is required and the correct BLR form: BLR 05514 for Fixed Raise or BLR 05513 for Anniversary Raise.
Exhibit	Use the remaining boxes and lines to add additional exhibits as needed.
LPA Agrees	
Method of Compensation	Select the method of compensation for this agreement by checking the applicable box. If Percent is checked (this is only available when agreement is for MFT funds.), insert in the box the applicable percentage. If Lump Sum is checked, complete the box after lump sum showing the lump sum compensation amount. For agreements funded with federal funds the lump sum shall be determined by using the Cost Plus Fixed Fee formula. If Specific Rate is checked, insert the specific rate in the box. The specific rate cannot exceed \$150,000. For a federal project this is limited to testing services only. If Cost Plus Fixed Fee is checked, select the type of raise the agreement will use: Anniversary or Fixed. If this method is selected, BLR 05513 or BLR 05514 must be included in the exhibits.

Instructions for BLR 05530 - Page 3 of 3

Agreement Summary

Prime Consultant (Firm) Name	Field populated from the Prime Consultant (Firm) Name entered on the first pages of the agreement.
TIN/FEIN/SS	Insert the Prime Consultant's Taxpayer Identification Number (TIN), Federal Employer Identification Number (FEIN) or Social Security Number (SS).
Agreement Amount	Insert the maximum agreement amount.
Subconsultant(s)	As applicable, insert the name of each subconsultant engaged in this agreement/ project. Subconsultants are defined as any firm that is required to complete a Cost Estimate of Consultant Services (CECS) Worksheet.
TIN/FEIN/SS	Insert the Subconsultant's Taxpayer Identification Number (TIN), Federal Employer Identification Number (FEIN) or Social Security Number (SS).
Agreement Amount	Insert the maximum agreement amount for the subconsultant listed to the left.
Add Subconsultant	If additional lines are needed for additional subconsultants, insert lines as needed and complete the required information.
Subconsultant Total	This field is automatically completed, it is the sum of all the agreement amounts for all subconsultants listed.
Prime Total	This field is automatically completed, it is the amount of the prime consultant fee as listed above.
Total for All	This field is automatically completed, it is the sum of the subconsultant and the prime total.

Agreement Signatures

Executed by LPA

Local Public Agency Type	From the drop down, select the type of LPA. Types to choose from are: City, County, Town, or Village.
Local Public Agency	Field populated from the Local Public Agency entered on the first pages of the agreement.
By	The LPA clerk will sign here.
By	The LPA official authorized to sign this agreement will sign and date here.
Seal of LPA	The LPA will seal the document here.
Title	Insert the title of the LPA official who signed above.

Executed by the Engineer

Prime Consultant (Firm) Name	Field populated from the Prime Consultant (Firm) Name entered on first pages of the agreement.
By	The person(s) authorized to sign this agreement from the engineering firm will sign and date here.
Title	Insert the title of the person signing above.

For Agreement using MFT or State Funds only:

Regional Engineer	Upon approval the Regional Engineer will sign and date here.
-------------------	--

A minimum of four (4) signed originals must be submitted to the Regional Engineer's District office.

Following approval, distribution will be as follows:

- Central Office (only for Projects using State and/or Federal Funds)
- District
- Engineer (Municipal, Consultant or County)
- Local Public Agency Clerk

EVALUATION CRITERIA	CONSULTANT		
	HANSON	MIDWEST	CMT
1 Did Consultants SOQ satisfactorily answer request for qualifications 15	7.5	7.5	7.5
2 Proposed Schedule of Project 15	11.5	14.5	12.5
3 Engineering firm experience			
a. Land Survey and ROW plats (10)	10.0	7.5	10.0
b. Studies and Permitting (10)	10.0	10.0	10.0
c. Drainage and Hydraulics Design (15)	12.5	12.5	7.5
d. Roadway Design (15)	15.0	12.5	12.5
e. Highway Structures Design (15)	15.0	15.0	12.5
f. Geotechnical Design (15)	7.5	5.0	7.0
g. Project Coordination with other agencies (10)	10.0	10.0	10.0
h. Public Involvement (5)	5.0	1.5	2.5
i. Previous Experience with the City (5)	5.0	2.5	2.5
SUBTOTAL 100	90.0	76.5	74.5
4 Sufficient experienced staff to perform work 15	15.0	10.0	12.5
5 Professional Qualifications/Resumes/Similar Experience by project team members still employed by the firm 15	15.0	10.0	12.5
6 Working Relationship with: Illinois Department of Transportation (10) Other government Agencies (10) 20	17.5	17.5	17.5
7 References 15	12.5	10.0	9.0
8 Approach to Disadvantaged Business Enterprise (DBE, MBE, WBE) 5	2.5	0.0	2.5
TOTAL 200	171.5	146.0	148.5

**REQUEST FOR COUNCIL ACTION**

Agenda Date: February 10, 2025
To: Members of the City Council
From: Joshua Wray, Economic Development Director

AGENDA ITEM: Resolution No. 236-24/25 Amending City of Pekin Procurement Policy No. 21

DESCRIPTION: The City Council did not approve the proposed procurement policy update at its meeting on December 9, 2024. Staff has since modified the proposed language to address the concerns discussed by Council, including clarifying that multi-year contracts shall be considered in their entirety, electric aggregation programs must still come to City Council for approval, and newspaper postings of sealed bids, RFPs, and RFQs shall be required unless the State moves away from newspaper postings and to a consolidated public notice website.

The larger purpose of the update to the policy is to provide clarity on what is required for different spending thresholds and methods of procurement as well as to ensure compliance with state or federal procurement regulations where applicable. No spending thresholds have changed, and the proposed language strengthens the RFP and RFQ requirements to be more consistent and transparent.

Staff recommends approval of this resolution.

FINANCIAL IMPACT:**REVIEWED BY:**

Jim Vasselli, City Attorney
Eric Dubrowski, Finance Director
John Dossey, City Manager
Sue McMillan, City Clerk

Approved - 2/5/2025
Approved - 2/5/2025
Approved - 2/6/2025
Final Approval - 2/6/2025

Resolution No. 236-24/25 Amending City of Pekin Procurement Policy No. 21

WHEREAS, the City of Pekin (the "City") is a home rule municipality as described in Section 6(a), Article VII, of the 1970 Constitution of the State of Illinois; and

WHEREAS, the City may exercise power and perform any function pertaining to its government and affairs, including, but not limited to, the power to legislate for the protection of the public health, safety, and welfare; and

WHEREAS, the City has adopted by Ordinance No. 2813-18/19 on January 28, 2019, Policy No. 21, City of Pekin Procurement Policy, and amended such by Resolution No. 295-21/22, Resolution 31-23/24, and Resolution 177-24/25, (the "Procurement Policy"), providing for the general rules and requirements for making purchases and contracts with City funds; and

WHEREAS, the City Council finds it in the best interests of the City, its residents, and the efficient administration of the City government to amend the current Procurement Policy as attached hereto as Exhibit A.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF PEKIN, TAZEWELL COUNTY, ILLINOIS, THAT:

Section 1. The foregoing findings and recitals are found to be true and correct and are incorporated herein.

Section 2. The current City of Pekin Procurement Policy is hereby rescinded in its entirety, and the entirety of Exhibit A is hereby adopted as the City of Pekin Procurement Policy.

Section 3. Severability. If any provision of this Resolution, or the application of any provision of this Resolution, is held unconstitutional or otherwise invalid, such occurrence shall not affect other provisions of this Resolution, or their application, that can be given effect without the unconstitutional or invalid provision or its application. Each unconstitutional or invalid provision, or application of such provision, is severable, unless otherwise provided by this Ordinance.

Section 4. This Resolution shall be in full force and effect from and after its passage and approval as required by law.

RESULT:	(0 TO 0)
MOVER:	None
SECONDER:	None
AYES:	None
NAYS:	None
ABSTAIN:	None
ABSENT:	

ADOPTED AND APPROVED at a Regular meeting of the City Council of the City of Pekin this _____

day of _____, 20____.

Mayor

ATTEST:

City Clerk

Exhibit A

City of Pekin Policy No. 21 Procurement Policy

Approved [insert approval date]
Ordinance No. XXX-24/25

Table of Contents

SECTION I – GENERAL REQUIREMENTS.....	4
1.1 Purpose	4
1.2 Affirmative Action.....	4
1.3 Local Preference	4
1.4 Contract Interference	4
1.5 Conflict of Interest.....	4
1.6 Public Notices	5
1.7 State or Federal Procurement.....	5
SECTION II - PURCHASING AUTHORITY.....	5
2.1 Appropriation.....	5
2.2 Purchasing Agents	6
2.3 Purchasing Thresholds.....	6
2.4 Emergency Procurement.....	7
2.5 Energy Procurement	7
2.6 Recurring Purchases	8
SECTION III - PROCUREMENT CATEGORIES	8
3.1 Micro Purchasing.....	8
3.2 Minor Purchasing.....	8
3.3 Major Purchasing.....	8
3.3.1 Generally.....	8
3.3.2 Retail Purchasing	8
3.3.4 Records	9
SECTION IV – MAJOR PURCHASING PROCUREMENT METHODS	9
4.1 Sealed Bids	9
4.1.1 Application	9
4.1.2 Notice.....	9
4.1.3 Specifications.....	9
4.1.4 Changes to Bid Specifications	10
4.1.5 Bid Submission.....	10
4.1.6 Bid Opening.....	11
4.1.7 Criteria for Bid Selection.....	11
4.1.8 Public Construction Bond Act.....	11
4.1.9 Prevailing Wage Act Compliance	12

4.1.10 Award	12
4.1.11 Post-Award Change Orders	12
4.1.12 Semi-Formal Bids in Lieu of Sealed Bids	12
4.2 Request for Proposals	13
4.2.1 Application	13
4.2.2 Notice.....	13
4.2.3 Specifications.....	13
4.2.4 Changes to Specifications.....	13
4.2.5 Proposal Submission.....	14
4.2.6 Criteria for Selection.....	14
4.2.7 Award	14
4.3 Request for Qualifications	14
4.3.1 Application	14
4.3.2 Notice.....	14
4.3.3 Specifications.....	15
4.3.4 Changes to Specifications.....	15
4.3.5 Qualifications Submission	15
4.3.6 Criteria for Selection.....	15
4.3.7 Award	16
4.4 Other Major Purchasing Procurement Methods	16
4.4.1 Joint & Cooperative Procurement	16
4.4.2 Sole Source Purchases	16
4.4.3 Other	16
ATTACHMENT A – INTERFERENCE WITH PUBLIC CONTRACTING	17
ATTACHMENT B – CONFLICTS OF INTEREST	19

SECTION I – GENERAL REQUIREMENTS

1.1 Purpose

The purpose of this Procurement Policy (the “Policy”) is to obtain the highest quality goods and services for the City at the lowest responsible price, to exercise financial control over the purchasing process, to clearly define authority for the purchasing function, to allow fair and equal opportunity among qualified suppliers, to provide for increased public confidence in the procedures followed in public purchasing, and to maintain efficient and effective purchasing processes. This policy applies to the purchase of all goods and services unless otherwise governed by law. This policy does not apply to sales or other disposition by the City of goods, services, or property, which may use similar terminology of bids, request for proposals, etc.

As a home rule municipality, the City has the authority to establish its own procurement policies by ordinance. The State of Illinois and the federal government have also adopted competitive procurement requirements and options for municipalities, and the City intends to maintain consistency with such laws.

1.2 Affirmative Action

Whenever possible, qualified disadvantaged business enterprises shall be included in the solicitation lists for purchases. The City shall follow all state and federal requirements as applicable.

1.3 Local Preference

The City may exercise a preference for local businesses for purchases funded exclusively by the City but only if such a preference is not greater than 5% more than the lowest responsible bid or proposal or does not result in unreasonable prices or rates due to a lack of competition. There shall be no local preference exercised for procurement involving state or federal funds or if otherwise disallowed.

1.4 Contract Interference

Employees, officers and agents of the City of Pekin who are involved in the procurement processes shall follow 720 ILCS 5/33E-1 (summarized in Attachment A) that prohibits certain acts that have the effect of interfering with public contracts.

1.5 Conflict of Interest

Employees, officers, and agents of the City who are involved in competitive procurement of a good or service shall make reasonable efforts to avoid real, apparent, or potential conflicts of interest. Such a conflict would arise in the following situations:

- the City employee, officer, or agent, or any member of his or her household, is employed or is about to be employed by the organization being considered for selection or award;

- any member of the City employee's, officer's, or agent's immediate family (partner, parent, sibling, or child, including in-laws) is an equity partner, C-suite executive or equivalent, or governing board member of the organization being considered for selection or award;
- any member of the City employee's, officer's, or agent's immediate family (partner, parent, sibling, or child, including in-laws) is employed by the organization being considered for selection or award and winning the selection or award would earn such family member a commission or would otherwise directly benefit from the selection or award;

An employee, officer, or agent of the City who is involved in the competitive procurement of a good or service and who has a real or apparent conflict of interest must disclose that conflict of interest. If the purchase is within the City Manager's spending authority, the disclosure must be made to the City Manager in writing prior to the selection or award. If the purchase is above the City Manager's spending authority, the disclosure must be made during a duly-noticed City Council meeting that occurs before the selection or award takes place, and such disclosure shall be documented in the minutes for that meeting.

Employees, officers and agents of the City who are involved in the procurement and selection of bids and purchases shall follow all applicable state and federal laws that prohibit public officials and officers engaging in conduct that divides their loyalty between their personal interests and their public duties. See Attachment B for a summary of the Public Officer Prohibited Activities Act (50 ILCS 105/0.01 et seq.).

1.6 Public Notices

Any public notice requirements included herein shall be the minimum required actions. Purchasing Agents are free to utilize additional methods of obtaining good faith competition in procurement such as posting on additional procurement websites, sending direct notifications to known vendors, or publishing notices of intent prior to the procurement documents being finalized and published.

Should the Illinois Municipal League's public notice website, www.localpublicnotices.org, or other consolidated public notice website ever been approved by the State of Illinois for official notice of local activities, newspaper notices referenced herein shall no longer be required, and posting to the State-approved consolidated website shall be required.

1.7 State or Federal Procurement

State or federal procurement requirements shall be followed where applicable despite any provisions in this Policy.

SECTION II - PURCHASING AUTHORITY

2.1 Appropriation

In accordance with 65 ILCS 5/8-1-7(a), no expense shall be incurred by any of the officers or departments of the City, whether the object of the expenditure has been ordered by the corporate authorities or not, unless an appropriation (i.e., via an annual budget) has been previously made concerning that contract or expense. Any contract made, or any expense otherwise incurred, in violation of this provision shall be null and void as to the City, and no money belonging thereto shall be paid on account thereof, except for expenses incurred that are directly related to a collective bargaining agreement (65 ILCS 5/8-1-7(d)).

2.2 Purchasing Agents

The following employees are designated to act as Purchasing Agents for the City:

- City Manager or his/her administrative designee
- Department Head or his/her administrative designee

Administrative designees must be noted in writing to the Director of Finance and City Manager, and the Director of Finance shall keep the list of designees.

All Purchasing Agents are responsible for ensuring competitive price and reasonable quality are obtained with each purchase and shall review all proposed procurements to avoid unnecessary or duplicative purchases. Purchasing Agents shall also ensure that the principals for free and open competition set forth in this Policy are adhered to and shall strive for the most efficient procurement method available.

2.3 Purchasing Thresholds

All procurement shall be made in accordance with the following schedule of thresholds:

Total Cost	Procurement Category	Approval Authority
Up to \$5,000	Micro purchasing	Any Purchasing Agent
Over \$5,000 to \$10,000	Minor purchasing	Department Head
Over \$10,000 to \$15,000	Minor purchasing	City Manager
Over \$15,000 to \$25,000	Minor purchasing	City Council
Over \$25,000	Major purchasing	City Council

The procurement category shall be based on the cost of the selected item/service. For example, if multiple quotes are gotten for a minor purchase where one quote is under \$25,000 and the rest of the quotes are over \$25,000, the purchase under \$25,000 still falls under the minor purchasing procurement category.

Purchasing thresholds shall be strictly interpreted, and the total cost of an expense to include the primary item as well as ancillary items (e.g., shipping, installation, protection packages, etc.) shall be considered together as one purchase; provided, **annual** service contracts that may be

cancelled at any time without penalty shall be evaluated with respect to purchasing thresholds based on cost per year. For example, if a software subscription will cost \$12,000 in the first year including implementation and \$8,000 annually thereafter, the purchase would be considered a \$12,000 purchase in the table above. One-time costs, such as implementation fees, may be paid across fiscal years for budgetary purposes, but breaking up costs in that manner shall not alter the threshold for purchasing authority. Multiyear contracts or contracts that otherwise obligate the City to spending beyond one year shall be considered in their entirety when determining purchasing thresholds.

2.4 Emergency Procurement

The City may award contracts and make purchases for the purpose of meeting a public emergency without complying with the purchasing thresholds and required procurement methods contained in this Policy. An "emergency purchase" shall be defined as a purchase that is necessary to mitigate:

- a threat to health or safety,
- substantial damage to public or private property, or
- a significant financial loss to the City.

Emergency expenditures may include immediate repair or maintenance of City property, vehicles, or equipment if the delay in such repair or maintenance would endanger persons or property or result in substantial impairment of the delivery of important City services.

The City Manager may authorize emergency purchases when he/she determines the purchase should not wait for a City Council meeting to be held subject to the following provisions:

- (1) For any emergency purchase estimated above \$50,000, the City Manager shall make a good faith attempt to call each member of the City Council to explain the emergency and proposed emergency purchase and to attempt to gather a quorum to hold an emergency City Council meeting within the hour in accordance with the Open Meetings Act. If a quorum cannot be made, the City Manager shall have the authority to authorize the emergency purchase if recommended by the Fire Chief, Police Chief, Chief Building Official, Public Works Director, City Engineer, Finance Director, or City Attorney.
- (2) Prior to authorizing any emergency purchase estimated above \$5,000, the City Manager shall, if feasible, attempt to obtain at least two competitive quotes for the purchase.
- (3) Any emergency purchase above the City Manager's regular spending authority shall be reported to the City Council at the next regular City Council meeting as a receive and file item on the Consent Agenda. The agenda packet shall include a written report on the emergency event and the justification for the emergency purchase as well as the invoices and other supporting documentation for the emergency purchase.

All emergency purchases made using state or federal funds shall be made under the appropriate state or federal procurement requirements.

2.5 Energy Procurement

The City acknowledges the volatility of the energy market and the need for decisiveness to obtain the best energy prices. Therefore, all contracts for energy procurement for City facilities

may be awarded and entered into by the City Manager; provided, the City Manager shall be responsible for ensuring such contracts were awarded after a competitive procurement process administered by the City its agent, and the City Manager shall provide notice to City Council of any contracts entered into under this provision via receive and file item on the consent agenda of the next City Council meeting. This provision shall explicitly exclude procurement of aggregation programs applicable to the public.

2.6 Recurring Purchases

When a reoccurring purchase is expected within a fiscal year, the total estimated value of the reoccurring purchases for that fiscal year shall be used to determine the appropriate purchasing threshold and procurement method. Once a quote, bid, or submittal has been awarded or selected, all future purchases shall be made from that provider without necessity of additional procurement processes, until such time as the City desires to initiate a new procurement process. The Purchasing Agent shall generally seek to initiate a new process at least every five years or sooner if industry standard. Reoccurring purchases shall not include bona fide separate projects where each project may or may not need competitive procurement subject to the provisions of this Policy.

SECTION III - PROCUREMENT CATEGORIES

3.1 Micro Purchasing

Purchasing Agents may make purchases of up to \$5,000 without price quotations. Vendor selection should be distributed equitably among qualified suppliers in an effort to promote competition.

3.2 Minor Purchasing

Minor purchases are made for goods and services that cost more than \$5,000 and up to \$25,000. Competitive price or rate quotations shall be obtained from at least two qualified sources whenever possible unless sole source procurement is appropriate and justified in writing to the City Manager. If a Purchasing Agent is unable to obtain at least two quotations, documentation of reasonable efforts to do so must be made and reported to the City Manager in writing.

3.3 Major Purchasing

3.3.1 Generally

Purchases of over \$25,000 must be made using the most appropriate competitive procurement method described in this Policy. The three main procurement methods shall be sealed bids, request for proposals, and request for qualifications. Other lawful procurement methods included herein may also be used as applicable.

Purchases at or exceeding \$150,000 or construction projects of any value that are funded with federal dollars must follow a sealed bid process as outlined below. In addition, an engineering estimate or other cost analysis must be documented by the purchasing agent or a qualified

consultant prior to issuing the bid to ensure that there is a reasonable estimate against which to compare bid pricing.

3.3.2 Retail Purchasing

When a purchase is to be made at retail where published prices are available to the general public, the Purchasing Agent may, in lieu of a major purchasing procurement method, obtain three prices for the good to be purchased. Minor differences between priced goods may be allowed, such as non-materially different specifications on a vehicle, and the Purchasing Agent shall recommend to City Council approval of the lowest cost option that meets the needs of the purchase.

3.3.4 Records

Records documenting the procurement process for any major purchases must include:

- (1) the procurement method chosen,
- (2) the notice and request published,
- (3) the basis for selection or award, and
- (4) any other significant decisions that were part of the procurement process.

Such records shall be maintained by the City in accordance with its retention and disposition schedules. For grant funded projects, records shall be maintained for a period of at least three years from the date of the submission to the federal government of the final expenditure report, or until the completion of any litigation, claim, negotiation, audit, or other action involving the records, whichever is longer.

All submittals received in response to a major purchasing procurement method shall be included in the City Council packet as a receive and file item on the Consent Agenda at the duly-noticed City Council meeting for which the selection or award is proposed for approval with such redaction as prudent and permissible by law; provided, the submittal being recommended for award shall be included under New Business as its own action item and need not also be included in the receive and file item.

SECTION IV – MAJOR PURCHASING PROCUREMENT METHODS

4.1 Sealed Bids

4.1.1 Application

The sealed bid process is required for all major purchases for equipment, supplies, materials, and other good as well as construction contracts; provided engineering, architectural, and construction management services should be procured via RFQ as described herein.

4.1.2 Notice

The sealed bid process shall be initiated by the issuance of a Request for Bids prepared by the Purchasing Agent. Notice of the Request for Bids shall be made by advertisement posted on a consolidated procurement page on the City's website, advertisement placed in a newspaper of

general circulation in the area, other methods of notice that may be prudent as determined by the purchasing agent.

4.1.3 Specifications

A list of bid specifications shall be prepared for each Request for Bid and shall be available for inspection at City Hall by request. Bid specifications shall include:

- (1) Bid name.
- (2) Bid submission deadline.
- (3) Date, location, and time of bid opening.
- (4) Specifications for the project or services including quantity, design, and performance features.
- (5) Bond and/or insurance requirements, if any.
- (6) Bid deposit requirements, if any.
- ~~(7) A copy of the proposed contract.~~
- (8) Any special requirements unique to the project or purchase.
- (9) Delivery or completion date.
- (10) For construction projects when appropriate, language that sets a requirement for a bid guarantee in the amount of 5% of the bid price from all bidders, as well as performance and payment bonds in the amount of 100% of the contract price from the contractor awarded the bid. If federally grant funded, the bidders must also include costs for Davis Bacon Act compliance if that is a requirement of the federal agency providing the funding.
- (11) For construction projects over \$2,000 funded with federal grants, a statement that contractors will be provided with a copy of the most current wage determination (from the DOL website at <http://www.wdol.gov/dba.aspx>) and must comply with the Davis Bacon Act.
- (12) Language that reserves for the City the right, at its sole discretion, to reject any and all bids, wholly or in part, to waive any informalities or any irregularities therein, to accept any bid even though it may not be the lowest bid, to call for rebids, to negotiate with any bidder, and to make an award which in its sole and absolute judgment will best serve the City's interest. The City of Pekin reserves the right to investigate the financial condition of any bidder to determine his or her ability to assure service throughout the term of the contract.

4.1.4 Changes to Bid Specifications

If specification changes are made prior to the close of the bid process, the Request for Bids will be amended and notice of addendum shall be published on the City website and shall be sent to any bidder who already submitted a bid. If the addendum is published without reasonable time to allow changes to bids prior to bid deadline, the purchasing agent may extend the bid deadline and opening date in the addendum.

4.1.5 Bid Submission

All bids must be submitted in sealed envelopes, addressed to the City of Pekin, City Clerk's Office, and plainly marked with the name of the bid and the time of the bid opening. Bid proposals will be date stamped on the outside of the envelope immediately upon receipt. Any bid

may be withdrawn in writing prior to the scheduled time for the opening of bids. Any bids received after the time and date specified shall not be considered and shall be returned to the bidder unopened.

Bidders shall bid to specifications; any exceptions must be noted by the bidder. A bidder submitting a bid thereby certifies that the bid is made in good faith without fraud, collusion, or connection of any kind with any other bidder for the same work, and that the bidder is competing solely on his/her behalf without connection with or obligation to any undisclosed person or firm.

4.1.6 Bid Opening

Every bid received prior to the bid submission deadline will be publicly opened and read aloud by the Purchasing Agent. The bid opening will include the name and address of the bidder; for lump sum contracts, the lump sum base bid and the bid for each alternate; for unit price contracts, the unit price for each item and the total, if stated; and the nature and the amount of security furnished with the bid if required.

4.1.7 Criteria for Bid Selection

In evaluating bids, the Purchasing Agent will consider the following criteria:

- (1) Price
- (2) Responsibility
 - a. Bidder's ability to perform within the specified time limits
 - b. Bidder's experience and reputation, including past performance for the City
 - c. Quality of the materials and services specified in the bid
 - d. Bidder's ability to meet other terms and conditions, including insurance and bond requirements
 - e. Bidder's financial responsibility
 - f. Bidder's availability to provide future service, maintenance, and support
 - g. Nature and size of bidder
 - h. Contract provisions that are acceptable to the City of Pekin
 - i. For construction projects over \$2,000 and subject to the prevailing wage compliance, contractor's indication of acceptance of wages in the current wage determination provided as part of the Request for Bids
 - j. Any other factors that the City determines are relevant and appropriate in connection with a given project or service.

When a sealed bid process involves a basket of goods and/or services, the Purchasing Agent shall determine relative weights for each good or service prior to opening bids, and price shall be evaluated inclusive of the predetermined weights. The weighting of goods/services shall not be available to bidders prior to the bid opening.

In addition to the above, in the case of a contract supported by federal funds, additional requirements or criteria may apply and shall be adhered to as applicable. Such requirements or criteria may include:

- There shall be no preference exercised for local contractors or suppliers.
- Disadvantaged businesses must be included in the solicitation list for the request for proposal.

- The City of Pekin will not select a provider who is listed on any excluded parties list with SAM.gov or any other state or federal procurement system.

4.1.8 Public Construction Bond Act

This Act (30 ILCS 550/0.01 et seq.) requires that the City shall require a contractor of a public works project exceeding \$5,000 to post a bond to ensure the completion of the work and for the payment for all material and labor, whether by subcontractor or otherwise, except that for most contracts under \$100,000, the contractor may post a non-diminishing irrevocable bank letter of credit in lieu of the bond, so long as the letter of credit contains the same provisions required by the Act.

4.1.9 Prevailing Wage Act Compliance

The Illinois Prevailing Wage Act (820 ILCS 130/0/0I et seq) shall apply to the wages paid by the City of Pekin for labor by workers, laborers and mechanics employed in the construction of a "public work," which includes all fixed works constructed whole or in part with public funds; and for the maintenance, repair, assembly, and disassembly of equipment being used in the construction of public works, regardless of whether such equipment is owned, leased or rented by the City.

4.1.10 Award

Awards for sealed bids shall be made to the lowest responsible bidder.

4.1.11 Post-Award Change Orders

Once a bid has been accepted, if changes to the specifications become necessary, the City will prepare a change order specifying the scope of the change. Once approved, the contractor and an authorized agent of the City must sign the change order. Per the Public Works Contract Change Order Act (50 ILCS 525/5 et seq.), the City shall bid (rather than negotiate) change orders on public works or improvements contracts entered into by the City where the change order necessitates any increase:

- (1) in the contract price that is 50% or more of the original contract price; or
- (2) in the price of a subcontract under the contract that is 50% or more of the original subcontract price.

Any such change orders:

- (1) must be resubmitted for bidding in the same manner for which the original contract was bid, and
- (2) are subject to any requirements to employ women and minorities on the public works project that existed at the bidding for the original contract, together with any later requirements imposed by law.

These requirements apply to any contract that was not procured in accordance with the Illinois Procurement Code and the State Finance Act. The Act preempts home rule powers.

4.1.12 Semi-Formal Bids in Lieu of Sealed Bids

If time does not permit the use of sealed bids, semi-formal bids shall be obtained from an adequate number of qualified vendors (at least two) to ensure that the City has received a fair and

reasonable price. If semi-formal bids are used, all of the above steps in the sealed bid process should be followed except that:

- (1) a full Request for Bids need not be published,
- (2) the bid submission need not be sealed,
- (3) the bids need not be opened publicly at specified date, location, and time

All record keeping requirements of the sealed bid process shall be followed, and special attention shall be paid to the justification for using semi-formal bidding. City Council reserves the authority to reject all semi-formal bids and direct staff to re-bid under the sealed bid process.

4.2 Request for Proposals

4.2.1 Application

The request for proposals (RFP) process is required for major purchases for service contracts outside of construction where criteria other than price should be considered, such as compatibility with other City systems, qualifications and experience, references from other customers, efficiency, effectiveness, etc. These instances include, but are not limited to, software packages, marketing services, strategic planning services, and training programs.

4.2.2 Notice

The RFP process shall be initiated by the issuance of an RFP prepared by the Purchasing Agent. Notice of RFP shall be made by advertisement posted on a consolidated procurement page on the City's website, **advertisement placed in a newspaper of general circulation in the area**, other methods of notice that may be prudent as determined by the purchasing agent.

4.2.3 Specifications

A list of specifications shall be prepared for each RFP and shall be available for inspection at City Hall. Specifications shall include:

- (1) RFP name.
- (2) Submission deadline.
- (3) Submission requirements.
- (4) Specifications for the project or services including quantity, design, and performance features.
- (5) Any special requirements unique to the project or purchase.
- (6) Criteria for selection.
- (7) Anticipated award timeline.
- (8) Language that reserves for the City the right, at its sole discretion, to reject any and all submittals, wholly or in part, to waive any informalities or any irregularities therein, to accept any submittal, to call for republishing the RFP, to negotiate with any provider, and to make an award which in its sole and absolute judgment will best serve the City's interest. The City reserves the right to investigate the financial condition of any provider to determine his or her ability to assure service throughout the term of the contract.

4.2.4 Changes to Specifications

If specification changes are made prior to the close of the RFP process, the RFP will be amended, and notice shall be published on the City website and shall be sent to any provider who already requested the RFP and any provider who already submitted a proposal.

4.2.5 Proposal Submission

All proposals must be submitted to the City Clerk's Office in accordance with the submission requirements set forth in the RFP. Proposals received after the deadline provided in the RFP shall not be considered.

After the RFP deadline has passed, the City Clerk shall cause all proposals to be sent to the Purchasing Agent for review.

4.2.6 Criteria for Selection

In evaluating the submittals, the Purchasing Agent shall consider only those criteria specified in the RFP; provided, the Purchasing Agent may include additional criteria if he or she solicits submittals to such additional criteria from each provider that submitted a proposal by the RFP deadline.

In addition to the above, in the case of a contract supported by federal funds, additional requirements or criteria may apply and shall be adhered to as applicable. Such requirements or criteria may include:

- There shall be no preference exercised for local contractors or suppliers.
- Disadvantaged businesses must be included in the solicitation list for the request for proposal.
- The City of Pekin will not select a provider who is listed on any excluded parties list with SAM.gov or any other state or federal procurement system.

4.2.7 Award

Awards for RFPs shall be made to the best proposal based on the selection criteria described in the RFP. Required documentation for the procurement process shall be on file with the City Clerk.

4.3 Request for Qualifications

4.3.1 Application

In accordance with the Local Government Professional Services Selection Act (50 ILCS 510), professional services such as architectural, engineering, or land- surveying services must be initially selected based on qualifications as described by the Act through a request for qualifications (RFQ) process. Thereafter, provisions of the Act allowing for continued use of satisfactory firms may apply; provided, an estimated expense of above \$40,000 shall require a new RFQ process for that project. The RFQ process shall also apply to the selection of providers for services that are characterized by a high degree of professional judgment and discretion including legal, financial, auditing, risk management, information technology, and insurance services.

4.3.2 Notice

The RFQ process shall be initiated by the issuance of a Request for Qualifications prepared by the Purchasing Agent. Notice of the RFQ shall be made by advertisement posted on a consolidated procurement page on the City's website, advertisement placed in a newspaper of general circulation in the area, other methods of notice that may be prudent as determined by the purchasing agent.

4.3.3 Specifications

A list of specifications shall be prepared for each RFQ and shall be available for inspection at City Hall. Specifications shall include:

- (1) RFQ name.
- (2) Submission deadline.
- (3) Submission requirements.
- (4) Specifications for the services.
- (5) Any special requirements unique to the project or service.
- (6) Criteria for selection.
- (7) Anticipated award timeline.
- (8) Language that reserves for the City the right, at its sole discretion, to reject any and all submittals, wholly or in part, to waive any informalities or any irregularities therein, to accept any submittal, to call for republishing the RFQ, to negotiate with any provider, and to make an award which in its sole and absolute judgment will best serve the City's interest. The City reserves the right to investigate the financial condition of any provider to determine his or her ability to assure service throughout the term of the contract.

4.3.4 Changes to Specifications

If specification changes are made prior to the close of the RFQ process, the RFQ will be amended, and notice shall be published on the City website and shall be sent to any provider who already requested the RFQ and any provider who already submitted a proposal.

4.3.5 Qualifications Submission

All submittals of qualifications must be submitted to the City Clerk's Office in accordance with the submission requirements set forth in the RFQ. Submittals received after the deadline provided in the RFQ shall not be considered.

After the RFQ deadline has passed, the City Clerk shall cause all submittals to be sent to the Purchasing Agent for review.

4.3.6 Criteria for Selection

In evaluating the submittals, the Purchasing Agent shall consider only those criteria specified in the RFQ; provided, the Purchasing Agent may include additional criteria if he or she solicits submittals to such additional criteria from each provider that submitted a proposal by the RFP deadline.

Unless specifically disallowed by the Act, project cost or rate costs may be considered but shall not be considered for more than 20% of selection weight.

In addition to the above, in the case of a contract supported by federal funds, additional requirements or criteria may apply and shall be adhered to as applicable. Such requirements or criteria may include:

- There shall be no preference exercised for local contractors or suppliers.
- Disadvantaged businesses must be included in the solicitation list for the request for proposal.
- The City of Pekin will not select a provider who is listed on any excluded parties list with SAM.gov or any other state or federal procurement system.

4.3.7 Award

Awards for RFQs shall be made to the most qualified provider based on the selection criteria described in the RFQ. Required documentation for the procurement process shall be on file with the City Clerk.

4.4 Other Major Purchasing Procurement Methods

4.4.1 Joint & Cooperative Procurement

Cooperative or state-level procurement pursuant to the Governmental Joint Purchasing Act (30 ILCS 525/0.01 et seq.), may be utilized in lieu of any of the three main procurement methods.

4.4.2 Sole Source Purchases

If the Purchasing Agent determines that there is only one possible or sensical source for a proposed purchase, they may waive the bid process and authorize the purchase from the sole source subject to purchasing thresholds provided in this Policy. Sole source procurements are rare and must be accompanied by detailed justification. Whenever sole source procurement is utilized, written justification must be included in the documents submitted to the Finance Department for the purchase.

Where the City has already engaged a vendor for a particular good or service, the City may consider the procurement sole source and may select the same vendor for goods and services without a competitive procurement process only if utilizing different vendors would inherently create substantive inefficiencies, disconnections, or incompatibilities (e.g., adding another module to an existing software package). This allowance for sole source shall not be construed to mean any contract may automatically be awarded to companies with which the City has done prior work; provided, the City may adhere to the Local Government Professional Services Selection Act allowing continuation of service from an engineering, surveying, or architecture firm.

4.4.3 Other

The City may award contracts and make purchases in accordance with any other procurement methods provided for by state or federal law.

ATTACHMENT A – INTERFERENCE WITH PUBLIC CONTRACTING

Overview

Article 33E of the Criminal Code of 2012 prohibits certain acts that have the effect of interfering with public contracts. 720 ILCS 5/33E-1 et seq. Article 33E was enacted to assure that the best price for the best quality of goods, services, and construction paid for by public monies is obtained.

Application

Article 33E applies to all contracts for goods, services, or construction let to any person with or without competitive bidding by any unit of local government. 720 ILCS 5/33E-2.

General Prohibitions

(1) During Bidding and Award - All Contracts.

- a. Except as otherwise required by law, a public official or employee cannot convey, outside of the competitive bidding process, information concerning contract specifications, other than publicly disseminated clarifications, or the identity of certain subcontractors where including such information or subcontractors in a bid or offer would make it more likely that such bid or offer would be accepted. 720 ILCS 5/33E-6.
- b. A public official or employee cannot inform a bidder or someone offering a contract that the bid or offer will be accepted only if specified individuals are included as subcontractors. 720 ILCS 5/33E-6.
- c. A public official cannot award a contract based on criteria not publicly disseminated via any applicable solicitation for contracts procedure. 720 ILCS 5/33E-6.
- d. A public official or employee cannot share in or receive, directly or indirectly, any money, profit, property, or benefit through the contract with the unit of local government or school district, with the intent to defraud the unit of local government or school district. 720 ILCS 5/33E-1 7.
- e. No person shall knowingly string or assist in stringing or attempt to string any contract or job order with a unit of local government or school district ("stringing" means knowingly structuring a contract or job order to avoid competitive bidding requirements). 720 ILCS 5/33E-18.

(2) During Bidding and Award - Competitively Bid Contracts.

- a. A public official or employee cannot open a sealed bid at a time other than the time designated or outside the presence of witnesses required by statute or ordinance. 720 ILCS 5/33E-5.
- b. A public official or employee cannot disclose to interested parties any information related to the terms of a sealed bid or any bidder's responsiveness to a request for bids, except as provided by law or as necessary to the performance of duties relating to the bid, unless such disclosure is also made generally available to the public. 720 ILCS 5/33E-5.

(3) During Contract Administration. A public official or employee cannot approve a change order or a series of change orders that increase or decrease the contract price by \$10,000 or more, or the time of completion by 30 days or more, without first obtaining a written

determination from the governing body of the unit of local government or its designee that:

- a. the circumstances said to necessitate the change were not reasonably foreseeable at the time the contract was signed; or
- b. the change is germane to the original contract as signed; or
- c. the change order is in the best interests of the unit of local government and authorized by law. 720 ILCS 5/33E-9.

Exemptions from General Prohibitions (720 ILCS 5/33E-12)

- (1) Disclosures of information related to the name of bidders, offerors, or contractors.
- (2) Disclosures of information related to acceptable alternatives or substitutes to plans or specifications if such information is also made generally available to the public.
- (3) Negotiations with the lowest responsible bidder to obtain a reduction in price.
- (4) Negotiations under the Local Government Professional Services Selection Act.

Penalties

A public official or employee who violates Article 33E is guilty of either:

- (1) a Class 4 felony and is subject to not less than one year and not more than three years in prison and a fine of up to \$25,000.00 (720 ILCS 5/33E-5; 720 ILCS 5/33E-6; 720 ILCS 5/33E-9; 730 ILCS 5/5-8-1(a)(7); 730 ILCS 5/5-9-1(a)(1)); or
- (2) a Class 3 felony and is subject to not less than two years and not more than five years in prison and a fine of up to \$25,000.00 (720 ILCS 5/33E-5; 720 ILCS 5/33E-6; 730 ILCS 5/5-8-1(a)(6); 730 ILCS 5/5-9-1(a)(1)).

ATTACHMENT B – CONFLICTS OF INTEREST

Public Officer Prohibited Activities Act, 50 ILCS 105/0.0 I et seq.

- (1) Application: all elected or appointed officials, except those serving on advisory panels or commissions. 50 ILCS 105/3(a).
- (2) General Prohibitions:
 - a. Interests in Contracts. A public official cannot have a direct or indirect interest in any contract or work where the official may be called upon to act or vote on the award of such contract or work. 50 ILCS 105/3(a).
 - b. Representation. A public official cannot represent any person, association, trust, or corporation on any application or bid for any contract or work where the official may be called upon to act or vote on the award of such contract or work. 50 ILCS 105/3(a).
 - c. Influences. A public official cannot directly or indirectly take money or any other thing of value as a gift, bribe, or means of influencing his or her vote or action. 50 ILCS 105/3(a).
- (3) Exemptions from General Prohibitions:
 - a. Small Contracts (more than \$1,500; \$25,000 annual aggregate limit). Members of the governing body of a public entity may provide materials, merchandise, property, services, or labor to the public entity if all of the following conditions are satisfied:
 - i. the interested member owns less than a 7.5 % share in the person, firm, partnership, association, corporation, or cooperative doing business with the public entity; and
 - ii. the interested member publicly discloses the nature and extent of his or her interest prior to or during deliberations concerning the proposed award of the contract; and
 - iii. the interested member abstains from voting on the award of the contract, though he or she shall be considered present for purposes of establishing a quorum; and
 - iv. the contract is approved by a majority vote of those members presently holding office; and the contract is awarded pursuant to a sealed bidding procedure if the amount of the contract exceeds \$1,500; and
 - v. the award of the contract would not cause the aggregate amount of all such contracts awarded to the same person, firm, association, partnership, corporation, or cooperative in the same fiscal year to exceed \$25,000. 50 ILCS 105/3(6)(1).

CITY of PEKIN

PROCUREMENT POLICY

January 28, 2019
Ord No. 2813 &
Policy No. 21-18/19 –
Procurement

Amended
July 26, 2021
Resolution No. 295-21/22

Amended
July 10, 2023
Resolution No. 31-23/24

TABLE OF CONTENTS

Purpose	3
Affirmative Action and Local Preference.....	3
Code of Conduct.....	3
Documentation.....	4
Purchasing Authority	4
Purchasing Agents	5
Purchasing Thresholds	5
Incidental Purchases	5
Minor Purchases	5
Major Purchases	5
Sealed Bid Process	6
Bid Specifications	6
Bid Submission.....	7
Bid Opening	7
Criteria for Bid Selection	7
Change Orders	8
Exceptions	8
Competitive Proposals.....	8
Sole Source Purchases	8
Recurring Purchases	8
Emergency Purchases	8
Professional Services.....	8
Public Improvements	9
General Procedures and Principles	10
Competition, Joint & Cooperative Purchasing.....	11
Procurement Procedures	12
Cost and Price Analysis	12
Procurement Records	12
Insurance Reimbursements, Requirements for Selection of Contractors	12
Types of Procurement	13
Micro, Small, Sealed Bids, Competitive Proposals.....	13
Non-Competitive Proposals	14
Attachment A.....	15
Attachment B.....	17

PURPOSE

The **City of Pekin**, acting as a trustee of public funds, has an obligation to grant opportunities for all interested parties who provide goods and services. The City also has a responsibility to secure goods and services of the highest quality at the best price.

The purpose of this Purchasing Policy is to obtain the highest quality goods and services for the City of Pekin at the lowest possible price, to exercise financial control over the purchasing process, to clearly define authority for the purchasing function, to allow fair and equal opportunity among qualified suppliers, and to provide for increased public confidence in the procedures followed in public purchasing.

This policy applies to the purchase of goods, supplies, services and the contracting for public improvement projects for all City Departments despite purpose, funding source, or dollar amount.

As a home-rule community, the City of Pekin has the local ability and powers to establish its own purchasing policies by ordinance. The State of Illinois also has adopted competitive bidding- statutes for municipalities. Where possible, the City shall strive for consistency with such statutes.

AFFIRMATIVE ACTION AND LOCAL PREFERENCE

Whenever possible, qualified small, minority and women-owned businesses shall be included in the solicitation lists for bids or non-bid purchases. If the purchase is federally funded in whole or in part, minority and women owned businesses must be included in the solicitation lists and all other affirmative action requirements outlined in any grant provisions must be followed. The City of Pekin may exercise a preference for local businesses for purchases funded exclusively by the City of Pekin but only if such a preference is not greater than 5% more than the lowest responsible bid or proposal or does not result in unreasonable prices or rates due to a lack of competition. For purchases funded in whole or in part with federal funding, the City of Pekin may not exercise a preference for local businesses.

CODE OF CONDUCT

Employees, officers and agents of the City of Pekin who are involved in the procurement and selection of bids and purchases shall make reasonable efforts to avoid real, apparent, or potential conflicts of interest. No employee, officer or agent of the City of Pekin shall participate in selection, award, or administration of a contract if a conflict of interest, real or apparent, would be involved. Such a conflict would arise when:

- the employee, officer or agent,
- any member of his or her immediate family,
- his or her partner, or
- an organization which employs, or is about to employ, any of the above has a financial or personal interest in the firm/vendor selected for award.

An employee, officer or agent of the City of Pekin who is involved in the procurement and selection of a bid or purchase and who has a real or apparent conflict of interest must disclose that conflict of interest within the context of a duly-noticed City Council meeting that occurs before the bid selection or purchase takes place. Such disclosure must be documented in the minutes for that meeting which shall be retained as part of the official record surrounding the bid or purchase.

Officers, employees and agents who fail to follow the above Code of Conduct may be sanctioned or disciplined, to the extent permitted by law, for violations of the above standards.

Contract Interference. Employees, officers and agents of the City of Pekin who are involved in the procurement and selection of bids and purchases shall follow 720 ILCS 5/33E-1 (summarized in Attachment A to this policy) that prohibits certain acts that have the effect of interfering with public contracts.

Conflict of Interest. Employees, officers and agents of the City of Pekin who are involved in the procurement and selection of bids and purchases shall follow the following state statutes (summarized in Attachment B to this policy) that prohibit public officials and officers engaging in conduct that divides their loyalty between their personal interests and their public duties:

- Municipal Code—Conflict of Interest Statute (65 ILCS 5/3.1-55-10)
- Public Officer Prohibited Activities Act (50 ILCS 105/0.01 et seq.)
- Criminal Code—Official Misconduct Statute (720 ILCS 5/33-3)

DOCUMENTATION

Records documenting the procurement process for any Minor or Major purchases, as those terms are defined below, including the reason for the specific procurement method chosen, the basis for the award and contract pricing (showing evidence that the process was fair and equitable), as well as any other significant decisions that were part of the procurement process shall be maintained by the City of Pekin in accordance with its retention and disposition schedules. For grant funded projects, records shall be maintained for a period of at least three years from the date of the submission to the Federal government of the final expenditure report, or until the completion of any litigation, claim, negotiation, audit, or other action involving the records, whichever is longer.

PURCHASING AUTHORITY

In accordance with 65 ILCS 5/8-1-7(a), no expense shall be incurred by any of the officers or departments of the City of Pekin, whether the object of the expenditure has been ordered by the corporate authorities or not, unless an appropriation (i.e. via an annual budget) has been previously made concerning that contract or expense. Any contract made, or any expense otherwise incurred, in violation of this provision shall be null and void as to the city, and no money belonging thereto shall be paid on account thereof, except for expenses incurred that are directly related to a collective bargaining agreement (65 ILCS 5/8-1-7(d)).

Purchasing Agents. The following employees are designated to act as Purchasing Agents for the City of Pekin:

- City Manager or his/her administrative designee
- Department Head or his/her administrative designee

Purchasing Agents are responsible for ensuring that the best possible price and quality are obtained with each purchase and shall review all proposed procurements to avoid unnecessary or duplicative purchases of equipment, supplies and services. Purchasing Agents shall also ensure that the principals for free and open competition set forth in this Policy are adhered to.

Emergency Purchases. The City may award contracts and make purchases for the purpose of meeting a public emergency without complying with the purchasing thresholds and required procurement processes contained in this Policy. An "emergency purchase" shall be defined as a purchase that is necessary to mitigate (1) a threat to health or safety, (2) substantial damage to public or private property, or (3) a significant financial loss to the City. Emergency expenditures may include immediate repair or maintenance of City property, vehicles, or equipment if the delay in such repair or maintenance would endanger persons or property or result in substantial impairment of the delivery of important City services.

The City Manager may authorize emergency purchases when he/she determines the purchase should not wait for a City Council meeting to be held subject to the following provisions:

1. For any emergency purchase estimated above \$50,000, the City Manager shall make a good faith attempt to call each member of the City Council to explain the emergency and proposed emergency purchase and to attempt to gather a quorum to hold an emergency City Council meeting within the hour in accordance with the Open Meetings Act. If a quorum cannot be made, the City Manager shall have the authority to authorize the emergency purchase if recommended by the Fire Chief, Police Chief, Chief Building Official, Public Works Director, City Engineer, Finance Director, or City Attorney.
2. Prior to authorizing any emergency purchase estimated above \$5,000, the city manager shall, if feasible, attempt to obtain at least two competitive quotes for the purchase.
3. Any emergency purchase above the City Manager's regular spending authority shall be reported to the City Council at the next regular City Council meeting as a receive and file item on the Consent Agenda. The agenda packet shall include a written report on the emergency event and the justification for the emergency purchase as well as the invoices and other supporting documentation for the emergency purchase.

All emergency purchases made using state or federal funds shall be made under the appropriate state or federal procurement requirements.

PURCHASING THRESHOLDS

Incidental Purchases. Purchasing Agents may make purchases of up to \$5,000 without prior approval, provided those purchases are within the budget authorized by the City Council. Incidental

Purchases fall under the “Micro Purchases” procurement method. If recurring purchases from the same vendor within one fiscal year would exceed \$10,000, then prior approval of the City Manager and an appropriate procurement method are required.

Minor Purchases. Purchasing Agents may make purchases with a value between \$5,000 and \$10,000 only with prior approval of their Department Head and provided that such purchases are within the budget authorized by the City Council. Minor Purchases fall under the “Small Purchase” procurement method. If recurring purchases from the same vendor within one fiscal year would exceed \$10,000, then prior approval of the City Manager and an appropriate procurement method are required.

Major Purchases. All purchases over \$10,000 require prior approval of the City Manager. Purchases of \$15,000 or more shall require prior approval of the City Council. The City Manager shall review all proposed major purchases to avoid unnecessary or duplicative purchases of equipment, supplies and services. The City Manager shall also ensure that the principals of free and open competition set forth in this Policy are adhered to.

The expenditure authority set forth herein includes the authority to enter into any contracts or agreements necessary to complete the approved purchase.

The expenditure authority of the City manager includes the authority to approve the purchase of right-of-way or easements necessary for the completion of capital improvement projects, and to enter into such agreements as are necessary to complete the acquisition of such right-of-way or easements; provided that the City Manager may delegate this authority to the appropriate department head where the purchase falls within such department head’s expenditure authority as set forth herein.

If federal funding is used for purchases between \$3,000 (\$2,000 in the case of construction projects subject to Davis Bacon Act requirements) and \$150,000, price or rate quotes must be obtained from two or more qualified sources following the affirmative action provision of this policy and all provisions regarding fair and unrestricted competition.

For all major purchases with a value between \$10,000 and \$25,000, price and rate quotations shall be obtained from at least two qualified vendors to ensure that the City has received a fair and reasonable price. Vendors will be selected based on cost, the quality of the goods and services offered, and the ability, capacity, and skill of the vendor demonstrated under prior contracts with the City of Pekin.

Major purchases with a value over \$25,000 must follow the competitive proposal procurement or a sealed bid process. Purchases of \$150,000 or more must follow the sealed bid process outlined below.

Purchases at or exceeding \$150,000 or construction projects of any value that are funded with federal dollars must follow a sealed bid process as outlined below and also follow any procurement guidance as outlined in the applicable grant agreement. In addition, a pricing analysis must be completed by

the purchasing agent or a qualified consultant prior to issuing the request for proposal to ensure that there is a reasonable estimate against which to compare bid proposal pricing.

Purchasing thresholds shall be strictly interpreted, and the total cost of an expense to include the primary item and ancillary items (e.g., shipping, installation, protection packages, etc.) are to be considered together as one purchase.

SEALED BID PROCESS:

The sealed bid process shall be initiated by the issuance of a Request for Bids prepared by the Purchasing Agent. Notice of the Request for Bids shall be made by letters to known providers soliciting bid responses, advertisements posted on the City's website, and advertisements placed in a newspaper of general circulation in the region.

Bid Specifications. A list of bid specifications shall be prepared for each purchase over \$25,000 and shall be available for inspection at City Hall. Bid specifications shall include:

1. Bid name.
2. Bid submission deadline.
3. Date, location, and time of bid opening.
4. Specifications for the project or services including quantity, design, and performance features.
5. Bond and/or insurance requirements.
6. Bid deposit requirements, if any.
7. A copy of the proposed contract.
8. Any special requirements unique to the project or purchase.
9. Delivery or completion date.
10. For construction projects, language that sets a requirement for a bid guarantee in the amount of 5% of the bid price from all bidders, as well as performance and payment bonds in the amount of 100% of the contract price from the contractor awarded the bid. If federally grant funded, the bidders must also include costs for Davis Bacon Act compliance if that is a requirement of the federal agency providing the funding.
11. For construction projects over \$2,000 funded with federal grants, a statement that contractors will be provided with a copy of the most current wage determination (from the DOL website at <http://www.wdol.gov/dba.aspx>) and must comply with the Davis Bacon Act.
12. Language that reserves for the City of Pekin the right, at its sole discretion, to reject any and all bids, wholly or in part, to waive any informalities or any irregularities therein, to accept

any bid even though it may not be the lowest bid, to call for rebids, to negotiate with any bidder, and to make an award which in its sole and absolute judgment will best serve the City's interest. The City of Pekin reserves the right to investigate the financial condition of any bidder to determine his or her ability to assure service throughout the term of the contract.

Once a Request for Bids has been issued, the bid specifications will be available for inspection at the City's offices at 111 S. Capitol Street, Pekin, IL 61554.

Bid Submission. All bids must be submitted in sealed envelopes, addressed to the City of Pekin and plainly marked with the name of the bid and the time of the bid opening. Bid proposals will be date stamped on the outside of the envelope immediately upon receipt. Any bid may be withdrawn in writing prior to the scheduled time for the opening of bids. Any bids received after the time and date specified shall not be considered and shall be returned to the bidder unopened.

Bidders shall bid to specifications and any exceptions must be noted by the bidder. A bidder submitting a bid thereby certifies that the bid is made in good faith without fraud, collusion, or connection of any kind with any other bidder for the same work, and that the bidder is competing solely on his/her behalf without connection with or obligation to any undisclosed person or firm.

Bid Opening. Every bid received prior to the bid submission deadline will be publicly opened and read aloud by the Purchasing Agent. The bid opening will include the name and address of the bidder; for lump sum contracts, the lump sum base bid and the bid for each alternate; for unit price contracts, the unit price for each item and the total, if stated; and the nature and the amount of security furnished with the bid if required.

Criteria For Bid Selection. In evaluating bids, the Purchasing Agent will consider the following criteria:

1. Price.
2. Bidder's ability to perform within the specified time limits.
3. Bidder's experience and reputation, including past performance for the City.
4. Quality of the materials and services specified in the bid.
5. Bidder's ability to meet other terms and conditions, including insurance and bond requirements.
6. Bidder's financial responsibility.
7. Bidder's availability to provide future service, maintenance, and support.
8. Nature and size of bidder.
9. Contract provisions that are acceptable to the City of Pekin.
10. For construction projects over \$2,000 and subject to the Davis Bacon Act compliance, contractor's indication of acceptance of wages in the current wage determination provided as part of the Request for Bids.
11. Any other factors that the City determines are relevant and appropriate in connection with a given project or service.

In addition to the above, in the case of a contract supported by federal funds, the additional criteria shall apply:

1. There shall be no preference exercised for local contractors or suppliers.
2. Minority and women-owned businesses must be included in the solicitation list for the request for proposal.

3. The City of Pekin will not select a bidder who is listed on the Excluded Parties List System website (<https://www.sam.gov>).

Change Orders. If specification changes are made prior to the close of the bid process, the Request for Bids will be amended and notice shall be sent to any bidder who already submitted a bid and a new bid process will be initiated. Once a bid has been accepted, if changes to the specifications become necessary, the City will prepare a change order specifying the scope of the change. Once approved, the contractor and an authorized agent of the City must sign the change order.

Exceptions. The following exceptions to the sealed bid process may apply, however there must be written documentation created and maintained that outlines the process and rationale for such exceptions:

Competitive Proposals. If time does not permit the use of sealed bids, or the award will be made on the basis of non-price related factors, a competitive proposal process shall be initiated by the issuance of a Request for Bids (RFB) or Request for Qualifications (RFQ) prepared by the Purchasing Agent that includes the factors that will be used to evaluate and compare the proposals. Bids or qualifications shall be obtained from an adequate number of qualified sources (at least two vendors) to ensure that the City has received a fair and reasonable price and all notification and record keeping requirements of the sealed bid process shall be followed. If architectural or engineering services are being solicited, this process should be used with the most qualified firm or individual awarded the bid and price or fees negotiated after the award. If competitive proposals are used, all of the above steps in the sealed bid process should be followed except that: 1) the bid submission need not be sealed; and 2) price will not be the primary factor in the proposal selection.

Sole Source Purchases. If the Purchasing Agent determines that there is only one possible source for a proposed purchase, it may waive the bid process and authorize the purchase from the sole source.

Recurring Purchases. If the total value of a recurring purchase of a good or service is anticipated to exceed \$25,000 during any fiscal year, the bid process shall be utilized and shall specify the recurring nature of the purchase. Once a bid has been accepted, all future purchases shall be made from that bidder without necessity of additional bids, until such time as the City desires to initiate a new bid process.

Emergency Purchases. Emergency purchases may be made in accordance with the emergency purchases provisions contained in the Purchasing Authority section of this Policy.

Professional Services. In accordance with the Local Government Professional Services Selection Act (50 ILCS 510), professional services such as architectural, engineering, or land-surveying services do not fall under the competitive bidding requirements. Those services, instead, must be selected based on qualifications and experience. The bid process shall also not apply to the selection of providers for services that are characterized by a high degree of professional judgment and discretion including legal, financial, auditing, risk management, information technology and insurance services with a value of up to \$25,000.

Public Improvements. Any public improvement exceeding \$25,000 may be contracted or let through the aforementioned policy guidelines or in accordance with 65 ILCS 5/8-9 through:

- (1) A contract let to the “lowest, responsive, and responsible bidder” after advertising for bids in a competitive proposals procurement or a sealed bid process. The lowest, responsive, responsible bidder shall be defined as a person or entity who a) has the capability in all respects to perform fully the contract requirements and the integrity and reliability that will assure good faith performance; b) is financially responsible and is able to discharge one’s obligations in accordance with what may be expected or demanded under the terms of the contract; and c) has complied with all of the requirements of and submitted all of the materials and information in the invitation for bids.
- (2) City employees performing work on the public improvement where all project materials of a value of \$25,000 and upward used in the construction of the work or other public improvement is competitively bid and let to the lowest responsible bidder.

Exceptions to Public Improvement Competitive Bidding (in accordance with 65 ILCS 5/8-9-1)

- (1) Funded by Special Assessment or Taxation. Public improvement projects that are paid in whole or in part by a special assessment or special taxation shall be exempt from competitive bidding.
- (2) Federal Contracts. Competitive bidding under this policy for public improvements shall not apply to any contract with the federal government or any agency of the federal government.
- (3) Super Majority Votes of City Council. Two-Thirds (2/3) of the city council may affirmatively vote to award a contract without competitive bidding. Additionally, the municipality may, by a vote of 2/3rds of the city council, opt to construct the public improvement itself using its own employees. In this instance, all material with a value of \$25,000 or more that is used in the construction of the project must be purchased through a contract let by competitive bidding.
- (4) When the City of Pekin anticipates utilizing State of Illinois funding for a public work improvement contract, the City shall follow the rules set out by the ruling State agency.

Public Works Contract Change Orders. Per the Public Works Contract Change Order Act (50 ILCS 525/5 et seq.), the City shall bid (rather than negotiate) change orders on public works or improvements contracts entered into by the city where the change order necessitates any increase:

- (1) in the contract price that is 50% or more of the original contract price; or
- (2) in the price of a subcontract under the contract that is 50% or more of the original subcontract price.

Any such change orders:

- (1) must be resubmitted for bidding in the same manner for which the original contract was bid;

- (2) are subject to any requirements to employ women and minorities on the public works project that existed at the bidding for the original contract, together with any later requirements imposed by law.

These requirements apply to any contract that was not procured in accordance with the Illinois Procurement Code and the State Finance Act. The Act preempts home rule powers.

Public Construction Bond Act (30 ILCS 550/0.01 *et seq.*). This Act requires that the City shall require a contractor of a public works project exceeding \$5,000 to post a bond to ensure the completion of the work and for the payment for all material and labor, whether by subcontractor or otherwise, except that for most contracts under \$100,000, the contractor may post a non-diminishing irrevocable bank letter of credit in lieu of the bond, so long as the letter of credit contains the same provisions required by the Act.

Prevailing Wage Act Compliance. The Illinois Prevailing Wage Act (820 ILCS 130/0/01 *et seq.*) shall apply to the wages paid by the City of Pekin for labor by workers, laborers and mechanics employed in the construction of a “public work,” which includes all fixed works constructed whole or in part with public funds; and for the maintenance, repair, assembly, and disassembly of equipment being used in the construction of public works, regardless of whether such equipment is owned, leased or rented by the City.

GENERAL PROCEDURES AND PRINCIPLES

These general procedures apply to all procurement regardless of type.

Federally funded non-competitive purchases for \$150,000 or more require a cost analysis to determine the reasonableness of the proposed pricing and should be completed in accordance with the requirements of the federal or state agency issuing the grant funding.

Competitive purchases covered by this policy will be authorized by a signed Contract, Agreement, Payment Authorization, or Client Services Authorization. Only the City Manager and the Mayor are authorized signatories for contracts and other agreements that bind the City.

As soon as feasible for the City to establish a purchasing order system and process, a Purchase Order will be prepared for all purchases except those relating to a contract or participant costs.

A Purchase Order will be completed by the appropriate staff and approved by the City Manager, Department Head or Purchasing Agent prior to placing the order. The Purchase Order must then be maintained by the department making the purchase, with one copy sent to the Finance Department.

Orders placed through the internet should have a confirming order sent or a copy printed off of the screen and must be maintained by the department making the purchase, with one copy sent to the Finance Department.

Upon receipt of goods, a packing slip or other proof of receipt should be signed and dated by the person accepting the goods. All documentation must be sent to the Finance Department.

Competition. All procurement transactions shall be conducted in a manner to provide, to the maximum extent practical, open and free competition. The purchasing agent shall be alert to organizational conflicts of interest as well as noncompetitive practices among contractors that may restrict or eliminate competition or otherwise restrain trade. In order to ensure objective contractor performance and eliminate unfair competitive advantage, contractors that develop or draft specification requirements, statements of work, invitations for bids and/or requests for proposals shall be excluded from competing for such procurements.

Competition may not be restricted or eliminated by:

- Placing unreasonable requirements on firms in order for them to qualify to do business,
- Requiring unnecessary experience and excessive bonding,
- Noncompetitive pricing practices between firms or between affiliated companies,
- Non-competitive awards to consultants who are on retainer contracts,
- Organizational conflicts of interest,
- Specifying only a “brand name” product instead of allowing “an equal” product to be offered and describing the performance of other relevant requirements of the procurement, and
- Any arbitrary action in the procurement process.
- Sub-grantees will conduct procurements in a manner that prohibits the use of statutorily or administratively imposed in-state or local geographical preferences in the evaluation of bids or proposals, except in those cases where applicable federal statutes expressly mandate or encourage geographic preference.

Joint & Cooperative Purchasing. Pursuant to the Governmental Joint Purchasing Act (30 ILCS 525/0.01 et seq.), the City of Pekin may procure personal property, supplies and services under any contract let by the State of Illinois pursuant to lawful procurement procedures. The City of Pekin may enter into a joint purchases agreement with another governmental unit, whereby one of the governmental units shall conduct the competitive selection process for services or goods. The City of Pekin may also authorize the procurement of personal property, supplies and services which have been procured through a competitive process by a federal agency; a consortium of governmental entities; or a group purchasing organization of which the City is a member or affiliate.

Procurement Procedures

- Purchasing Agents shall avoid purchasing unnecessary items.
- Where appropriate, an analysis shall be made of lease and purchase alternatives to determine which would be the most economical and practical procurement.
- Solicitations for goods and services shall provide for all of the following:
 - i) A clear and accurate description of the technical requirements for the material, product or service to be procured. In competitive procurements, such a description shall not contain features which unduly restrict competition.
 - ii) Requirements which the bidder must fulfill and all other factors to be used in evaluating bids or proposals.
 - ii) A description, whenever practicable, of technical requirements in terms of functions to be performed or performance required, including the range of acceptable characteristics or minimum acceptable standards.
 - iv) The specific features of ‘brand name or equal’ descriptions that bidders are required to meet when such items are included in the solicitation.
- To foster greater economy and efficiency, purchasing agents are encouraged to enter into

State and local intergovernmental agreements for procurement or use of common goods and services.

Cost and Price Analysis. Some form of cost or price analysis shall be made and documented in the procurement files in connection with every procurement action. Price analysis may be accomplished in various ways, including the comparison of price quotations submitted, market prices or similar indicators, together with discounts.

Cost analysis is the review and evaluation of each element of cost to determine reasonableness.

A cost analysis will be necessary when adequate price competition is lacking, and for sole source procurements, including contract modifications or change orders, unless price reasonableness can be established on the basis of a catalog or market price of a commercial product sold in substantial quantities to the general public or based on prices set by law or regulation.

Procurement records. Purchasing Agents will maintain records sufficient to detail the significant history of procurement. These records will include, but are not necessarily limited to the following: rationale for the method of procurement, selection of contract type, and contractor selection. Additionally, certifications of publication or tear sheets are needed as documentation for RFP's or Sealed Bid procurements.

Procurement records and files for purchases in excess of the small purchase threshold shall include the following at a minimum:

- (a) basis for contractor selection,
- (b) Justification for lack of competition when competitive bids or offers are not obtained, and
- (c) basis for award cost or price.

Insurance Reimbursements. Purchases for goods or services that are covered by and will be reimbursed by third-party insurance providers should follow the direction given by the third party insurance providers on the selection of vendors. When the third party insurance provider does not establish a vendor to use, then the City's procurement policy must be followed.

The above standards will apply to all procurements.

Requirements for Selection of Contractors. Contracts shall be made only with responsible contractors who possess the potential ability to perform successfully under the terms and conditions of the proposed procurement. Consideration shall be given to such matters as contractor integrity, record of past performance, financial and technical resources or accessibility to other necessary resources.

Procurement of Recovered Materials. The City of Pekin is an entitlement community for the US Department of Housing and Urban Development (HUD) Office of Community Development Community Development Block Grant (CDBG) Program. As such, the City shall comply with Section 6002 of the Solid Waste Disposal Act, as amended by the Resource Conservation and Recovery Act, with respect to any purchase or acquisition of a procurement item where the purchase price of the item exceeds \$10,000 or where the quantity of such items or of functionally equivalent items purchased or acquired in the course of the preceding fiscal year was \$10,000 or more. These requirements include, but are not limited to:

- Procuring only items designated in guidelines of the Environmental Protection Agency (EPA)

at 40 CFR part 247 that contain the highest percentage of recovered materials practicable, consistent with maintaining a satisfactory level of competition.

- Procuring solid waste management services in a manner that maximizes energy and resource recovery.
- Establishing a program for procurement of recovered materials as identified in the EPA guidelines.

TYPES OF PROCUREMENT

The following methods are available for the acquisition of goods and services:

1. Micro Purchases
2. Small Purchases
3. Sealed Bids (Formal Advertising)
4. Competitive Proposals
5. Noncompetitive Proposals

1. Micro Purchases. Micro Purchases are purchases with an aggregate dollar amount less than \$5,000. These purchases do not require price quotes. Vendor selection should be distributed equitably among qualified suppliers in an effort to promote competition.

2. Small Purchases. Small purchase procedures are those relatively simple and informal procurement methods for securing services, supplies, or other property that do not cost more than \$10,000. Competitive price or rate quotations shall be obtained from at least two qualified sources whenever possible. Staff shall anticipate total purchases in the aggregate with a single vendor during the same fiscal year. If a future purchase exceeds the dollar limitation, an alternate procurement method must be used.

3 Sealed Bids (Formal Advertising) – Outlined in “SEALED BID PROCESS” pg. 4

4. Competitive Proposals. The technique of competitive proposals is normally conducted with more than one source submitting an offer, and either a fixed-price or cost-reimbursement type contract is awarded. It is generally used when conditions are not appropriate for the use of sealed bids. If this method is used, the following requirements apply:

- Requests for proposals will be publicized and identify all evaluation factors and their relative importance. Any response to publicized requests for proposals shall be honored to the maximum extent practical;
- Proposals will be solicited from an adequate number of qualified sources;
- Purchasing Agents will have a method for conducting technical evaluations of the proposals received and for selecting awardees;
- Awards will be made to the responsible firm whose proposal is most advantageous to the City, with price and other factors considered.

For all procurements excluding contracts, the successful bid will be presented to the Department Head of the department making the procurement. If the Department Head rejects the bid, the City Manager will conduct a review/rating and cost/price analysis or may request the staff to re-rate the proposals. All proposals may be rejected. The award decision cannot be changed without re-rating the proposals using the published criteria.

The competitive proposal procedure is suited for procuring contracts. Upon the direction of the Department Head making the procurement, a Request for Proposal (RFP) packet will be prepared and will be publicized through the media and the providers/contractors list. On receipt of bids, appropriate staff will rate the proposals and conduct a cost/price analysis. The successful bid will be presented to the Department Head stating the reasons for the award.

5. Noncompetitive Proposals. Procurement by noncompetitive proposals may be used only when the award of a contract is infeasible under small purchase procedures, sealed bids or competitive proposals and one of the following circumstances applies:

- A) The item is available only from a single source.
- B) The public exigency or emergency for the requirement will not permit a delay resulting from competitive solicitation.
- C) If grant funds are utilized, the awarding agency authorizes noncompetitive proposals [or performs the procurement]; or
- D) After solicitation of a number of sources, competition is determined inadequate.

Sole source procurements are rare; a failure to plan for needs is not an emergency purchase.

ATTACHMENT A - Interference With Public Contracting

Overview. Article 33E of the Criminal Code of 2012 prohibits certain acts that have the effect of interfering with public contracts. 720 ILCS 5/33E-1 *et seq.* Article 33E was enacted to assure that the best price for the best quality of goods, services, and construction paid for by public monies is obtained.

A. Application.

Article 33E applies to ***all*** contracts for goods, services, or construction let to any person *with or without competitive bidding* by any unit of local government. 720 ILCS 5/33E-2.

B. General Prohibitions.

1. During Bidding and Award - All Contracts.

- Except as otherwise required by law, a public official or employee cannot convey, outside of the competitive bidding process, information concerning contract specifications, other than publicly disseminated clarifications, or the identity of certain subcontractors where including such information or subcontractors in a bid or offer would make it more likely that such bid or offer would be accepted. 720 ILCS 5/33E-6.
- A public official or employee cannot inform a bidder or someone offering a contract that the bid or offer will be accepted only if specified individuals are included as subcontractors. 720 ILCS 5/33E-6.
- A public official cannot award a contract based on criteria not publicly disseminated via any applicable solicitation for contracts procedure. 720 ILCS 5/33E-6.
- A public official or employee cannot share in or receive, directly or indirectly, any money, profit, property, or benefit through the contract with the unit of local government or school district, with the intent to defraud the unit of local government or school district. 720 ILCS 5/33E-17.
- No person shall knowingly string or assist in stringing or attempt to string any contract or job order with a unit of local government or school district (“stringing” means knowingly structuring a contract or job order to avoid competitive bidding requirements). 720 ILCS 5/33E-18.

2. During Bidding and Award - Competitively Bid Contracts.

- A public official or employee cannot open a sealed bid at a time other than the time designated or outside the presence of witnesses required by statute or ordinance. 720 ILCS 5/33E-5.
- A public official or employee cannot disclose to interested parties any information related to the terms of a sealed bid or any bidder’s responsiveness to a request for bids, except as provided by law or as necessary to the performance of duties relating to the bid, *unless* such disclosure is also made generally available to the public. 720 ILCS 5/33E-5.

3. During Contract Administration. A public official or employee cannot approve a change order or a series of change orders that *increase or decrease* the contract price by \$10,000 or

more, or the time of completion by 30 days or more, without first obtaining a *written determination* from the governing body of the unit of local government or its designee that:

- the circumstances said to necessitate the change were not reasonably foreseeable at the time the contract was signed; or
 - the change is germane to the original contract as signed; or
 - the change order is in the best interests of the unit of local government and authorized by law.
- 720 ILCS 5/33E-9.

C. Exemptions from General Prohibitions (720 ILCS 5/33E-12).

1. Disclosures of information related to the name of bidders, offerors, or contractors.
2. Disclosures of information related to acceptable alternatives or substitutes to plans or specifications if such information is also made generally available to the public.
3. Negotiations with the lowest responsible bidder to obtain a reduction in price.
4. Negotiations under the Local Government Professional Services Selection Act.

D. Penalties. A public official or employee who violates Article 33E is guilty of either:

- a Class 4 felony and is subject to not less than one year and not more than three years in prison *and* a fine of up to \$25,000.00 (720 ILCS 5/33E-5; 720 ILCS 5/33E-6; 720 ILCS 5/33E-9; 730 ILCS 5/5-8-1(a)(7); 730 ILCS 5/5-9-1(a)(1)); or
- a Class 3 felony and is subject to not less than two years and not more than five years in prison *and* a fine of up to \$25,000.00 (720 ILCS 5/33E-5; 720 ILCS 5/33E-6; 730 ILCS 5/5-8-1(a)(6); 730 ILCS 5/5-9-1(a)(1)).

ATTACHMENT B - Conflicts of Interest

Overview. The Illinois Legislature has codified sweeping prohibitions against public officials and officers engaging in conduct that divides their loyalty between their personal interests and their public duties.

A. Public Officer Prohibited Activities Act, 50 ILCS 105/0.01 *et seq.*

1. Application: all elected or appointed officials, except those serving on advisory panels or commissions. 50 ILCS 105/3(a).
2. General Prohibitions:
 - Interests in Contracts. A public official cannot have a direct or indirect interest in any contract or work where the official may be called upon to act or vote on the award of such contract or work. 50 ILCS 105/3(a).
 - Representation. A public official cannot represent any person, association, trust, or corporation on any application or bid for any contract or work where the official may be called upon to act or vote on the award of such contract or work. 50 ILCS 105/3(a).
 - Influences. A public official cannot directly or indirectly take money or any other thing of value as a gift, bribe, or means of influencing his or her vote or action. 50 ILCS 105/3(a).
3. Exemptions from General Prohibitions:
 - Small Contracts (more than \$1,500; \$25,000 annual aggregate limit). Members of the governing body of a public entity **may** provide materials, merchandise, property, services, or labor to the public entity if **all** of the following conditions are satisfied:
 - (a) the interested member owns *less than* a 7.5 % share in the person, firm, partnership, association, corporation, or cooperative doing business with the public entity; and
 - (b) the interested member *publicly discloses* the nature and extent of his or her interest prior to or during deliberations concerning the proposed award of the contract; and
 - (c) the interested member *abstains from voting* on the award of the contract, though he or she shall be considered present for purposes of establishing a quorum; and
 - (d) the contract is *approved by a majority vote* of those members presently holding office; and the contract is awarded pursuant to a *sealed bidding* procedure if the amount of the contract *exceeds* \$1,500; and
 - (e) the award of the contract would *not cause the aggregate amount* of all such contracts awarded to the same person, firm, association, partnership, corporation, or cooperative in the same fiscal year *to exceed* \$25,000.
50 ILCS 105/3(b)(1).

- Smaller Contracts (\$2,000 or less; \$4,000 annual aggregate limit). Members of the governing body of a public entity **may** provide materials, merchandise, property, services, or labor to the public entity if **all** of the following conditions are satisfied:
 - (a) the interested member *publicly discloses* the nature and extent of his or her interest prior to or during deliberations concerning the proposed award of the contract; and
 - (b) the interested member *abstains from voting* on the award of the contract, though he or she shall be considered present for purposes of establishing a quorum; and
 - (c) the contract is *approved by a majority vote* of the governing body of the public entity; and
 - (d) the amount of the contract does *not exceed* \$2,000; and
 - (e) the award of the contract would *not cause the aggregate amount* of all contracts awarded to the same person, firm, association, partnership, corporation, or cooperative in the same fiscal year to *exceed* \$4,000.
 50 ILCS 105/3(b)(2).
- Minor Interests (less than 1% share). Members of the governing body of a public entity **may** provide materials, merchandise, property, services, or labor to the public entity if **all** of the following conditions are satisfied:
 - (a) the interested member owns *less than* a 1% share in the person, firm, partnership, association, corporation, or cooperative doing business with the public entity; and
 - (b) the interested member *publicly discloses* the nature and extent of his or her interest prior to or during deliberations concerning the proposed award of the contract; and
 - (c) the interested member *abstains from voting* on the award of the contract, though he or she shall be considered present for purposes of establishing a quorum; and
 - (d) the contract is *approved by a majority vote* of the governing body of the public entity.
 50 ILCS 105/3(b-5).
- Public Utilities. Members of the governing body of a public entity **may** approve utility service contracts with a public utility of which the member is an officer, employee, or holder of an ownership interest of 7½% or less. 50 ILCS 105/3(c).
- Public Companies (direct interests). Members of the governing body of a public entity **may** approve contracts with a public company (a company whose stock is traded on a nationally recognized securities market) of which the member is an employee or holder of an ownership interest of 1% or less in the member's own name if **all** of the following conditions are satisfied:
 - (a) the interested member *publicly discloses* that he or she is an employee or holds an interest of 1% or less in the company *before deliberations* concerning the proposed award of the contract; and

- (b) the interested member *refrains from* evaluating, negotiating, recommending, approving, deliberating, or otherwise participating in the negotiation, approval, or award of the contract; and
- (c) the interested member *abstains from voting* on the award of the contract, though he or she shall be considered present for purposes of establishing a quorum; and
- (d) the contract is *approved by a majority vote* of those members presently holding office.

50 ILCS 105/3(e).

- Public Companies (indirect interests). Members of the governing body of a public entity **may** approve contracts with a public company (a company whose stock is traded on a nationally recognized securities market) of which the member holds an ownership interest of *1% or less* if the ownership interest is held not in the member's own name but *through a mutual fund*. 50 ILCS 105/3(e).
- Local Banks. Members of the governing body of a public entity **may** approve contracts with a local financial institution of which the member is a director, officer, employee, or holder of an ownership interest of *less than 7½%* if **all** of the following conditions are satisfied:
 - (a) the interested member *publicly discloses* the nature and extent of the interest *during deliberations*; and
 - (b) the interested member *does not participate in deliberations*; and
 - (c) the interested member *does not vote* on the award of the contract; and
 - (d) the contract is approved at a *regularly scheduled meeting* by a *majority vote* of those members presently holding office.

50 ILCS 105/3.2.

4. Penalties:

- A public official who violates the Public Official Prohibited Activities Act is guilty of a Class 4 felony and is subject to not less than one year and not more than three years in prison *and* a fine of up to \$25,000.00. 50 ILCS 105/4; 730 ILCS 5/5-8-1(a)(7); 730 ILCS 5/5-9-1(a)(1).
- A public official convicted under the Public Official Prohibited Activities Act forfeits his or her office or official position. 50 ILCS 105/4.
- A contract procured in violation of the Public Official Prohibited Activities Act is void. 50 ILCS 105/3(a).

B. Municipal Code—Conflict of Interest Statute, 65 ILCS 5/3.1-55-10.

1. Application: applies only to municipal officers. 65 ILCS 5/3.1-55-10(a).
2. General Prohibitions:
 - Interests in Contracts. A municipal officer cannot have a direct or indirect interest in:
 - (a) any contract, work, or business of the municipality; or
 - (b) the sale of any article,whenever the cost of such contract, work, business, or article is paid either from the treasury of the municipality or by assessment. 65 ILCS 5/3.1-55-10(a).
 - Purchase of Property. A municipal officer cannot have a direct or indirect interest in the purchase of any property that:
 - (a) belongs to the municipality;
 - (b) is sold for taxes or assessments; or
 - (c) is sold by virtue of legal process at the suit of the municipality.65 ILCS 5/3.1-55-10(a).

3. Exemptions from General Prohibitions:

- The Municipal Conflict of Interest Statute does not prohibit any person serving on a municipal advisory panel or commission or non-governing board or commission from having an interest in a contract, work, or business of the municipality unless the municipal officer's duties include evaluating, recommending, approving, or voting to recommend or approve the contract, work, or business. 65 ILCS 5/3.1-55-10(a).
- The Municipal Conflict of Interest Statute allows for exemptions identical to those set forth in the Public Officer Prohibited Activities Act. 65 ILCS 5/3.1-55-10(a); 65 ILCS 5/3.1-55-10(b)(1); 65 ILCS 5/3.1-55-10(b)(2); 65 ILCS 5/3.1-55-10(b-5); 65 ILCS 5/3.1-55-10(c); 65 ILCS 5/3.1-55-10(e).

4. Penalties:

- A municipal officer who violates the Municipal Conflict of Interest Statute is guilty of a Class 4 felony and is subject to not less than one year and not more than three years in prison *and* a fine of up to \$25,000. 65 ILCS 5/3.1-55-10(d); 730 ILCS 5/5-8-1(a)(7); 730 ILCS 5/5-9-1(a)(1).
- A municipal officer convicted under the Municipal Conflict of Interest Statute forfeits his or her office or official position. 65 ILCS 5/3.1-55-10(d).

C. Criminal Code—Official Misconduct Statute, 720 ILCS 5/33-3.

1. Application: applies to all public officers and employees. 720 ILCS 5/33-3.
2. General Prohibitions: A public officer or employee is guilty of misconduct where, in an official capacity, he or she:
 - intentionally or recklessly fails to perform a mandatory duty; or
 - knowingly performs an act that he or she is forbidden by law to perform; or

- performs an act in excess of his or her authority with the intent to obtain personal advantage for himself or herself or for another; or
 - solicits or knowingly accepts a fee or reward not authorized by law.
- 720 ILCS 5/33-3.

3. Solicitation Misconduct:

- An employee of a chief executive officer of a local government commits solicitation misconduct when he or she knowingly solicits or receives contributions from a person engaged in a business or activity over which that person has regulatory authority.

720 ILCS 5/33-3.2.

4. Penalties:

- A public officer or employee who violates the Official Misconduct Statute is guilty of a Class 3 felony and is subject to not less than 2 years and not more than 5 years in prison and a fine of up to \$25,000. 720 ILCS 5/33-3; 730 ILCS 5/5-8-1(a)(6); 730 ILCS 5/5-9-1(a)(1).
- Solicitation misconduct is a Class A misdemeanor. An employee of a chief executive officer of a local government convicted of committing solicitation misconduct forfeits his or her employment. 720 ILCS 5/33-3.2(d).
- A public officer or employee who violates the Official Misconduct Statute forfeits his or her office or employment. 720 ILCS 5/33-3.

**REQUEST FOR COUNCIL ACTION**

Agenda Date: February 10, 2025
To: Members of the City Council
From: Josie Esker, City Engineer

AGENDA ITEM: Resolution No. 237-24/25 Approving Supplemental MFT Resolution for Court Street

DESCRIPTION: This resolution is needed to allocate Motor Fuel Tax (MFT) funds to pay for a portion of the Court Street Construction Project from Stadium Drive to Hilltop Drive. A previous resolution, Resolution No. 145-24/25, allocated four million, six hundred and seventy-six thousand, eight hundred and ninety dollars (\$4,676,890), of Motor Fuel Tax funding for Court Street.

This supplemental resolution is to allocate Fiscal Year 2026's entire MFT budget of approximately \$1.5 million to the same project, Court Street from Stadium to Hilltop.

This resolution is required by Illinois Department of Transportation for MFT funds to be utilized.

FINANCIAL IMPACT:

Requested Amount: \$1,500,000.00

Line Item: 240-240-580500

Line Budgeted Amount: Will be budgeted in FY 2025-26

Notes:

Award Type:

REVIEWED BY:

Jim Vasselli, City Attorney
Eric Dubrowski, Finance Director
Robert Grogan, Finance Consultant
John Dossey, City Manager
Sue McMillan, City Clerk

Approved - 2/4/2025
Approved - 2/4/2025
Approved - 2/4/2025
Approved - 2/4/2025
Final Approval - 2/6/2025



Resolution for Improvement Under the Illinois Highway Code

Is this project a bondable capital improvement?

☒ Yes ☐ No

Resolution Type

Supplemental

Resolution Number

Section Number

20-00196-00-RS

BE IT RESOLVED, by the Council of the City

Governing Body Type

Local Public Agency Type

of Pekin Illinois that the following described street(s)/road(s)/structure be improved under
Name of Local Public Agency

the Illinois Highway Code. Work shall be done by Contract.
Contract or Day Labor

For Roadway/Street Improvements:

Name of Street(s)/Road(s)	Length (miles)	Route	From	To
Court Street	0.86	FAP 0693	Stadium Drive	Hilltop

For Structures:

Name of Street(s)/Road(s)	Existing Structure No.	Route	Location	Feature Crossed

BE IT FURTHER RESOLVED,

1. That the proposed improvement shall consist of

Milling and resurfacing, including new sidewalk, curb and gutter, and intersection improvements.

2. That there is hereby appropriated the sum of One Million Five Hundred Thousand

Dollars (\$1,500,000.00) for the improvement of

said section from the Local Public Agency's allotment of Motor Fuel Tax funds.

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

I, Sue McMillan City Clerk in and for said City
Name of Clerk Local Public Agency Type Local Public Agency Type

of Pekin in the State aforesaid, and keeper of the records and files thereof, as provided by
Name of Local Public Agency

statute, do hereby certify the foregoing to be a true, perfect and complete original of a resolution adopted by

Council of Pekin at a meeting held on February 10, 2025.
Governing Body Type Name of Local Public Agency Date

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal this February day of 2025.
Day Month, Year

(SEAL, if required by the LPA)

Clerk Signature & Date

Approved

Regional Engineer Signature & Date
Department of Transportation

**REQUEST FOR COUNCIL ACTION**

Agenda Date: February 10, 2025
To: Members of the City Council
From: Joshua Wray, Economic Development Director

AGENDA ITEM: Resolution No. 238-24/25 Adopting Policy No. 30 - TIF Residential Renovation Program

DESCRIPTION: At the last Council meeting, the Council discussed creating a new TIF program to incentivize the renovation of the most dilapidated residential structures in town. If eliminating blighted residential areas and increasing viable housing availability are goals of the City Council, the City should consider providing some incentive to make the improvements worth the cost. This program would be similar to the City foreclosing on an abandoned property and then selling it for cheap to incentivize a builder to build new or renovate, only the City would not have to go through the foreclosure process.

The policy as drafted limits the incentive to 50% of the renovation expenses and up to \$50,000 for any project. The policy does allow for projects to create housing that could be sold for ownership or rented. While some Council members were concerned about the high level of rental housing already in Pekin, staff's contention is that an occupied rental house is better for the local economy than a vacant, dilapidated structure.

One reservation discussed by the EDAC and City Council was that we don't want to offer incentives where they aren't needed just to increase a contractor's profits. This policy helps mitigate that concern by requiring a profit-share if a property is sold within 5 years after receiving incentives under this program.

EDAC will discuss this item further at its meeting on February 10, and staff will update the City Council on their discussion at the City Council meeting.

Staff recommends approval of this resolution barring any changes that may result from EDAC's discussion.

FINANCIAL IMPACT:

Requested Amount:

Line Item:

Category:

Line / Category Budgeted Amount:

Line / Category Remaining Funds:

Notes:

Award Type:

REVIEWED BY:

Jim Vasselli, City Attorney
 John Dossey, City Manager

Approved - 2/6/2025
 Approved - 2/6/2025

Resolution No. 238-24/25 Adopting Policy No. 30 - TIF Residential Renovation Program

WHEREAS, the City of Pekin (the "City") is a home rule municipality as described in Section 6(a), Article VII of the 1970 Constitution of the State of Illinois; and

WHEREAS, the City, as a home rule municipality, may exercise power and perform any function pertaining to its government and affairs, including, but not limited to, the power to legislate for the protection of the public health, safety, and welfare; and

WHEREAS, the City has previously created tax increment financing (TIF) districts in accordance with the Illinois Tax Increment Allocation Redevelopment Act to help foster growth and development and reduce blight in the community; and

WHEREAS, under state law, TIF incentives can be allowed for the full or partial reimbursement of building renovation expenses; and

WHEREAS, the City Council desires to establish an incentive program designed to incentivize the renovation of heavily-blighted residential structures in existing TIF districts in Pekin; and

WHEREAS, the City Council finds it is in the best interests of the community to create such an incentive policy as set forth herein.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF PEKIN, TAZEWELL COUNTY, ILLINOIS, THAT:

Section 1. The foregoing findings and recitals are found to be true and correct and are incorporated herein.

Section 2. The TIF Residential Renovation Policy attached hereto, and incorporated herein, is hereby adopted.

RESULT:	(0 TO 0)
MOVER:	None
SECONDER:	None
AYES:	None
NAYS:	None
ABSTAIN:	None
ABSENT:	

ADOPTED AND APPROVED at a Regular meeting of the City Council of the City of Pekin this _____ day of _____, 20____.

Mayor

ATTEST:

City Clerk



City of Pekin

TIF Residential Renovation Program

1.0 Purpose

The City of Pekin (hereafter "City") recognizes a core purpose for tax increment financing (TIF) districts to be the elimination of blighted areas, and the City acknowledges the existence of blighted residential structures throughout the community and in the established TIF districts.

The City endeavors to create sensical programs to help incentivize the revitalization of blighted residential areas, including this policy aimed at finding a creative way to renovate existing structures without the City forcing public ownership of property or incurring high costs and without displacing current homeowners or renters.

2.0 Policy and Process

2.1 Developer Eligibility

1. Developers and their contractors for projects under this policy must be compliant with all government registration and licensing requirements as applicable.
2. Developers must not be
 - a. delinquent in payment of taxes or fees to the City or any governmental agencies imposing taxes or fees with authority to do so,
 - b. a defendant in any action that serves as violation of any state, county, or federal law,
 - c. bankrupt or insolvent,
 - d. in breach or default of any agreement with the City, or
 - e. otherwise not in good standing with the City or other governmental agency.

2.2 Project Eligibility

1. Projects must be entirely located within a City of Pekin tax increment financing district.
2. The developer must own the project property or have a purchase agreement in place contingent upon incentive approval prior to application.

3. Projects must be focused on the total renovation of vacant, dilapidated, residential structures.
4. Projects may be for residential structures housing no more than 4 dwelling units.
5. Projects may be purposed to create owned homes or rental homes.

2.3 Incentives

1. Incentives shall be made from the program budget as determined by City Council each fiscal year.
2. The maximum incentive to renovate a property under this policy shall be \$50,000.
3. The maximum share of eligible project expenses paid by incentives under this program shall be 50%.
4. If the property is sold within 5 years after incentives have been paid under this program, the City shall be owed a share of the sale profit equal to the share of eligible project expenses paid by the City capped at the amount of incentives paid for the project.

2.3 Application and Approval

1. Applications may be accepted on a first-come, first-served basis until all program budget funds have been obligated. If all program funds have been obligated in a fiscal year, new applications shall not be accepted until March of that fiscal year to be considered for the following fiscal year.
2. Application for this program shall be made on such forms as published by the Director.
3. Upon receiving a completed application, the Director shall notify the Chief Building Official of the application, and the two shall determine if the proposed project meets all developer and project eligibility criteria.
4. If all criteria are met and if program budget remains, the Director shall cause the drafting of a TIF redevelopment agreement in accordance with this policy and the Illinois Tax Increment Financing Act (TIF Act).
5. The draft TIF redevelopment agreement shall be presented to City Council for consideration.

3.0 Definitions

“Developer” shall mean any individual, group of individuals, business, or other organization seeking to complete a renovation project under this policy.

“Dilapidated” shall mean a state of significant disrepair including critical defects in structural, electrical, plumbing, or mechanical systems extending beyond superficial or localized areas of the building.

“Director” shall mean the Director of Economic Development.

“Dwelling unit” shall have the same meaning as in the Pekin City Code, Chapter 4, Article III, Zoning.

“Eligible project expense” shall mean expenses eligible for reimbursement in accordance with the Illinois TIF Act.

“Residential structure” shall mean a building that may be lawfully and primarily used for residential use after project completion.

“Sale profit” shall be calculated by subtracting property acquisition cost, eligible project expenses, and expenses directly incurred for property sale from the sale revenue.

“Total Renovation” shall mean the resulting structure after project completion is compliant with all existing building, zoning, and other code requirements; provided, zoning variances may continue or be obtained as part of the project.

DRAFT



REQUEST FOR COUNCIL ACTION

Agenda Date: February 10, 2025
To: Members of the City Council
From: Eric Dubrowski, Finance Director

AGENDA ITEM: Resolution No. 239-24/25 Approving Passenger Bus Lease Extension
 Quotation from Midwest Transit Equipment

DESCRIPTION: In reviewing the City of Pekin's lease agreements, it appears the City has two bus leases with Midwest Transit Equipment: one for 10 buses and another for 73 buses. While both leases have a seven-year term, the leasing company required a secondary repurchase agreement that transfers ownership of the buses back to Midwest Transit Equipment after year five.

This transfer will take effect on the City's 10-bus lease on July 1, 2025. A copy of the signed lease and repurchase agreement is included in your packet. The same process will apply to the 73-bus lease in the summer of 2026.

City staff have been in discussions with Midwest Transit Equipment about a potential one-year lease extension. This extension would provide additional time for the City to evaluate the future of its school busing services. It will align the end of the 10-bus lease with the 73-bus lease, as well as our contract with the school districts.

Midwest Transit Equipment has provided the attached quotes for eight buses (24 seats + 5 wheelchair seats) at a total cost of \$181,336 and two buses (54 seats + 2 wheelchair seats) at a total cost of \$44,480 for the upcoming year. The total cost for both leases is \$225,816, which will be included in the FY 2025-26 budget.

When staff inquired about obtaining a completed agreement before presenting this proposal, we were informed that the standard process in the school bus leasing industry—particularly in school districts—is for the Board to approve a quote first. Once approved, the lessor's bank, will draft an official lease agreement and return it to the City for final approval. While this is not my preferred approach, it is the process Midwest Transit Equipment and its lenders require.

Recognizing that this is different from how the City typically handles agreements, I have provided a sample agreement for reference. If the Council approves the lease extension, the final agreement will be drafted and returned for review and approval before execution.

This extension is recommended to ensure the Bus Department has the necessary buses for the upcoming school year while allowing the City additional time to evaluate its comprehensive long-term transportation needs.

FINANCIAL IMPACT:

Requested Amount: \$225,816
 Line Item: 501-501-587001

Line Item Budgeted Amount: Budgeted in FY 2025-26

Line Item Remaining Funds: Budgeted in FY 2025-26

Notes:

Award Type:

REVIEWED BY:

Robert Grogan, Finance Consultant

Jim Vasselli, City Attorney

John Dossey, City Manager

Sue McMillan, City Clerk

Approved - 2/4/2025

Approved - 2/5/2025

Approved - 2/6/2025

Final Approval - 2/6/2025

Resolution No. 239-24/25 Approving Passenger Bus Lease Extension Quotation from Midwest Transit Equipment

WHEREAS, the City of Pekin currently has a bus lease agreement with Midwest Transit Equipment for ten (10) buses, with a seven-year term; and

WHEREAS, this lease agreement includes a secondary repurchase agreement that transfers ownership of the buses back to Midwest Transit Equipment after year five; and

WHEREAS, this transfer will take effect on the City's 10-bus lease on July 1, 2025; and

WHEREAS, City staff have engaged in discussions with Midwest Transit Equipment regarding a potential one-year lease extension to provide additional time for the City to evaluate the future of its school busing services; and

WHEREAS, Midwest Transit Equipment has provided quotes for eight (8) 24+5 wheelchair seat buses at a total cost of \$181,336 and two (2) 54+2 wheelchair seat buses at a total cost of \$44,480, for a total lease cost of \$225,816, which will be incorporated into the FY 2025-26 budget; and

WHEREAS, the standard practice in the school bus leasing industry requires Board approval of the lease quote before a final lease agreement is drafted and executed; and

WHEREAS, while this differs from the City's typical process, staff has provided a sample agreement for reference, and the final agreement will be returned for Council review and approval before execution; and

WHEREAS, this lease extension is necessary to ensure the Bus Department has the required vehicles for the upcoming school year while allowing the City additional time to assess its long-term transportation needs.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF PEKIN, TAZEWELL COUNTY, ILLINOIS, THAT:

Section 1. The foregoing findings and recitals are found to be true and correct and are incorporated herein.

Section 2. The City Council of the City of Pekin, Illinois, agree to the financial terms as proposed in the quotes provided by Midwest Transit Equipment.

Section 3. The City Council direct staff to proceed with obtaining the final lease agreement for Council review and approval.

RESULT:	(0 TO 0)
MOVER:	None
SECONDER:	None
AYES:	None

NAYS:	None
ABSTAIN:	None
ABSENT:	

ADOPTED AND APPROVED at a Regular meeting of the City Council of the City of Pekin this _____ day of _____, 20____.

Mayor

ATTEST:

City Clerk



MASTER EQUIPMENT LEASE PURCHASE AGREEMENT NO. 0752516L

Master Equipment Lease Purchase Agreement Number 0752516L Dated May 6, 2020	
"Lessee"	
City of Pekin, 111 S. Capitol Street, Pekin, IL 61554	
Fax: (309) 346-2095	E-mail:
"Lessor"	
TCF National Bank, 11100 Wayzata Blvd, Suite 801, Minnetonka, MN 55305	
Fax: (800) 844-3577	E-mail: TCFCSCustomerService@tcfbank.com

RECITALS:

1. Lessee desires to lease certain property from the Lessor described in the schedules to this Agreement that are to be executed from time to time by the parties hereto (such schedules, whether now or hereafter executed, are hereby incorporated herein and are hereinafter collectively referred to as the "Schedules," and the items of property leased to Lessee hereunder, together with all substitutions, proceeds, replacement parts, repairs, additions, attachments, accessories and replacements thereto, thereof or therefor, are hereinafter collectively referred to as the "Equipment") subject to the terms and conditions of and for the purposes set forth in this Agreement.

2. The relationship between the parties shall be a continuing one and items of property may be added to or deleted from the Equipment from time to time by execution of additional Schedules by the parties hereto and as otherwise provided herein.

3. Lessee is authorized under the constitution and laws of the State to enter into this Agreement for the purposes set forth herein.

NOW, THEREFORE, for and in consideration of the premises hereinafter contained, the parties hereby agree as follows:

**ARTICLE I
DEFINITIONS**

Section 1.01. Definitions. The following terms will have the meanings indicated below unless the context clearly requires otherwise:

"Agreement" means this Master Equipment Lease Purchase Agreement No. 0752516L including the Schedules and any other schedule, exhibit or escrow agreement made a part hereof by the parties hereto, together with any amendments to this Agreement.

"Code" means the Internal Revenue Code of 1986, as amended.

"Commencement Date" means, with respect to any Schedule, the date when the term of this Agreement with respect to that Schedule and Lessee's obligation to pay rent under that Schedule commence, which date (a) Lessee hereby authorizes Lessor to fill in on the executed payment scheduled attached to each Schedule, and (b) shall be the earlier of (i) the date on which the Equipment listed in that Schedule is accepted by Lessee in the manner described in Section 5.01, or (ii) the date on which sufficient moneys to purchase the Equipment listed in that Schedule are deposited for that purpose with an escrow agent.

"Equipment" means the property described in a Schedule and all replacements, substitutions, repairs, restorations, modifications, attachments, accessions, additions and improvements thereof or thereto. Whenever reference is made in this Agreement to Equipment listed in a Schedule, that reference shall be deemed to include all replacements, repairs, restorations, modifications and improvements of or to that Equipment.

"Event of Default" means, with respect to any Lease, an Event of Default described in Section 12.01.

"Issuance Year" is the calendar year in which the Commencement Date occurs.

"Lease" means an individual Schedule and this Agreement.

"Lease Term" means, with respect to any Lease, the Original Term and all Renewal Terms of that Lease, but ending on the occurrence of the earliest event specified in Section 3.03.

"Lessee" means the entity described as such in the header of this Agreement, its successors and its assigns.

"Lessor" means, with respect to each Schedule and the Lease of which that Schedule is a part, (i) if Lessor's interest in, to and under that Schedule has not been assigned pursuant to **Section 11.01**, the entity described as such in the header of this Agreement or its successor, or (ii) if Lessor's interest in, to and under that Schedule has been assigned pursuant to **Section 11.01**, the assignee thereof or its successor.

"Maximum Lease Term" means, with respect to any Lease, the Original Term and all Renewal Terms through the Renewal Term including the last Rental Payment Date set forth on the Schedule that is part of that Lease.

"Net Proceeds" means the amount remaining from the gross proceeds of any insurance claim or condemnation award after deducting all expenses (including attorneys' fees) incurred in the collection of such claim or award.

"Original Term" means, with respect to any Lease, the period from the first Commencement Date for any Schedule under that Lease until the end of the fiscal year of Lessee in effect at that Commencement Date.

"Purchase Price" means the amount set forth on any Schedule that Lessee may, at its option, pay to Lessor to purchase the Equipment listed on that Schedule.

"Renewal Terms" means, with respect to any Lease, the optional renewal terms of that Lease, each having a duration of one year and a term co-extensive with Lessee's fiscal year.

"Rental Payment Dates" means the dates set forth in the Schedules on which Rental Payments are due.

"Rental Payments" means the basic rental payments payable by Lessee pursuant to **Section 4.01**.

"Schedule" means any schedule to this Agreement, executed from time to time by the parties hereto.

"State" means the State of Lessee's organization.

"Vendor" means a manufacturer of Equipment as well as the agents or dealers of the manufacturer from whom Lessor purchased or is purchasing Equipment.

ARTICLE II REPRESENTATIONS AND COVENANTS OF LESSEE

Section 2.01. Representations and Covenants of Lessee. Lessee represents, warrants and covenants for the benefit of Lessor as follows:

(a) Lessee is a political subdivision duly organized and existing under the constitution and laws of the State. Lessee will do or cause to be done all things to preserve and keep in full force and effect its existence as a body corporate and politic. Lessee has a substantial amount of one or more of the following sovereign powers: (a) the power to tax, (b) the power of eminent domain, and (c) police power.

(b) Lessee is authorized under the constitution and laws of the State to enter into this Agreement and the transaction contemplated hereby and to perform all of its obligations hereunder.

(c) Lessee has been duly authorized to execute and deliver this Agreement by proper action and approval of its governing body at a meeting duly called, regularly convened and attended throughout by a requisite majority of the members thereof or by other appropriate official approval.

(d) This Agreement constitutes the legal, valid and binding obligation of Lessee enforceable in accordance with its terms, except to the extent limited by applicable bankruptcy, insolvency, reorganization or other laws affecting creditors' rights generally.

(e) No event or condition that constitutes, or with the giving of notice or the lapse of time or both would constitute, an Event of Default exists at the date hereof.

(f) Lessee has, in accordance with the requirements of law, fully budgeted and appropriated sufficient funds for the current fiscal year to make the Rental Payments scheduled to come due during the current fiscal year and to meet its other obligations under this Agreement, and such funds have not been expended for other purposes.

(g) Lessee has complied with such public bidding requirements as may be applicable to this Agreement and the acquisition by Lessee of the Equipment hereunder.

(h) There is no action, suit, proceeding, inquiry or investigation, at law or in equity, before or by any court, public board or body, pending or threatened against or affecting Lessee, nor to the best knowledge of Lessee is there any basis therefor, wherein an unfavorable decision, ruling or finding would materially adversely affect the transactions contemplated by this Agreement or any other document, agreement or certificate which is used or contemplated for use in the consummation of the transactions contemplated by this Agreement or materially adversely affect the financial condition or properties of Lessee.

(i) All authorizations, consents and approvals of governmental bodies or agencies required in connection with the execution and delivery by Lessee of this Agreement or in connection with the carrying out by Lessee of its obligations hereunder have been obtained.

(j) The entering into and performance of this Agreement or any other document or agreement contemplated hereby to which Lessee is or is to be a party will not violate any judgment, order, law or regulation applicable to Lessee or result in any breach of, or constitute a default under, or result in the creation of any lien, charge, security interest or other encumbrance on any assets of Lessee or the Equipment pursuant to any indenture, mortgage, deed of trust, bank loan or credit agreement or other instrument to which Lessee is a party or by which it or its assets may be bound, except as herein provided.

(k) The Equipment is essential to the function of Lessee or to the service Lessee provides to its citizens. Lessee has an immediate need for, and expects to make immediate use of, substantially all the Equipment, which need is not temporary or expected to diminish in the foreseeable future. The Equipment will be used by Lessee only for the purpose of performing one or more of Lessee's governmental or proprietary functions consistent with the permissible scope of Lessee's authority.

(l) Neither the payment of the Rental Payments hereunder nor any portion thereof is (i) secured by any interest in property used or to be used in a trade or business of a non-exempt person (within the meaning of Section 103 of the Code) or in payments in respect of such property or (ii) derived from payments in respect of property, or borrowed money, used or to be used in a trade or business of a non-exempt person (within the meaning of Section 103 of the Code). No portion of the Equipment will be used directly or indirectly in any trade or business carried on by any non-exempt person (within the meaning of Section 103 of the Code).

(m) Lessee will comply with all applicable provisions of the Code, including without limitation Sections 103 and 141-150 thereof, and the applicable regulations of the Treasury Department that relate to each Lease in order to establish and maintain the exclusion of the interest components of Rental Payments from gross income for purposes of federal income taxation. In furtherance of the foregoing, Lessee covenants and agrees to prepare (or engage a tax professional to prepare on Lessee's behalf) and file all necessary informational returns on a timely basis with the IRS, including, but not limited to, IRS Series 8038 Forms, which must generally be filed on or before the 15th of the 2nd calendar month after the close of the calendar quarter in which the Commencement Date occurs. Lessee agrees to provide Lessor with copies of all such filed returns relating to each Lease contemporaneously with their filing. If Lessee fails to file the necessary informational returns with the IRS on a timely basis, Lessee hereby authorizes Lessor to engage a tax professional of Lessor's choosing to complete the required returns on Lessee's behalf and at Lessee's expense, which Lessee agrees to execute and file. If Lessee files informational returns containing incorrect or incomplete information, Lessee hereby authorizes Lessor to engage a tax professional of Lessor's choosing to file an amendment to the incorrect or incomplete informational return on Lessee's behalf and at Lessee's expense, which Lessee agrees to execute and file.

(n) Lessee will use the proceeds of this Agreement as soon as practicable and with all reasonable dispatch for the purpose for which this Agreement has been entered into. No part of the proceeds of this Agreement will be invested in any securities, obligations or other investments or used, at any time, directly or indirectly, in a manner which, if such use had been reasonably anticipated on the date of issuance of this Agreement, would have caused any portion of this Agreement to be or become "arbitrage bonds" within the meaning of Section 103(b)(2) or Section 148 of the Code and the applicable regulations of the Treasury Department.

(o) Lessee represents and warrants that it is a governmental unit under the laws of the State; this Agreement is not a private activity bond as defined in Section 141 of the Code, and 95% or more of the net proceeds of this Agreement will be used for local governmental activities of Lessee.

(p) Lessee has never failed to pay payments coming due under any bond issue, lease purchase agreement or other indebtedness obligation of Lessee.

(q) The useful life of the Equipment will not be less than the Maximum Lease Term.

(r) The application, statements and credit or financial information reviewed by Lessor are true and correct and made to induce Lessor to enter into this Agreement and the escrow agreement, if any, and Lessee has experienced no material change in its financial condition since the date(s) of such information.

(s) Lessee shall pay the excess (if any) of the actual costs of acquiring the Equipment under the Agreement over the amount deposited by Lessor in the escrow fund, if any, established under any related escrow agreement and interest earnings thereon.

(t) Lessee understands and acknowledges that Lessor has not acted and will not act as a fiduciary for Lessee or as Lessee's agent or municipal advisor; Lessor has not and will not provide financial, legal, tax, accounting or other advice to Lessee or to any financial advisor or placement agent engaged by Lessee with respect to this Agreement. Lessee, its financial advisor, placement agent or municipal advisor, if any, shall each seek and obtain its own financial, legal, tax, accounting and other advice with respect to this Agreement from its own advisors (including as it relates to structure, timing, terms and similar matters).

Section 2.02. Conditions to Lessor's Performance under Schedules. As a prerequisite to the performance by Lessor of any of its obligations pursuant to the execution and delivery of any Schedule, Lessee shall deliver to Lessor the following:

(a) An Opinion of Counsel to Lessee, in form and substance acceptable to Lessor in its sole discretion, respecting such Schedule.

(b) A Lessee's Closing Certificate executed by the Clerk or Secretary or other comparable officer of Lessee, in form and substance acceptable to Lessor in its sole discretion, completed to the satisfaction of Lessor.

(c) An Essential Use Certificate executed by a duly authorized officer of Lessee, in form and substance acceptable to Lessor in its sole discretion, completed to the satisfaction of Lessor.

(d) All documents, including financing statements, affidavits, notices and similar instruments, in form satisfactory to Lessor, which Lessor deems necessary or appropriate at that time pursuant to Section 6.02.

(e) Such other items, if any, as are set forth in such Schedule or are reasonably required by Lessor.

This Agreement is not a commitment by Lessor to enter into any Schedule not currently in existence, and nothing in this Agreement shall be construed to impose any obligation upon Lessor to enter into any proposed Schedule, it being understood that whether Lessor enters into any proposed Schedule shall be a decision solely within Lessor's discretion.

Lessee will cooperate with Lessor in Lessor's review of any proposed Schedule. Without limiting the foregoing, Lessee will provide Lessor with any documentation or information Lessor may request in connection with Lessor's review of any proposed Schedule. Such documentation may include, without limitation, documentation concerning the Equipment and its contemplated use and location and documentation or information concerning the financial status of Lessee and other matters related to Lessee.

ARTICLE III LEASE OF EQUIPMENT

Section 3.01. Lease of Equipment. Lessor hereby demises, leases and lets to Lessee, and Lessee rents, leases and hires from Lessor, the Equipment listed in each Schedule in accordance with the provisions of this Agreement and that Schedule for the Lease Term for the Lease of which that Schedule is a part.

Section 3.02. Lease Term. The Original Term of each Lease will commence on the Commencement Date and will terminate on the last day of Lessee's current fiscal year. The Lease Term for each Lease may be continued, solely at the option of Lessee, at the end of the Original Term or any Renewal Term for an additional Renewal Term up to the Maximum Lease Term for that Lease. At the end of the Original Term and at the end of each Renewal Term until the Maximum Lease Term has been completed for a Lease, Lessee will be deemed to have exercised its option to continue that Lease for the next Renewal Term unless Lessee has terminated that Lease pursuant to Section 3.03 or Section 10.01. The terms and conditions during any Renewal Term will be the same as the terms and conditions during the Original Term, except that the Rental Payments will be as provided in the Schedules.

Section 3.03. Termination of Lease Term. The Lease Term for each Lease will terminate upon the earliest of any of the following events:

- (a) the expiration of the Original Term or any Renewal Term of that Lease and the nonrenewal of that Lease in the event of nonappropriation of funds pursuant to Section 3.05;
- (b) the exercise by Lessee of the option to purchase the Equipment granted under that Lease under the provisions of Article X and payment of the Purchase Price and all amounts payable in connection therewith;
- (c) a default by Lessee and Lessor's election to terminate that Lease under Article XII; or
- (d) the payment by Lessee of all Rental Payments required to be paid by Lessee under that Lease when such payments are due through the expiration of the Maximum Lease Term.

Section 3.04. Continuation of Lease Term. Lessee currently intends, subject to the provisions of Section 3.05 and Section 4.04, to continue the Lease Term for each Lease through the Original Term and all of the Renewal Terms and to pay the Rental Payments hereunder. Lessee reasonably believes that legally available funds in an amount sufficient to make all Rental Payments during the Maximum Lease Term for each Lease can be obtained. The responsible financial officer of Lessee will do all things lawfully within his or her power to obtain and maintain funds from which the Rental Payments may be made, including making provision for such Rental Payments to the extent necessary in each proposed annual budget submitted for approval in accordance with applicable procedures of Lessee and to exhaust all available reviews and appeals in the event such portion of the budget is not approved. Notwithstanding the foregoing, the decision whether or not to budget or appropriate funds or to extend a Lease for any Renewal Term is solely within the discretion of the then current governing body of Lessee.

Section 3.05. Nonappropriation. Lessee is obligated only to pay such Rental Payments under this Agreement as may lawfully be made from funds budgeted and appropriated for that purpose during Lessee's then current fiscal year. In the event sufficient funds will not be appropriated or are not otherwise legally available to pay the Rental Payments required to be paid under a Lease in the next occurring Renewal Term, that Lease will be deemed to be terminated at the end of the then current Original Term or Renewal Term. Lessee agrees to deliver notice to Lessor of such termination at least 90 days prior to the end of the then current Original Term or Renewal Term, but failure to give such notice will not extend the Lease Term beyond such Original Term or Renewal Term. If a Lease is terminated in accordance with this Section, Lessee agrees, at Lessee's cost and expense, to peaceably deliver the Equipment then subject to that Lease to Lessor at the location or locations specified by Lessor.

ARTICLE IV RENTAL PAYMENTS

Section 4.01. Rental Payments. Lessee will pay Rental Payments, exclusively from legally available funds, in lawful money of the United States of America to Lessor in the amounts and on the dates set forth in the Schedules without notice or demand. Rental Payments will be in consideration for Lessee's use of the Equipment during the fiscal year in which such payments are due. Any Rental Payment not received on or before its due date will be assessed a late payment fee of 10% or the maximum amount permitted by law, whichever is less, from its due date. Lessee agrees to pay Lessor a fee, in an amount determined by Lessor, not to exceed the maximum amount from time to time permitted by applicable law, for any check or automatic payment withdrawal request that is returned to Lessor because of insufficient funds available in Lessee's account or a stop payment.

In the event that it is determined that any of the interest components of Rental Payments may not be excluded from gross income for purposes of federal income taxation, Lessee agrees to pay to Lessor promptly after any such determination and on each Rental Payment Date thereafter an additional amount determined by Lessor to compensate Lessor for the loss of such excludability (including without limitation, compensation relating to interest expense, penalties or additions to tax), which determination shall be conclusive absent manifest error.

Section 4.02. Interest Component. As set forth on the payment schedules attached to the Schedules, a portion of each Rental Payment is paid as, and represents payment of, interest.

Section 4.03. Rental Payments To Be Unconditional. Except as provided in Section 3.05, the obligations of Lessee to make Rental Payments and to perform and observe the other covenants and agreements contained herein shall be absolute and unconditional in all events without abatement, diminution, deduction, set-off or defense, for any reason, including without limitation any failure of the Equipment to be delivered or installed, any defects, malfunctions, breakdowns or infirmities in the equipment or any accident, condemnation or unforeseen circumstances.

Section 4.04. Rental Payments to Constitute a Current Expense of Lessee. The obligation of Lessee to pay Rental Payments hereunder will constitute a current expense of Lessee, are from year to year and do not constitute a mandatory payment obligation of Lessee in any fiscal year beyond the then current fiscal year of Lessee. Lessee's obligation hereunder will not in any way be construed to be an indebtedness of Lessee in contravention of any applicable constitutional, charter or statutory limitation or requirement concerning the creation of indebtedness by Lessee, nor will anything contained herein constitute a pledge of the general credit, tax revenues, funds or moneys of Lessee.

ARTICLE V EQUIPMENT

Section 5.01. Delivery, Installation and Acceptance of the Equipment. Lessee will order the Equipment, cause the Equipment to be delivered and installed at the location specified in the applicable Schedule and pay any and all costs, charges, expenses and obligations of every kind and nature incurred regarding the importation, shipment, delivery, possession, use, lease, return, repossession, storage and transfer of any of Equipment. When the Equipment listed in any Schedule has been delivered and installed, Lessee will immediately inspect such Equipment and accept such Equipment after Lessee, in its sole discretion, determines that such Equipment is satisfactory, and evidence said acceptance by executing and delivering to Lessor an acceptance certificate in form and substance acceptable to Lessor. After it has been installed, the Equipment will not be moved from the location specified in the applicable Schedule, or if rolling stock, its permanent base will not be changed, without Lessor's consent, which consent will not be unreasonably withheld. If Lessor, in its discretion, pays any tax, fee, charge or other amount described in this paragraph, Lessee shall reimburse Lessor therefor on demand, together with Lessor's administrative and other costs of paying and invoicing such amounts and, if Lessee fails to pay Lessor any such amount within ten (10) days of such demand, Lessee shall pay interest thereon until paid at the rate of 18% per annum or the maximum rate allowable by law, whichever is less.

Section 5.02. Enjoyment of Equipment. Lessor hereby covenants to provide Lessee with quiet use and enjoyment of the Equipment during the Lease Term, and Lessee will peaceably and quietly have and hold and enjoy the Equipment during the Lease Term, without suit, trouble or hindrance from Lessor, except as otherwise expressly set forth in this Agreement.

Section 5.03. Right of Inspection. Lessor will have the right at all reasonable times during regular business hours to enter into and upon the property of Lessee for the purpose of inspecting the Equipment.

Section 5.04. Use of the Equipment. Lessee will not install, use, operate or maintain the Equipment improperly, carelessly, in violation of any applicable law or in a manner contrary to that contemplated by this Agreement. Lessee will obtain all permits and licenses, if any, necessary for the installation and operation of the Equipment. In addition, Lessee agrees to comply in all respects (including, without limitation, with respect to the use, maintenance and operation of each item of the Equipment) with all applicable laws, regulations and rulings of any legislative, executive, administrative or judicial body; provided, however, that Lessee may contest in good faith the validity or application of any such law, regulation or ruling in any reasonable manner that does not, in the opinion of Lessor, adversely affect the interest of Lessor in and to the Equipment or its interest or rights under this Agreement.

Section 5.05. Maintenance of Equipment; Alterations. Lessee agrees that it will, at Lessee's own cost and expense, maintain, preserve and keep the Equipment in good repair, working order and condition. Lessor will have no responsibility to maintain, repair or make improvements or additions to the Equipment. If any item of Equipment is such as is customarily covered by a maintenance contract, Lessee will enter into a maintenance contract for that Equipment with the applicable Vendor. Lessee will not make any alterations, additions or improvements to the Equipment without Lessor's prior written consent unless such alterations, additions or improvements may be readily removed without damage to the Equipment.

ARTICLE VI TITLE TO EQUIPMENT; SECURITY INTEREST

Section 6.01. Title to the Equipment. During the Lease Term, title to the Equipment and any and all additions, repairs, replacements or modifications will vest in Lessee, subject to the rights of Lessor under this Agreement; provided that title to the Equipment that is subject to any Lease will thereafter immediately and without any action by Lessee vest in Lessor, and Lessee will immediately surrender possession of the Equipment to Lessor upon (a) any termination of that Lease other than termination pursuant to **Section 10.01** (including but not limited to any termination pursuant to **Section 3.05**) or (b) the occurrence of an Event of Default with respect to that Lease. It is the intent of the parties hereto that any transfer of title to Lessor pursuant to this Section will occur automatically without the necessity of any bill of sale, certificate of title or other instrument of conveyance. Lessee will, nevertheless, execute and deliver any such instruments as Lessor may request to evidence such transfer. Lessee, irrevocably designates, makes, constitutes and appoints Lessor and its assignee as Lessee's true and lawful attorney (and agent in-fact) with power, at such time of termination or times thereafter as Lessor in its sole and absolute discretion may determine, in Lessee's or Lessor's or such assignee's name, to endorse the name of Lessee upon any bill of sale, document, instrument, invoice, freight bill, bill of lading or similar document relating to the Equipment in order to vest title in Lessor and transfer possession to Lessor.

Section 6.02. Security Interest. To secure the payment of all of Lessee's obligations under this Agreement and to the extent permitted by law, Lessee grants to Lessor a first and prior security interest in the Equipment and on all additions, attachments and accessions thereto and substitutions therefor and proceeds therefrom. Lessee agrees to execute such additional documents in form satisfactory to Lessor, that Lessor deems necessary or appropriate to establish and maintain its security interest. Lessee agrees that financing statements may be filed with respect to the security interest in the Equipment created herein.

As further security therefor, Lessee grants to Lessor a first priority security interest in the cash and negotiable instruments from time to time comprising each escrow fund established under any related escrow agreement and all proceeds (cash and non-cash) thereof, and agrees with respect thereto that Lessor shall have all the rights and remedies of a secured party.

Section 6.03. Personal Property. Lessor and Lessee agree that the Equipment is and will remain personal property. The Equipment will not be deemed to be affixed to or a part of the real estate on which it may be situated, notwithstanding that the Equipment or any part thereof may be or hereafter become in any manner physically affixed or attached to such real estate or any building thereon. Upon the request of Lessor, Lessee will, at Lessee's expense, furnish a waiver of any interest in the Equipment from any party having an interest in any such real estate or building.

ARTICLE VII ADDITIONAL COVENANTS

Section 7.01. Liens, Taxes, Other Governmental Charges and Utility Charges. Lessee will keep the Equipment free and clear of all liens, charges and encumbrances, except those created under this Agreement. The parties to this Agreement contemplate that the Equipment will be used for a governmental or proprietary purpose of Lessee and, therefore, that the Equipment will be exempt from all property taxes and other similar charges. If the use, possession or acquisition of the Equipment is found to be subject to taxation in any form, Lessee will pay all taxes and governmental charges lawfully assessed or levied against or with respect to the Equipment. Lessee will pay all utility and other charges incurred in the use and maintenance of the Equipment. Lessee will pay such taxes and charges as the same become due; provided that, with respect to any such taxes and charges that may lawfully be paid in installments over a period of years, Lessee will be obligated to pay only such installments that accrue during the Lease Term.

Section 7.02. Insurance. At its own expense, Lessee will maintain (a) casualty insurance insuring the Equipment against loss or damage by fire and all other risks covered by the standard extended coverage endorsement then in use in the State and any other risks reasonably required by Lessor in an amount at least equal to the then applicable Purchase Price of the Equipment, and (b) liability insurance that protects Lessor from liability in all events in form and amount satisfactory to Lessor with a minimum limit of \$5,000,000.00 combined single limit or such greater amount as may be prescribed by any applicable state law specifying minimum insurance requirements; provided that, with Lessor's prior written consent, Lessee may self-insure against the risks described in clauses (a) and (b) of this Section. If required by Lessor, Lessee shall also provide to Lessor payment and performance bonds naming Lessor as a dual obligee and issued by a surety company rated "A" or better by AM Best. All insurance proceeds from casualty losses will be payable as hereinafter provided. Lessee will furnish to Lessor certificates evidencing such coverage throughout the Lease Term.

All such casualty and liability insurance will be with insurers that are acceptable to Lessor, will name Lessor as a loss payee and additional insured and will contain a provision to the effect that such insurance will not be cancelled or modified materially without first giving written notice thereof to Lessor at least thirty days in advance of such cancellation or modification. All such casualty insurance will contain a provision making any losses payable to Lessee and Lessor, as their respective interests may appear.

Section 7.03. Advances. In the event Lessee fails to maintain the insurance required by this Agreement, pay taxes or charges required to be paid by it under this Agreement or fails to keep the Equipment in good repair and operating condition, Lessor may (but will be under no obligation to) purchase the required policies of insurance and pay the cost of the premiums thereof, pay such taxes and charges and make such Equipment repairs or replacements as are necessary and pay the cost thereof. All amounts so advanced by Lessor will become additional rent for the then current Original Term or Renewal Term. Lessee agrees to pay such amounts with interest thereon from the date paid at the rate of 18% per annum or the maximum permitted by law, whichever is less.

Section 7.04. Financial Information. Lessee will annually provide Lessor with current financial statements, budgets and proofs of appropriation for the ensuing fiscal year and such other financial information relating to the ability of Lessee to continue this Agreement as may be requested by Lessor.

Section 7.05. Release and Indemnification. Lessee assumes all risks and liabilities, whether or not covered by insurance, for loss or damage to the Equipment and for injury to or death of any person or damage to any property whether such injury or death be with respect to agents or employees of Lessee or of third parties, and whether such property damage be to Lessee's

property or the property of others which is proximately caused by the negligent conduct of Lessee, its officers, employees or agents. To the extent permitted by law, Lessee will indemnify, protect and hold harmless Lessor from and against any and all liability, obligations, losses, claims and damages whatsoever, regardless of cause thereof, and expenses in connection therewith (including, without limitation, counsel fees and expenses and any federal income tax and interest and penalties connected therewith imposed on interest received) arising out of or as the result of (a) the entering into this Agreement, (b) the ownership of any item of Equipment, (c) the manufacturing, ordering, acquisition, maintenance, use, operation, condition, purchase, delivery, rejection, storage or return of any item of the Equipment, (d) any accident in connection with the operation, maintenance, use, condition, possession, storage or return of any item of Equipment resulting in damage to property or injury or death to any person or (e) the breach of any covenant herein or any material misrepresentation contained herein. The indemnification arising under this paragraph will continue in full force and effect notwithstanding the full payment of all obligations under this Agreement or the termination of any Lease Term for any reason.

ARTICLE VIII DAMAGE, DESTRUCTION AND CONDEMNATION; USE OF NET PROCEEDS

Section 8.01. Risk of Loss. Lessee assumes, from and including the Commencement Date, all risk of loss of or damage to the Equipment from any cause whatsoever. No such loss of or damage to the Equipment nor defect therein nor unfitness or obsolescence thereof will relieve Lessee of the obligation to make Rental Payments or to perform any other obligation under this Agreement.

Section 8.02. Damage, Destruction and Condemnation; Use of Net Proceeds. If (a) the Equipment or any portion thereof is destroyed, in whole or in part, or is damaged by fire or other casualty, or (b) title to, or the temporary use of, the Equipment or any part thereof or the interest of Lessee or Lessor in the Equipment or any part thereof will be taken under the exercise of the power of eminent domain by any governmental body or by any person, firm or corporation acting under governmental authority, Lessee and Lessor will cause the Net Proceeds of any insurance claim or condemnation award to be applied to the prompt replacement, repair, restoration, modification or improvement of the Equipment, unless Lessee has exercised its option to purchase the Equipment pursuant to Section 10.01. Any balance of the Net Proceeds remaining after such work has been completed will be paid to Lessee.

Section 8.03. Insufficiency of Net Proceeds. If the Net Proceeds are insufficient to pay in full the cost of any repair, restoration, modification or improvement referred to in Section 8.02, Lessee will either (a) complete such replacement, repair, restoration, modification or improvement and pay any costs thereof in excess of the amount of the Net Proceeds, or (b) purchase Lessor's interest in the Equipment pursuant to Section 10.01. If Lessee will make any payments pursuant to this Section, Lessee will not be entitled to any reimbursement therefor from Lessor nor will Lessee be entitled to any diminution of the amounts payable under Article IV.

ARTICLE IX WARRANTIES

Section 9.01. Disclaimer of Warranties. LESSOR MAKES NO WARRANTY OR REPRESENTATION, EXPRESS OR IMPLIED, AS TO THE VALUE, DESIGN, CONDITION, MERCHANTABILITY OR FITNESS FOR PARTICULAR USE OR PURPOSE OF THE EQUIPMENT OR AGAINST INFRINGEMENT, OR ANY OTHER WARRANTY OR REPRESENTATION WITH RESPECT THERETO. LESSEE HEREBY WAIVES ANY CLAIM IT MIGHT HAVE AGAINST LESSOR FOR ANY LOSS, DAMAGE OR EXPENSE CAUSED BY THE EQUIPMENT OR BY ANY DEFECT THEREIN, OR BY THE USE OR MAINTENANCE OF, OR SERVICING OR ADJUSTMENT TO, THE EQUIPMENT AND, AS TO LESSOR, LEASES THE EQUIPMENT AS-IS AND WITH ALL FAULTS AND WITHOUT WARRANTY OF ANY KIND. IN NO EVENT SHALL LESSOR BE LIABLE FOR ANY ACTUAL, INCIDENTAL, INDIRECT, SPECIAL OR CONSEQUENTIAL DAMAGE IN CONNECTION WITH OR ARISING OUT OF THIS AGREEMENT OR THE EXISTENCE, FURNISHING, FUNCTIONING OR LESSEE'S USE OR MAINTENANCE OF ANY EQUIPMENT OR SERVICES PROVIDED FOR IN THIS AGREEMENT.

Section 9.02. Vendor's Warranties. Lessee acknowledges that Lessor is not a dealer or manufacturer of Equipment of any kind and is not the seller of the Equipment, and that each unit of Equipment is of a type, size, design and capacity selected solely by Lessee. Lessee also acknowledges that Lessor finances the Equipment without any obligation to install, test, erect, service or maintain the Equipment. The only warranty applicable to any Equipment is the Vendor's warranty and Lessor makes no warranty of any kind to Lessee. Lessee may have rights under the contract evidencing the purchase of the Equipment; Lessee is advised to contact the applicable Vendor for a description of any such rights. To the extent such warranties are transferable and so long as an Event of Default has not occurred and is not continuing hereunder, Lessor hereby assigns to Lessee during the Lease Term all warranties running from Vendor to Lessor and during such time Lessee may assert from time to time whatever claims and rights (including without limitation warranties) related to the Equipment that Lessor may have against the Vendor. Lessee's sole remedy for the breach of any such warranty, indemnification or representation will be against the Vendor, and not against Lessor. Any

such matter will not have any effect whatsoever on the rights and obligations of Lessor with respect to this Agreement, including the right to receive full and timely payments hereunder. Lessee expressly acknowledges that Lessor makes, and has made, no representations or warranties whatsoever as to the existence or availability of such warranties by the Vendor. Lessee acknowledges that each Lease constitutes a "finance lease" under UCC Article 2A in all respects, and that Lessor's sole obligations to Lessee under each Lease is not to interfere with Lessee's quiet enjoyment of the Equipment so long as Lessee is not in default thereunder. Subject to the foregoing sentence and to the extent permitted by law, Lessee unconditionally and irrevocably waives any and all rights and remedies against Lessor at law or in equity (including, without limitation, any rights and remedies granted Lessee under Article 2A of the Uniform Commercial Code and/or the right to reject any Equipment or repudiate each Lease). Lessee agrees that Lessor assumes no liability for and makes no representation as to the treatment by Lessee of each Lease, the Equipment or the Rental Payments for financial statement or tax purposes.

ARTICLE X OPTION TO PURCHASE

Section 10.01. Purchase Option. Provided no Event of Default has occurred hereunder, Lessee will have the option to purchase the Equipment listed in any Schedule, in whole, but not in part, upon giving written notice to Lessor at least 30 days before the date of purchase, at the following times and upon the following terms:

- (a) On any Rental Payment Date, upon payment in full of the Rental Payment then due hereunder plus all other amounts due under that Lease plus the then-applicable Purchase Price set forth on that Schedule to Lessor, if applicable; or
- (b) on the date the last Rental Payment is due (assuming the applicable Lease is renewed for the Maximum Lease Term), if the applicable Lease is still in effect on that day, upon payment in full of all Rental Payments and all other amounts then due and the payment of One Dollar to Lessor; or

(c) In the event of substantial damage to or destruction or condemnation (other than by Lessee or any entity controlled by or otherwise affiliated with Lessee) of substantially all of the Equipment listed in that Schedule, on the day Lessee specifies as the purchase date in Lessee's notice to Lessor of its exercise of the purchase option, upon payment in full of the Rental Payment and all other amounts then due under that Lease plus (i) the Purchase Price set forth on that Schedule for such purchase date if such purchase date is a Rental Payment Date or the Purchase Price for the immediately preceding Rental Payment Date if such purchase date is not a Rental Payment Date, and (ii) if such day is not a Rental Payment Date, an amount equal to the portion of the interest component of the Rental Payment scheduled to come due under that Schedule on the following Rental Payment Date accrued from the immediately preceding Rental Payment Date to such purchase date, computed on the basis of a 360-day year of twelve 30-day months.

Upon the exercise of the option to purchase set forth above, title to the Equipment so purchased will be vested in Lessee on an as-is, where-is basis, free and clear of any claim by or through Lessor.

Section 10.02. Determination of Fair Purchase Price. Lessee and Lessor hereby agree and determine that the Rental Payments under each Schedule during the Original Term and each Renewal Term represent the fair value of the use of the Equipment listed in that Schedule and that the amount required to exercise Lessee's option to purchase the Equipment listed in that Schedule pursuant to **Section 10.01** represents, as of the end of the Original Term or any Renewal Term under that Schedule, the fair purchase price of the Equipment listed in that Schedule. Lessee hereby determines that the Rental Payments do not exceed a reasonable amount so as to place Lessee under a practical economic compulsion to renew the term of any Schedule or to exercise its option to purchase the Equipment under any Schedule. In making such determinations, Lessee and Lessor have given consideration to (a) the costs of the Equipment, (b) the uses and purposes for which the Equipment will be employed by Lessee, (c) the benefit to Lessee by reason of the acquisition and installation of the Equipment and the use of the Equipment pursuant to the terms and provisions of this Agreement, and (d) Lessee's option to purchase the Equipment. Lessee hereby determines and declares that the acquisition and installation of the Equipment and the leasing of the Equipment pursuant to this Agreement will result in equipment of comparable quality and meeting the same requirements and standards as would be necessary if the acquisition and installation of the Equipment were performed by Lessee other than pursuant to this Agreement. Lessee hereby determines and declares that the Maximum Lease Term does not exceed the useful life of the Equipment.

ARTICLE XI ASSIGNMENT AND SUBLEASING

Section 11.01. Assignment by Lessor. Lessor's interest in, to and under this Agreement, each Lease and the Equipment may be assigned and reassigned in whole or in part to one or more assignees by Lessor without the necessity of obtaining the consent of Lessee; provided that any assignment will not be effective against Lessee until Lessee has received written notice of the name and address of the assignee. Lessee will retain all such notices as a register of all assignees and will make all payments to the assignee or assignees designated in such register. Lessee agrees to execute all documents, including notices of assignment and chattel

mortgages or financing statements that may be reasonably requested by Lessor or any assignee to protect its interest in the Equipment and in this Agreement and each Lease and agrees to the filing of financing statements with respect to the Equipment and this Agreement and each Lease. Lessee will not have the right to and will not assert against any assignee any claim, counterclaim, defense, set-off or other right Lessee may have against Lessor.

Section 11.02. Assignment and Subleasing by Lessee. None of Lessee's right, title and interest in, to and under this Agreement, any Lease or the Equipment may be assigned or encumbered by Lessee for any reason, except that Lessee may sublease all or part of the Equipment if Lessee obtains the prior written consent of Lessor and an opinion of regionally recognized "Red Book"-listed counsel in the area of tax-exempt municipal obligations satisfactory to Lessor that such subleasing will not adversely affect the exclusion of the interest components of the Rental Payments under the applicable Lease from gross income for federal income tax purposes. Any such sublease of all or part of the Equipment will be subject to this Agreement and the rights of Lessor in, to and under this Agreement, the applicable Lease and the Equipment.

ARTICLE XII EVENTS OF DEFAULT AND REMEDIES

Section 12.01. Events of Default Defined. Subject to the provisions of Section 3.05, any of the following will be "Events of Default" under any Lease:

(a) Failure by Lessee to pay any Rental Payment or other payment required to be paid under that Lease at the time specified in that Lease;

(b) Failure by Lessee to observe and perform any covenant, condition or agreement on its part to be observed or performed under that Lease, other than as referred to in Section 12.01(a), for a period of 20 days after written notice, specifying such failure and requesting that it be remedied, is given to Lessee by Lessor, unless Lessor will agree in writing to an extension of such time prior to its expiration; provided, however, if the failure stated in the notice cannot be corrected within the applicable period, Lessor will not unreasonably withhold its consent to an extension of such time if corrective action is instituted by Lessee within the applicable period and diligently pursued until the default is corrected;

(c) Any statement, representation or warranty made by Lessee in or pursuant to that Lease or its execution, delivery or performance will prove to have been false, incorrect, misleading or breached in any material respect on the date when made;

(d) Any provision of that Lease will at any time for any reason cease to be valid and binding on Lessee, or will be declared to be null and void, or the validity or enforceability thereof will be contested by Lessee or any governmental agency or authority if the loss of such provision would materially adversely affect the rights or security of Lessor, or Lessee will deny that it has any further liability or obligation under that Lease;

(e) Lessee will (i) apply for or consent to the appointment of a receiver, trustee, custodian or liquidator of Lessee, or of all or a substantial part of the assets of Lessee, (ii) be unable, fail or admit in writing its inability generally to pay its debts as they become due, (iii) make a general assignment for the benefit of creditors, (iv) have an order for relief entered against it under applicable federal bankruptcy law, or (v) file a voluntary petition in bankruptcy or a petition or an answer seeking reorganization or an arrangement with creditors or taking advantage of any insolvency law or any answer admitting the material allegations of a petition filed against Lessee in any bankruptcy, reorganization or insolvency proceeding; or

(f) An order, judgment or decree will be entered by any court of competent jurisdiction, approving a petition or appointing a receiver, trustee, custodian or liquidator of Lessee or of all or a substantial part of the assets of Lessee, in each case without its application, approval or consent, and such order, judgment or decree will continue unstayed and in effect for any period of 30 consecutive days.

Section 12.02. Remedies on Default. Whenever any Event of Default under any Lease exists, Lessor will have the right, at its sole option without any further demand or notice, to take one or any combination of the following remedial steps:

(a) By written notice to Lessee, Lessor may declare all Rental Payments and other amounts payable by Lessee under that Lease to the end of the then current Original Term or Renewal Term to be due;

(b) With or without terminating that Lease, Lessor may enter the premises where the Equipment that is subject to that Lease is located and retake possession of that Equipment or require Lessee at Lessee's expense to promptly return any or all of that Equipment to the possession of Lessor at a place specified by Lessor, and sell or lease that Equipment or, for the account of Lessee, sublease that Equipment, holding Lessee liable for the difference between (i) the Rental

Payments and other amounts payable by Lessee under that Lease plus the applicable Purchase Price, and (ii) the net proceeds of any such sale, lease or sublease (after deducting all expenses of Lessor in exercising its remedies under this Agreement, including without limitation, all expenses of taking possession, storing, reconditioning and selling or leasing that Equipment and all brokerage, auctioneers' and attorneys' fees); provided that the amount of Lessee's liability under this subparagraph (b) shall not exceed the Rental Payments and other amounts otherwise due under that Lease plus the remaining Rental Payments and other amounts payable by Lessee to the end of the then current Original Term or Renewal Term; and

(c) Lessor may take whatever other action at law or in equity may appear necessary or desirable to enforce its rights under this Agreement as the owner of the Equipment that is subject to that Lease.

Any net proceeds from the exercise of any remedy hereunder (after deducting all expenses of Lessor in exercising such remedies including without limitation all expenses of taking possession, storing, reconditioning and selling or leasing Equipment and all brokerage, auctioneer's or attorneys' fees) shall be applied as follows:

(i) If such remedy is exercised solely with respect to a single Lease, Equipment subject to that Lease or rights under this Agreement related to that Lease, then to amounts due pursuant to that Lease and other amounts related to that Lease or that Equipment; or

(ii) If such remedy is exercised with respect to more than one Lease, Equipment subject to more than one Lease or rights under this Agreement related to more than one Lease, then to amounts due pursuant to those Leases pro rata.

In addition, Lessee will remain liable for all covenants and indemnities under this Agreement and for all legal fees and other costs and expenses, including court costs, incurred by Lessor with respect to the enforcement of any of the remedies listed above or any other remedy available to Lessor.

Section 12.03. No Remedy Exclusive. No remedy herein conferred upon or reserved to Lessor is intended to be exclusive and every such remedy will be cumulative and will be in addition to every other remedy given under this Agreement or now or hereafter existing at law or in equity. No delay or omission to exercise any right or power accruing upon any default will impair any such right or power or will be construed to be a waiver thereof, but any such right and power may be exercised from time to time and as often as may be deemed expedient. In order to entitle Lessor to exercise any remedy reserved to it in this Agreement it will not be necessary to give any notice, other than such notice as may be required in this Agreement.

ARTICLE XIII MISCELLANEOUS

Section 13.01. Notices. Any written notice hereunder to Lessee or Lessor shall be deemed to have been given when delivered personally, deposited with a nationally recognized overnight courier (with all fees pre-paid), delivered via facsimile or e-mail (with confirmation of transmission), or deposited in the United States mail, certified or registered mail, addressed to recipient at its address set forth above or at such other address as may be substituted therefor by notice given pursuant to the terms hereof. Lessee hereby agrees that Lessor, including its vendors, service providers, partners, affiliates, successors and assigns, may contact Lessee at any telephone number provided to Lessor, by placing voice telephone calls (including the use of automatic telephone dialing systems or prerecorded voice messaging) or, in the case of wireless telephones or other wireless devices, by sending email or automated (SMS) text messages.

Section 13.02. Binding Effect. This Agreement will inure to the benefit of and will be binding upon Lessor and Lessee and their respective successors and assigns.

Section 13.03. Severability. In the event any provision of this Agreement will be held invalid or unenforceable by any court of competent jurisdiction, such holding will not invalidate or render unenforceable any other provision hereof.

Section 13.04. Entire Agreement. This Agreement constitutes the entire agreement between Lessor and Lessee.

Section 13.05. Amendments. This Agreement may be amended, changed or modified in any manner by written agreement of Lessor and Lessee. Any waiver of any provision of this Agreement or any right or remedy hereunder must be affirmatively and expressly made in writing and will not be implied from inaction, course of dealing or otherwise.

Section 13.06. Execution in Counterparts. This Agreement may be simultaneously executed in several counterparts, each of which will be an original and all of which will constitute but one and the same instrument. There shall be only one original counterpart of this Agreement and it shall bear Lessor's original signature and be marked "Original." To the extent that this Agreement constitutes chattel paper (as that term is defined by Article 2A of the Uniform Commercial Code), a security or

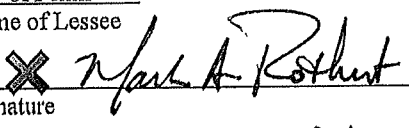
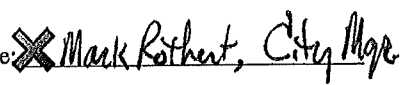
ownership interest intended to be created through the transfer and possession of this Agreement can be done only by the transfer of such original bearing Lessor's original ink or electronic signature; provided that if there shall simultaneously exist both the "Paper Out" printed version and an electronic version of any Lease, then the "Paper Out" version bearing the legend "Original" applied by Lessor shall constitute the sole chattel paper original.

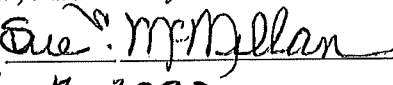
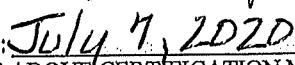
Section 13.07. Captions. The captions or headings in this Agreement are for convenience only and in no way define, limit or describe the scope or intent of any provisions or sections of this Agreement.

Section 13.08. Applicable Law; Jury Trial. This Agreement will be governed by and construed in accordance with federal law and, to the extent not preempted by federal law, the laws of the State. TO THE EXTENT PERMITTED BY LAW, THE PARTIES HERETO, AFTER CONSULTING (OR HAVING HAD AN OPPORTUNITY TO CONSULT) WITH COUNSEL OF THEIR CHOICE, KNOWINGLY AND VOLUNTARILY WAIVE ANY RIGHT TO TRIAL BY JURY IN ANY ACTION OR PROCEEDING RELATING TO THIS AGREEMENT.

Section 13.09. Electronic Transactions. Lessee hereby consents to the use of electronic signatures and represents and warrants that its electronic signature on this Agreement or any related documents shall be unconditionally valid and legally enforceable, and agrees not to contest, call into question or otherwise challenge the validity or enforceability of any electronic signature (or the authority of the electronic signer to sign) or raise any of the foregoing as a defense or counterclaim. Lessor, in its sole discretion, may permit Lessee to electronically copy and/or deliver by telecopier or other electronic means of transmission an executed counterpart of this Agreement, and any document, schedule, amendment, addendum, supplement or agreement related hereto or executed in connection herewith. By so copying and/or delivering any such document, Lessee hereby represents and agrees (a) that such transmission constitutes due delivery of such executed document, (b) that the counterpart of such executed document as printed by the recipient, including Lessee's signature thereon, shall be deemed to constitute an original and shall be admissible in any court or other legal proceeding as an original, and (c) to deliver to Lessor, promptly on request, such document bearing Lessee's original "wet ink" signature; provided that neither delivery nor failure to deliver the document bearing Lessee's original "wet ink" signature shall limit or modify the representations and agreements set forth in clauses (a) and (b).

IN WITNESS WHEREOF, Lessor and Lessee have caused this Agreement to be executed in their corporate names by their duly authorized officers as of the date first above written.

LESSEE SIGNATURE	City of Pekin	LESSOR SIGNATURE	TCF National Bank
	Name of Lessee		Name of Lessor
	By: 		By: _____
	Signature		Signature
	Print Name and Title:  Mark Rothert, City Mgr		Print Name and Title: _____

CERTIFICATE OF CLERK OR SECRETARY	I, the undersigned, do hereby certify that the officer of Lessee who executed the foregoing Agreement on behalf of Lessee and whose genuine signature appears thereon, (i) is the duly qualified and acting officer of Lessee as stated beneath his or her signature, (ii) is duly authorized to execute and deliver the foregoing Agreement on behalf of Lessee, and (iii) that the fiscal year of Lessee ends on the last day of April.	
	Signature: 	Title: 
	Date: 	
	THE ABOVE CERTIFICATION MUST BE SIGNED BY THE CLERK OR SECRETARY OF LESSEE, AND THE CLERK OR SECRETARY MUST BE A DIFFERENT INDIVIDUAL THAN THE OFFICER SIGNING IN THE "LESSEE SIGNATURE" BOX:	



**SCHEDULE OF EQUIPMENT NO. 003-0752516-301 TO
MASTER EQUIPMENT LEASE PURCHASE AGREEMENT NO. 0752516L**

The "Agreement": Schedule of Equipment No. 003-0752516-301 dated May 6, 2020 (the "Schedule"), to Master Equipment Lease Purchase Agreement No. 0752516L dated as of May 6, 2020
"Lessee"
City of Pekin, 111 S. Capitol Street, Pekin, IL 61554
"Lessor"
TCF National Bank, 11100 Wayzata Blvd, Suite 801, Minnetonka, MN 55305

1. **Defined Terms.** All terms used herein have the meanings ascribed to them in the Agreement.

2. **Equipment.** The Equipment included under this Schedule is comprised of the items described in the Equipment Description attached hereto as Attachment 1, together with all replacements, substitutions, repairs, restorations, modifications, attachments, accessions, additions and improvements thereof or thereto.

3. **Payment Schedule.** The Rental Payments and Purchase Prices under this Schedule are set forth in the Payment Schedule attached as Attachment 2 hereto.

4. **Representations, Warranties and Covenants of Lessee.**

(a) Lessee hereby represents, warrants and covenants that its representations, warranties and covenants set forth in the Agreement are true and correct as though made on the date of commencement of Rental Payments on this Schedule.

(b) Lessee has experienced no material change in its financial condition or in the revenues expected to be utilized to meet Rental Payments due hereunder since the date of the most recent audited financial statements reviewed by Lessor.

(c) Lessee understands and acknowledges that Lessor has not acted and will not act as a fiduciary for Lessee or as Lessee's agent or municipal advisor; Lessor has not and will not provide financial, legal, tax, accounting or other advice to Lessee or to any financial advisor or placement agent engaged by Lessee with respect to this Schedule. Lessee, its financial advisor, placement agent or municipal advisor, if any, shall each seek and obtain its own financial, legal, tax, accounting and other advice with respect to this Schedule from its own advisors (including as it relates to structure, timing, terms and similar matters).

5. **Certification as to Arbitrage and Tax Covenants.** Lessee hereby represents as follows:

(a) The estimated total costs of the Equipment listed in this Schedule, together with any costs of entering into this Schedule that are expected to be financed hereunder, will not be less than the total Principal Portion of the Rental Payments listed in this Schedule.

(b) The Equipment listed in this Schedule has been ordered or is expected to be ordered within six months of the commencement of this Schedule, and the Equipment is expected to be delivered and installed, and the Vendor fully paid, within eighteen months from the commencement of this Schedule.

(c) Lessee has not created or established, and does not expect to create or establish, any sinking fund or other similar fund (i) that is reasonably expected to be used to pay the Rental Payments listed in this Schedule, or (ii) that may be used solely to prevent a default in the payment of the Rental Payments listed in this Schedule.

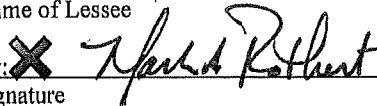
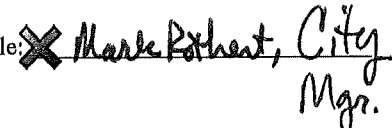
(d) The Equipment listed in this Schedule has not been and is not expected to be sold or otherwise disposed of by Lessee, either in whole or in major part, prior to the last maturity of the Rental Payments listed in this Schedule.

(e) To the best of our knowledge, information and belief, the above expectations are reasonable.

(f) Lessee has not been notified of any listing or proposed listing of it by the Internal Revenue Service as an issuer whose arbitrage certificates may not be relied upon.

(g) Lessee will comply with all applicable provisions of the Internal Revenue Code of 1986, as amended, including without limitation Sections 103, 141 and 148 thereof, and the applicable regulations of the Treasury Department to maintain the exclusion of the interest components of Rental Payments from gross income for purposes of federal income taxation.

6. **The Agreement.** This Schedule is hereby made as part of the Agreement, and Lessor and Lessee hereby ratify and confirm the Agreement. The terms and provisions of the Agreement (other than to the extent that they relate solely to other Schedules or Equipment listed on other Schedules) are hereby incorporated by reference and made a part hereof.

LESSEE SIGNATURE	City of Pekin
	Name of Lessee
	By: 
	Signature
	Print Name and Title:  Mark Rothert, City Mgr.

LESSOR SIGNATURE	TCF National Bank
	Name of Lessor
	By: _____
	Signature
	Print Name and Title: _____



ATTACHMENT 1 TO
SCHEDULE OF EQUIPMENT NO. 003-0752516-301 TO
MASTER EQUIPMENT LEASE PURCHASE AGREEMENT NO. 0752516L

EQUIPMENT DESCRIPTION

Description/Serial No./Model No.	Location	Total Cost
(10) 2021 International IC School Buses, VINS: 4DRBUPWP0MB403282, 4DRBUPWP2MB403283, 4DRBUPWP7MB155337, 4DRBUPWP9MB155338, 4DRBUPWP0MB155339, 4DRBUPWP7MB155340, 4DRBUPWP9MB155341, 4DRBUPWP0MB155342, 4DRBUPWP2MB155343, 4DRBUPWP4MB155344 together with all attachments and accessories thereto	1130 Koch Street, Pekin, IL, 61554	\$1,062,584.00

This Equipment Description shall be deemed to be supplemented by the descriptions of the Equipment included in the certificates of acceptance and payment requests submitted pursuant to the escrow agreement, if any, entered into among Lessor, Lessee and the escrow agent named therein, which descriptions shall be deemed to be incorporated herein.

Lessee: City of Pekin

✕ By: *Yane Rothert* ✕ Title: *City Manager*



ATTACHMENT 2 TO
SCHEDULE OF EQUIPMENT NO. 003-0752516-301 TO
MASTER EQUIPMENT LEASE PURCHASE AGREEMENT NO. 0752516L

PAYMENT SCHEDULE

Rental payments will be made in accordance with Section 4.01 and this Payment Schedule.

LESSOR: TCF National Bank

LESSEE: City of Pekin

COMMENCEMENT DATE*: _____

INTEREST RATE: 3.05%

PAYMENT FREQUENCY: Annual

The first Rental Payment shall be due in advance on the Commencement Date, and subsequent Rental Payments shall be due annually on the same day of year thereafter until paid in full.

Payment Number	Rental Payment	Interest Portion	Principal Portion	Purchase Price
1	\$166,168.00	\$0.00	\$166,168.00	\$914,344.32
2	\$166,168.00	\$27,341.06	\$138,826.94	\$772,740.84
3	\$166,168.00	\$23,106.78	\$143,061.22	\$626,818.40
4	\$166,168.00	\$18,743.35	\$147,424.65	\$476,445.25
5	\$166,168.00	\$14,246.84	\$151,921.16	\$321,485.67
6	\$164,837.00	\$9,613.18	\$155,223.82	\$163,157.37
7	\$164,837.00	\$4,878.79	\$159,958.21	\$0.00
Grand Totals	\$1,160,514.00	\$97,930.00	\$1,062,584.00	

Lessee: City of Pekin

✕ By: *Paul Robert* ✕ Title: *City Manager*

- * Lessee hereby authorizes Lessor to fill in the Commencement Date based on the earlier of the date that Lessor disburses funds to the Vendor of the Equipment following receipt of Lessee's executed acceptance certificate, or the date on which Lessor deposits funds for the purchase of the Equipment with an escrow agent.



**LESSEE'S CLOSING CERTIFICATE TO
SCHEDULE OF EQUIPMENT NO. 003-0752516-301 TO
MASTER EQUIPMENT LEASE PURCHASE AGREEMENT NO. 0752516L**

The "Agreement": Schedule of Equipment No. 003-0752516-301 dated May 6, 2020 (the "Schedule"), to Master Equipment Lease Purchase Agreement No. 0752516L dated as of May 6, 2020
"Lessee"
City of Pekin, 111 S. Capitol Street, Pekin, IL 61554
"Lessor"
TCF National Bank, 11100 Wayzata Blvd, Suite 801, Minnetonka, MN 55305

I, the undersigned, the duly appointed, qualified and acting City Clerk (Clerk or Secretary) of the above-captioned Lessee, do hereby certify as of July 7, 2020, as follows:

(1) Lessee did, at a meeting of the governing body of Lessee held March 23, 2020, by motion duly made, seconded and carried, in accordance with all requirements of law, approve and authorize the execution and delivery of the above-referenced Agreement and the related escrow agreement, if any, on its behalf by the following named representatives of Lessee:

<u>Title</u>	<u>Printed Name</u>	<u>Signature</u>
<u>X City Manager</u>	<u>X Mark Rothert</u>	<u>X Mark Rothert</u>

(2) The above-named representatives of Lessee held at the time of such authorization and holds at the present time the office designated above and the signature set forth opposite his or her name is the true and correct specimen of his or her genuine signature.

(3) The meeting of the governing body of Lessee at which the Agreement was approved and authorized to be executed was duly called, regularly convened and attended throughout by the requisite majority of the members thereof or by other appropriate official approval and that the action approving the Agreement and authorizing the execution thereof has not been altered or rescinded.

(4) No event or condition that constitutes, or with the giving of notice or the lapse of time or both would constitute, an Event of Default (as such term is defined in the Agreement) exists at the date hereof.

(5) All insurance required in accordance with the Agreement is currently maintained by Lessee.

(6) Lessee has, in accordance with the requirements of law, fully budgeted and appropriated sufficient funds for the current fiscal year to make the Rental Payments scheduled to come due during the Original Term and to meet its other obligations for the Original Term (as such terms are defined in the Agreement), and such funds have not been expended for other purposes.

(7) There is no proceeding pending or threatened in any court or before any governmental authority or arbitration board or tribunal that, if adversely determined, would adversely affect the transactions contemplated by the Agreement or the interest of Lessor or its assigns, as the case may be, in the Equipment.

(8) The Equipment has not been the subject of a referendum that failed to receive the approval of the voters of Lessee within the preceding four years.

(9) Lessee hereby designates the Agreement as a "qualified tax-exempt obligation" as defined in Section 265(b)(3)(B) of the Code. The aggregate face amount of all tax-exempt obligations (excluding private activity bonds other than qualified 501(c)(3) bonds) issued or to be issued by Lessee and all subordinate entities thereof during the current calendar year is not reasonably expected to exceed \$10,000,000. Lessee and all subordinate entities thereof will not issue in excess of \$10,000,000 of qualified tax-exempt obligations (including the Agreement but excluding private activity bonds other than qualified 501(c)(3) bonds) during the current calendar year without first obtaining an opinion of nationally recognized counsel in the area of tax-

exempt municipal obligations acceptable to Lessor that the designation of the Agreement as a "qualified tax-exempt obligation" will not be adversely affected.

(10) The Equipment is located at the following address: 1130 Koch Street, Pekin, IL 61554

(11) The Equipment is located in the following county:

(12) The correct billing address for Rental Payments is as follows:

Street Address: _____

Phone: _____

Fax: _____

Email: _____

Attention: _____

(13) The contact information of person responsible for preparing and filing Lessee's Form 8038-G or 8038-GC is as follows:

Name: _____

Street Address: _____

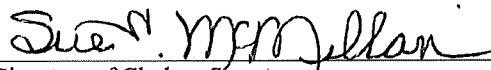
Phone: _____

Fax: _____

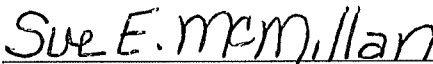
Email: _____

(14) Lessee's Tax ID number is: 37-6002169.

IN WITNESS WHEREOF, I hereunto set my hand and the seal of the governing body of Lessee the day and year first above written.



Signature of Clerk or Secretary



Printed Name of Clerk or Secretary



**LESSEE'S PAYMENT INSTRUCTIONS
AND ACCEPTANCE CERTIFICATE TO
SCHEDULE OF EQUIPMENT NO. 003-0752516-301 TO
MASTER EQUIPMENT LEASE PURCHASE AGREEMENT NO. 0752516L**

The "Agreement": Schedule of Equipment No. 003-0752516-301 dated May 6, 2020 (the "Schedule"), to Master Equipment Lease Purchase Agreement No. 0752516L dated as of May 6, 2020
"Lessee"
City of Pekin, 111 S. Capitol Street, Pekin, IL 61554
"Lessor"
TCF National Bank, 11100 Wayzata Blvd, Suite 801, Minnetonka, MN 55305

Ladies and Gentlemen:

In accordance with the Agreement, the undersigned Lessee hereby certifies and represents to, and agrees with, Lessor as follows:

(1) Lessee has reviewed and approved the invoice(s) referenced in the table below. Pursuant to the Agreement, Lessee hereby irrevocably authorizes and requests Lessor to make payment of the invoice(s) to the vendor(s), licensor(s) or designee(s) of licensor(s) of the Equipment. Lessee agrees that all terms and conditions of the Lease are in full force and effect and Lessee shall make all payments when and as required thereby.

Payee	Invoice Number	Amount
-------	----------------	--------

Midwest Transit Equipment Inc (T)

\$1,062,584.00

	Total	\$1,062,584.00
--	-------	----------------

(2) All of the Equipment has been, or if this Lease includes an escrow agreement, all of the Equipment will be, delivered, installed and accepted, and is located at the following address: 1130 Koch Street, Pekin, IL 61554.

(3) Lessee has conducted such inspection and/or testing of the Equipment as it deems necessary and appropriate and hereby acknowledges that it accepts the Equipment for all purposes, except that if this Lease includes an escrow agreement, Lessee will conduct such inspection and/or testing of the Equipment prior to authorizing disbursement from the escrow fund for such Equipment.

(4) Lessee is currently maintaining, or if this Lease includes an escrow agreement, prior to Lessee's receipt of any Equipment, Lessee will maintain, the insurance coverage required by Section 7.02 of the Agreement.

(5) No event or condition that constitutes, or with notice or lapse of time, or both, would constitute, an Event of Default (as defined in the Agreement) exists at the date hereof.

(6) We acknowledge that Lessor is neither the vendor nor manufacturer or distributor of the Equipment and has no control, knowledge or familiarity with the condition, capacity, functioning or other characteristics of the Equipment.

(7) The serial number for each item of Equipment that is set forth in the applicable Schedule is correct.

DATED: X 7-2-20

Lessee: City of Pekin

X By: Ryan Rothert X Title: City Manager



ESSENTIAL USE CERTIFICATE TO
SCHEDULE OF EQUIPMENT NO. 003-0752516-301 TO
MASTER EQUIPMENT LEASE PURCHASE AGREEMENT NO. 0752516L

May 6, 2020

The "Agreement": Schedule of Equipment No. 003-0752516-301 dated May 6, 2020 (the "Schedule"), to Master Equipment Lease Purchase Agreement No. 0752516L dated as of May 6, 2020
"Lessee"
City of Pekin, 111 S. Capitol Street, Pekin, IL 61554
"Lessor"
TCF National Bank, 11100 Wayzata Blvd, Suite 801, Minnetonka, MN 55305

☒ I, Mark Rothert, a duly elected, appointed, or designated representative of City of Pekin ("Lessee"), am qualified to answer the questions set forth below regarding the Equipment to be acquired by Lessee in connection with the above-referenced Agreement: See Essential Use Certificate Attachment

1. *What is the specific use of the Equipment?*
2. *What increased capabilities will the Equipment provide?*
3. *Why is the Equipment essential to your ability to deliver governmental services?*
4. *Does the Equipment replace existing equipment?*
(If so, please explain why you are replacing the existing equipment)
5. *Why did you choose this specific Equipment?*
6. *For how many years do you expect to utilize the Equipment?*
7. *What revenue source will be utilized to make Rental Payments due under the Agreement?*

Lessee: City of Pekin

☒ By: Mark Rothert ☒ Title: City Manager



**INSURANCE COVERAGE DISCLOSURE TO
SCHEDULE OF EQUIPMENT NO. 003-0752516-301
TO MASTER EQUIPMENT LEASE PURCHASE AGREEMENT NO. 0752516L**

RE: INSURANCE COVERAGE REQUIREMENTS

1. In accordance with the Master Equipment Lease Purchase Agreement, Lessee certifies that it has instructed the insurance agent named below (please fill in name, address, and telephone number):

☒	Insurance Company Liability:	IML Risk Management Association	Agent Name:	Julia Reynolds, Program Coordinator	Business Phone # 800-252-5051 Fax Phone # 217-477-6799	5051 xtn 1199
	Insurance Company Property:	IML Risk Management Association	Agent Name:	Underwriter Julia Reynolds, Program Coordinator	Business Phone # 800-252-5051 Fax Phone # 217-477-6799	5051 xtn 1199

- Underwriter

to issue: (check to indicate coverage)

☒ a. All Risk Physical Damage Insurance on the Equipment evidenced by a Certificate of Insurance and Long Form Loss Payable Clause naming TCF National Bank and/or its assigns as Loss Payee.

Coverage Required: \$1,062,584.00

☒ b. Public Liability Insurance evidenced by a Certificate of Insurance naming TCF National Bank and/or its assigns as an Additional Insured.

Minimum Coverage Required:

\$5,000,000	per person
\$5,000,000	aggregate bodily injury liability
\$5,000,000	property damage liability.

Proof of insurance coverage will be provided to TCF National Bank, 11100 Wayzata Blvd, Suite 801, Minnetonka, MN 55305, prior to the time that the Equipment is delivered to Lessee. Please fax a copy of the Certificate of Insurance or binder to Mary Petersen at (800) 844-3577.

Lessee: City of Pekin

☒ By: Jan Rothert ☒ Title: City Manager

Essential Use Certificate Attachment

- 1.) School buses with wheelchair lifts will be used to provide a variety of transportation services for students with special needs for local school districts with which the city has an intergovernmental agreement to provide this type of service.
- 2.) New vehicles will replace outdated vehicles that are at the end of the current lease term.
- 3.) The city has intergovernmental agreements with multiple local school districts to provide services that require this type of vehicle.
- 4.) The new vehicles will replace currently leased vehicles with terms that are coming to end.
- 5.) These are the types of vehicles required to provide transportation for students with specific special needs. This specific equipment was chosen because it is manufactured by the same company that all of our regular bus fleet vehicles are manufactured which streamlines the experience and training for the drivers.
- 6.) We will utilize these vehicles until the end of the term for which they are leased.
- 7.) Revenues from contracts with local school systems will support the payments for the lease of these vehicles.



August 12, 2020

OPINION OF COUNSEL

416 MAIN STREET
SUITE 1125
PEORIA, IL 61602

PHONE: (809) 671-9600
FAX: (809) 671-9616

www.mhtlaw.com

ROBERT C. HALL *
DENNIS R. TRIGGS **
WILLIAM R. KOHLHASE
RICHARD M. JOSEPH ***
NATHAN R. MILLER
JAY E. GREENING
SCOTT A. BRUNTON
JEFFREY E. KRUMPE
MICHAEL A. KEETON
MARK D. WALTON
CHRISTOPHER D. OSWALD
ROBERT B. MCCOY
JOSHUA D. HERMAN
KATHERINE L. SWISE
KATHLEEN M. CARTER
MEGAN M. YENTES

(OF COUNSEL)

JENNIFER KLEIN VANDEWIELE
NANCY L. RABEL

ROBERT HOLLIS MILLER (RET.)
PATRICK A. MURPHEY (RET.)
MICHAEL J. TIBBS (RET.)
CHARLES H. YOUNG (RET.)
THOMAS R. DAVIS (1952-2005)
PAUL A. LEWIS (1949-2011)

ALSO LICENSED IN:
* FLORIDA
** DISTRICT OF COLUMBIA
*** ARKANSAS AND WISCONSIN

Lessee: City of Pekin
111 S. Capitol Street
Pekin, IL 61554

Lessor: TCF National Bank
11100 Wayzata Blvd, Suite 801
Minnetonka, MN 55305

Re: Schedule of Equipment No. 003-0752516-301 to Master Equipment Lease Purchase Agreement No. 07525161, dated as of May 6, 2020, by and between City of Pekin and TCF National Bank.

Ladies and Gentlemen:

I have acted as counsel to Lessee with respect to the Schedule of Equipment No. 003-0752516-301 to Master Equipment Lease-Purchase Agreement described above and the related escrow agreement, if any, and all attachments, exhibits and schedules thereto (together, the "Lease") and various related matters, and in this capacity have reviewed a duplicate original or certified copy of the Lease. Based upon the examination of these and such other documents as I deem relevant, it is my opinion that:

1. Lessee is a public corporation and political subdivision of the State of Illinois (the "State") within the meaning of Section 103 of the Internal Revenue Code of 1986, as amended, is duly organized, existing and operating under the Constitution and laws of the State, and has a substantial amount of the following sovereign powers: (a) the power to tax, (b) the power of eminent domain, and (c) police power. The full, true and correct legal name of Lessee is the City of Pekin, an Illinois municipal corporation.
2. Lessee is authorized and has power under State law to enter into the Lease and lease the equipment with an option to purchase, and to carry out its obligations thereunder and the transactions contemplated thereby. No further approval, consent or withholding of objection is required from any Federal, State or local governmental authority with respect to the entering into or performance by the Lessee of the Lease and the transaction contemplated thereby.
3. The Lease and the other documents described above have been duly authorized, approved, executed and delivered by and on behalf of Lessee, and the Lease is a valid and binding contract of Lessee enforceable in accordance with its terms, except to the extent limited by State and Federal laws affecting remedies and by

bankruptcy, reorganization or other laws of general application relating to or affecting the enforcement of creditors' rights.

4. Lessee has no authority (statutory or otherwise) to terminate the Lease prior to the end of its term for any reason other than pursuant to the terms of Section 3.03(a) and (b) of the Lease.

5. The authorization, approval and execution of the Lease and all other proceedings of Lessee relating to the transactions contemplated thereby have been performed in accordance with all open meeting laws, public bidding laws and all other applicable State and Federal laws.

6. The execution of the Lease and the appropriation of moneys to pay the payments coming due under the Lease do not result in the violation of any constitutional, statutory or other limitation relating to the manner, form or amount of indebtedness which may be incurred by Lessee.

7. There is no litigation, action, suit, or proceeding pending or before any court, administrative agency, arbitrator or governmental body that challenges the organization or existence of Lessee; the authority of the Lessee or its officers; the proper authorization, approval and execution of the Lease and the other documents described above; the appropriation of monies to make Rental Payments under the Lease for the current fiscal year, or the ability of Lessee otherwise to perform its obligations under the Lease and the transactions contemplated thereby.

8. The equipment leased pursuant to the Lease constitutes personal property and when subject to use by Lessee will not be or become fixtures under applicable law.

9. The leasing of the equipment pursuant to the Lease is exempt from all sales, use and documentary stamp taxes against either Lessor or Lessee during the term of the Lease, and such equipment will be exempt from all state and local personal property or other ad valorem taxes.

This opinion of counsel may be relied upon by TCF National Bank and its successors and assigns.

Sincerely,



Katherine L. Swise
for MILLER, HALL & TRIGGS, LLC

KLS/sls

RESOLUTION
MASTER EQUIPMENT LEASE PURCHASE AGREEMENT NO. 0752516L
AND SCHEDULE NO. 003-0752516-301 THERETO

A resolution authorizing the negotiation, execution, and delivery of Master Equipment Lease Purchase Agreement No. 0752516L dated May 6, 2020 and Schedule No. 003-0752516-301 thereto, together with the related escrow agreement, if any (the "Lease"), in principal amount not to exceed \$1,062,584.00, between City of Pekin, 111 S. Capitol Street, Pekin, IL 61554 and TCF National Bank, 11100 Wyzata Blvd, Suite 801, Minnetonka, MN 55305; and prescribing other details in connection therewith.

WHEREAS, City of Pekin, (the "Lessee") is a political subdivision duly organized and existing pursuant to the Constitution and laws of the State of Illinois; and

WHEREAS, Lessee is duly authorized by applicable law to acquire such items of personal property as are needed to carry out its governmental functions and to acquire such personal property by entering into lease-purchase agreements; and

WHEREAS, Lessee hereby finds and determines that the execution of a Lease for the purpose of leasing with the option to purchase the property designated and set forth in Schedule No. 003-0752516-301 to the Lease is appropriate and necessary to the function and operations of the Lessee; and

WHEREAS, TCF National Bank, (the "Lessor") shall act as Lessor under said Lease; and

WHEREAS, the Lease shall not constitute a general obligation indebtedness of the Lessee within the meaning of the Constitution and laws of the State;

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF City of Pekin:

X Section 1. The Lease, in substantially the form as presently before the governing body of the Lessee, is hereby approved, and the City Manager of the Lessee, is hereby authorized to negotiate, enter into, execute, and deliver the Lease and related documents in substantially the form as presently before the governing body of the Lessee, with such changes therein as shall be approved by such officer, and which Lease will be available for public inspection at the offices of Lessee.

Section 2. The Lessee shall, and the officers, agents and employees of the Lessee are hereby authorized and directed to take such further action and execute such other documents, certificates and instruments as may be necessary or desirable to carry out and comply with the intent of this Resolution, and to carry out, comply with and perform the duties of the Lessee with respect to the Lease.

Section 3. The Lessee's obligations under the Lease shall be expressly subject to annual appropriation by Lessee; and such obligations under the Lease shall not constitute a general obligation of Lessee or indebtedness of Lessee within the meaning of the Constitution and laws of the State of Illinois.

Section 4. All other related contracts and agreements necessary and incidental to the Lease are hereby authorized, ratified and approved.

Section 5. Lessee reasonably anticipates to issue not more than \$10,000,000 of tax-exempt obligations (other than "private activity bonds" which are not "qualified 501(c)(3) bonds") during the current calendar year and hereby designates the Lease as a "qualified tax-exempt obligation" for purposes of Section 265(b) of the Internal Revenue Code of 1986, as amended.

Section 6. This resolution shall take effect immediately upon its adoption and approval.

CERTIFIED AS TRUE AND CORRECT this 7th day of July, 2020

Sue E. McMillan
Signature of Clerk, Secretary or Assistant Secretary

Sue E. McMillan
Printed Name of Clerk, Secretary or Assistant Secretary

OPINION OF COUNSEL

(To be on Attorney's Letterhead)

Date: May 6, 2020

Lessee: City of Pekin
111 S. Capitol Street
Pekin, IL 61554

Lessor: TCF National Bank
11100 Wayzata Blvd, Suite 801
Minnetonka, MN 55305

Re: Schedule of Equipment No. 003-0752516-301 to Master Equipment Lease Purchase Agreement No. , dated as of , by and between City of Pekin and TCF National Bank.

Ladies and Gentlemen:

I have acted as counsel to Lessee with respect to the Schedule of Equipment No. 003-0752516-301 to Master Equipment Lease-Purchase Agreement described above and the related escrow agreement, if any, and all attachments, exhibits and schedules thereto (together, the "Lease") and various related matters, and in this capacity have reviewed a duplicate original or certified copy of the Lease. Based upon the examination of these and such other documents as I deem relevant, it is my opinion that:

1. Lessee is a public corporation and political subdivision of the State of Illinois (the "State") within the meaning of Section 103 of the Internal Revenue Code of 1986, as amended, is duly organized, existing and operating under the Constitution and laws of the State, and has a substantial amount of the following sovereign powers: (a) the power to tax, (b) the power of eminent domain, and (c) police power. The full, true and correct legal name of Lessee is

City of Pekin

2. Lessee is authorized and has power under State law to enter into the Lease and lease the equipment with an option to purchase, and to carry out its obligations thereunder and the transactions contemplated thereby. No further approval, consent or withholding of objection is required from any Federal, State or local governmental authority with respect to the entering into or performance by the Lessee of the Lease and the transaction contemplated thereby.

3. The Lease and the other documents described above have been duly authorized, approved, executed and delivered by and on behalf of Lessee, and the Lease is a valid and binding contract of Lessee enforceable in accordance with its terms, except to the extent limited by State and Federal laws affecting remedies and by bankruptcy, reorganization or other laws of general application relating to or affecting the enforcement of creditors' rights.

4. Lessee has no authority (statutory or otherwise) to terminate the Lease prior to the end of its term for any reason other than pursuant to the terms of Section 3.03(a) and (b) of the Lease.

5. The authorization, approval and execution of the Lease and all other proceedings of Lessee relating to the transactions contemplated thereby have been performed in accordance with all open meeting laws, public bidding laws and all other applicable State and Federal laws.

6. The execution of the Lease and the appropriation of moneys to pay the payments coming due under the Lease do not result in the violation of any constitutional, statutory or other limitation relating to the manner, form or amount of indebtedness which may be incurred by Lessee.

7. There is no litigation, action, suit, or proceeding pending or before any court, administrative agency, arbitrator or governmental body that challenges the organization or existence of Lessee; the authority of the Lessee or its officers; the proper authorization, approval and execution of the Lease and the other documents described above; the appropriation of monies to make Rental Payments under the Lease for the current fiscal year, or the ability of Lessee otherwise to perform its obligations under the Lease and the transactions contemplated thereby.

8. The equipment leased pursuant to the Lease constitutes personal property and when subject to use by Lessee will not be or become fixtures under applicable law.

9. The leasing of the equipment pursuant to the Lease is exempt from all sales, use and documentary stamp taxes against either Lessor or Lessee during the term of the Lease, and such equipment will be exempt from all state and local personal property or other ad valorem taxes.

This opinion of counsel may be relied upon by TCF National Bank and its successors and assigns.

Very truly yours,



Titled Equipment Acknowledgement

NOTE: Please retain a copy of this Acknowledgment for your titling purposes. The original of this Acknowledgment along with originals of the two (2) enclosed Limited Powers of Attorney must be signed and returned to TCF National Bank ("TCF") with your Contract documents.

Name and Address of Customer:
City of Pekin
111 S. Capitol Street
Pekin, IL 61554

Contract #: 003-0752516-301

Equipment Description: (10) 2021 International IC School Buses, VINS: 4DRBUPWP0MB403282, 4DRBUPWP2MB403283, 4DRBUPWP7MB155337, 4DRBUPWP9MB155338, 4DRBUPWP0MB155339, 4DRBUPWP7MB155340, 4DRBUPWP9MB155341, 4DRBUPWP0MB155342, 4DRBUPWP2MB155343, 4DRBUPWP4MB155344 together with all attachments and accessories thereto

Under the terms of your Contract, you are required to properly title the Equipment. The Equipment must be titled exactly as follows:

Lienholder Name & Address: TCF National Bank, 11100 Wayzata Blvd, Suite 801, Minnetonka, MN 55305

Owner Name & Address: City of Pekin, 111 S. Capitol Street, Pekin, IL 61554

If the Contract calls for co-borrowers, certificate(s) of title must include each co-borrowers' name as Owners with the word "AND" between their names. The word "OR" between the names is unacceptable and must be corrected at the Customer's expense.

Party Responsible for Titling ("Titling Party"):

☐ Customer will personally submit title work to state for processing

☐ Agency will submit title work to state for processing

☐ Dealer will submit title work to state for processing

☐ Trucking Company will submit title work to state for processing

Please check if any apply:

☐ Equipment is exempt from sales tax

☐ IRP

Contact Information for Titling Party:

Name: _____

Street: _____

City: _____

State: _____ Zip Code: _____

Direct Phone Number: _____

Fax Number: _____

Email Address: _____

By signing below, Customer agrees (1) to title the Equipment exactly as set forth above; (2) that even if not personally submitting the title work to the applicable state, Customer acknowledges responsibility for ensuring that the Titling Party designated above will apply for title(s) immediately upon funding; (3) that Customer has confirmed that the current party holding the original certificate(s) of title or certificate(s) of origin for the Equipment referenced above, if not the Customer, will deliver them to Customer's designated Titling Party immediately upon funding; and (4) that Customer agrees to cause its Titling Party to send a copy of the processed title application receipt as endorsed by the applicable State to TCF at the address set forth below within sixty (60) days of funding. If Customer or Customer's Titling Party has not properly titled the Equipment and provided TCF evidence thereof within sixty (60) days of funding, Customer hereby agrees to pay TCF delinquent title fees in accordance with TCF's titling policy on a recurring basis until TCF has received all required certificate(s) of title for all Equipment under the above referenced Contract.

TCF National Bank
Attn: Title Administration Department
11100 Wayzata Blvd., Ste 801
Minnetonka, MN 55305
Phone: 866-311-2755 option #5

If you need further assistance, please contact our Title Administration Department at 866-311-2755 option #5. Thank you for your prompt attention in titling the Equipment.

Customer: City of Pekin

By _____

Title _____

Date _____

LIMITED POWER OF ATTORNEY
City of Pekin, 111 S. Capitol Street, Pekin, IL 61554 (the "Title Holder")

NOTE TO MOTOR VEHICLE DEPARTMENT

This will authorize the person whose name and specimen signature appears below to act as agent and attorney-in-fact for and on behalf of City of Pekin in all matters pertaining to the titling, sale and transfer of ownership, recording a lien and applying for an original or duplicate certificate of title to the vehicle(s) described below.

The rights and authority of the limited power of attorney granted herein shall be applicable to the following motor vehicle(s) only:

4DRBUPWP0MB403282
4DRBUPWP2MB403283
4DRBUPWP7MB155337
4DRBUPWP9MB155338
4DRBUPWP0MB155339
4DRBUPWP7MB155340
4DRBUPWP9MB155341
4DRBUPWP0MB155342
4DRBUPWP2MB155343
4DRBUPWP4MB155344

COMPANY'S NAME: TCF National Bank, 11100 Wayzata Blvd, Suite 801, Minnetonka, MN 55305

SPECIMEN SIGNATURE OF AGENT/ATTORNEY IN FACT: _____
(Title Holder should NOT sign here)

PRINTED NAME OF AGENT/ATTORNEY IN FACT: _____

NOTE TO CUSTOMER: ONLY SIGN BY YOUR NAME BELOW AND HAVE YOUR SIGNATURE NOTARIZED.
DO NOT SIGN OR PRINT YOUR NAME ABOVE.

Title Holder: City of Pekin, 111 S. Capitol Street, Pekin, IL 61554

BY: ☒ Robert

TITLE: Authorized Signer City Manager

☒ State of Illinois

County of Tazewell

SUBSCRIBED AND SWORN TO BEFORE ME
THIS _____ DAY OF _____, 20____

☐ Personally known to me.

☐ Proved to me on the basis of satisfactory evidence to be the person who appeared before me.

NOTARY PUBLIC SIGNATURE

LIMITED POWER OF ATTORNEY
City of Pekin, 111 S. Capitol Street, Pekin, IL 61554 (the "Title Holder")

NOTE TO MOTOR VEHICLE DEPARTMENT

This will authorize the person whose name and specimen signature appears below to act as agent and attorney-in-fact for and on behalf of City of Pekin in all matters pertaining to the titling, sale and transfer of ownership, recording a lien and applying for an original or duplicate certificate of title to the vehicle(s) described below.

The rights and authority of the limited power of attorney granted herein shall be applicable to the following motor vehicle(s) only:

4DRBUPWP0MB403282
4DRBUPWP2MB403283
4DRBUPWP7MB155337
4DRBUPWP9MB155338
4DRBUPWP0MB155339
4DRBUPWP7MB155340
4DRBUPWP9MB155341
4DRBUPWP0MB155342
4DRBUPWP2MB155343
4DRBUPWP4MB155344

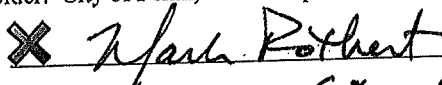
COMPANY'S NAME: TCF National Bank, 11100 Wayzata Blvd, Suite 801, Minnetonka, MN 55305

SPECIMEN SIGNATURE OF AGENT/ATTORNEY IN FACT: _____
(Title Holder should NOT sign here)

PRINTED NAME OF AGENT/ATTORNEY IN FACT: _____

NOTE TO CUSTOMER: ONLY SIGN BY YOUR NAME BELOW AND HAVE YOUR SIGNATURE NOTARIZED.
DO NOT SIGN OR PRINT YOUR NAME ABOVE.

Title Holder: City of Pekin, 111 S. Capitol Street, Pekin, IL 61554

BY:  _____
TITLE: Authorized Signer City Manager

State of Illinois)
County of Tazewell)

SUBSCRIBED AND SWORN TO BEFORE ME
THIS _____ DAY OF _____, 20____
☐ Personally known to me.
☐ Proved to me on the basis of satisfactory evidence to be the person who appeared before me.

NOTARY PUBLIC SIGNATURE



Invoice

Date of Invoice: 05/06/2020
Application Number: 411630
Contract Number: 003-0752516-301

To: City of Pekin
111 S. Capitol Street
Pekin, IL 61554

Advance Payments/Security Deposit

Description	Contract Payment	Sales/Use Tax	Other	Amount
Beginning Payments in Advance	\$166,168.00	\$0.00		\$166,168.00
Last Payment in Advance	\$0.00	\$0.00		\$0.00
			\$0.00	\$0.00
			Sub Total	\$166,168.00

Other Fees/Charges

Fee Description	Amount
Documentation Fee	\$300.00

Other Fees/Charges Sub Total **\$300.00**

Invoice Total Due

Invoice Total Due	\$166,468.00
--------------------------	---------------------

Remit To: TCF National Bank
11100 Wayzata Blvd, Suite 801, Minnetonka, MN 55305

Resolution No. 154-20/21 Midwest Transit Equipment Bus Lease

WHEREAS, on March 23, 2020, the City Council approved Resolution No. 72-19/20 awarding a contract for the lease of ten (10) handicap accessible passenger school buses ("Buses") from Midwest Transit Equipment; and

WHEREAS, Midwest Transit Equipment is the vendor of the Buses and TCF National Bank shall act as Lessor under the lease for the Buses; and

WHEREAS, the City of Pekin is duly authorized by law to acquire the Buses by entering into a lease-purchase agreement with Lessor (the "Lease"); and

WHEREAS, the City Council of the City of Pekin hereby finds that the execution of the Lease for the purpose of leasing with the option to purchase the Buses is appropriate and necessary to carry out its operations and functions; and

WHEREAS, the Lease shall not constitute a general obligation indebtedness of the City within the meaning of the Constitution and laws of the State.

NOW, THEREFORE, be it resolved by the City Council of the City of Pekin, Tazewell County, Illinois, that:

Section 1. The Mayor and/or the City Manager are hereby authorized and directed to enter into a lease with Lessor for the Buses and any contracts and agreements necessary and incidental thereto, in accordance with the terms of the bid awarded to Midwest Transit Equipment pursuant to Resolution No. 72-19/20 and in substantially the form set forth on the attached **Exhibit A**, with such changes as the Mayor and/or the City Manager, with the advice of the City Attorney, deems necessary and appropriate.

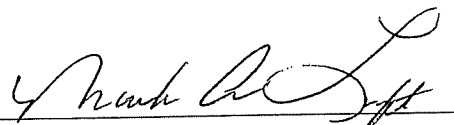
Section 2. The City Clerk is authorized and directed to attest to the Lease agreed to by Mayor and/or the City Manager as set forth in Section 1 above.

Section 3. The City's obligations under the Lease shall be expressly subject to annual appropriations by the City Council, and such obligations under the Lease shall not constitute a general obligation or indebtedness of the City within the meaning of the Constitution and laws of the State of Illinois.

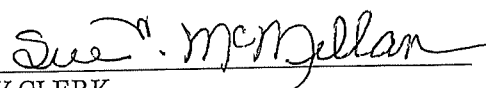
Section 4. The City reasonably anticipates that it will not issue more than \$10,000,000.00 of tax-exempt obligations (other than "private activity bonds" which are not "qualified 501(c)(3) bonds") during the current calendar year and hereby designates the Lease as a "qualified tax-exempt obligation" for purposes of Section 265(b) of the Internal Revenue Code of 1986, as amended (26 U.S.C. ss 265(b)).

Section 5. This Resolution shall take effect immediately upon its passage and approval.

ADOPTED AND APPROVED at a regular meeting of the City Council of the City of Pekin this 10th day of August, 2020.


MAYOR

ATTEST:


CITY CLERK

**CITY OF PEKIN
REPURCHASE AGREEMENT**

This agreement is made and entered into the May 7, 2020 between City of Pekin ("LESSEE") and Midwest Transit Equipment, Inc. ("BUYER").

The parties have entered into an agreement per LESSEE's Letter of Intent, by which the LESSEE has purchased the vehicles per Attachment 'A' from BUYER to be delivered by July 20, 2020.

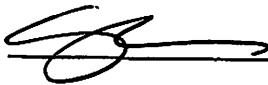
Now therefore, in consideration of the mutual undertakings and of other good and valuable consideration the parties agree as follows:

1. LESSEE only shall have the option to resell to BUYER all or any portion of the vehicles listed on Attachment 'A' purchased by the LESSEE pursuant to the LESSEE's Letter of Intent, to the BUYER. If LESSEE elects the option to sell the "BUSES", the "BUSES" will be sold only to the BUYER, or Buyer may purchase the units directly from the lending source, LESSEE will have no further liability, with the exception of the return guidelines for lease return terms.
2. LESSEE shall exercise the option pursuant to this Agreement on or before October 1, 2024, by delivering by registered or certified mail to BUYER at its principal place of business a notice of intent to exercise such option.
3. LESSEE shall deliver the "BUSES", which is subject of this option, to BUYER no sooner than July 1, 2025, to be repurchased in an amount equal to the amount noted on Attachment "A" per each respective vehicle being sold to the BUYER. The repurchase price shall not be greater than the amount needed to satisfy the amount due to TCF Equipment Finance, Inc.
4. The "BUSES" delivered by LESSEE to BUYER pursuant to this Agreement, shall be in substantially the same condition as when delivered to LESSEE by BUYER, reasonable wear and tear excepted. The "BUSES" will be inspected by BUYER upon return to BUYER'S premises, and the LESSEE shall be liable to BUYER for any repairs to the "BUSES". See attached lease return guidelines.
5. Upon delivery of the "BUSES" by LESSEE to BUYER pursuant to this Agreement, LESSEE shall also deliver to BUYER all title documents duly endorsed.

ACCEPTED AND AGREED:

BUYER:

MIDWEST TRANSIT EQUIPMENT, INC.



Date: 8/13/2020
146 W. Issert Drive
Kankakee, IL 60901

LESSEE:

CITY OF PEKIN

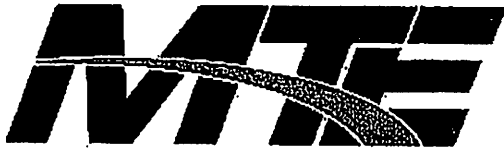


Date: July 2, 2020

**CITY OF PEKIN
REPURCHASE AGREEMENT**

ATTACHMENT 'A'

Qty	Description	Capacity	Body Numbers	Buyout Price
8	2021 IC CE	24+5	See attached	\$252,000
2	2021 IC CE	53+2	See attached	\$63,000



MIDWEST TRANSIT EQUIPMENT

146 W ISSERT DR, KANKAKEE, IL 60901

Tel: (800) 933-2412 ♦ Fax: (815) 933-3966 ♦ www.midwesttransit.com

BILL TO
TCF NATIONAL BANK - 12533
11100 WAYZATA BLVD.
SUITE 801
MINNETONKA MN 55305

SALES INVOICE: V101011145

INVOICE DATE	SALESPERSON	CUSTOMER REFERENCE
4/30/2020	MATT LAWRENCE	

SHIP TO
PEKIN MUNICIPAL BUS - 19672
1130 KOCH ST.
PEKIN IL 61554

UNIT(S) FOR SALE

UNITID	YEAR - MAKE - MODEL - CAPACITY	SERIAL NUMBER / ITEM DESCRIPTION	PRICE
202086	2021 - IC - CE - 54+2	4DRBUPWP0MB403282	
		Vehicle - Price	104,780.00
			104,780.00
202087	2021 - IC - CE - 54+2	4DRBUPWP2MB403283	
		Vehicle - Price	104,780.00
			104,780.00
202088	2021 - IC - CE - 24+5	4DRBUPWP7MB155337	
		Vehicle - Price	106,628.00
			106,628.00
202089	2021 - IC - CE - 24+5	4DRBUPWP9MB155338	
		Vehicle - Price	106,628.00
			106,628.00
202090	2021 - IC - CE - 24+5	4DRBUPWP0MB155339	
		Vehicle - Price	106,628.00
			106,628.00
202091	2021 - IC - CE - 24+5	4DRBUPWP7MB155340	
		Vehicle - Price	106,628.00
			106,628.00
202092	2021 - IC - CE - 24+5	4DRBUPWP9MB155341	
		Vehicle - Price	106,628.00
			106,628.00
202093	2021 - IC - CE - 24+5	4DRBUPWP0MB155342	
		Vehicle - Price	106,628.00
			106,628.00
202094	2021 - IC - CE - 24+5	4DRBUPWP2MB155343	
		Vehicle - Price	106,628.00
			106,628.00
202095	2021 - IC - CE - 24+5	4DRBUPWP4MB155344	
		Vehicle - Price	106,628.00
			106,628.00



MIDWEST TRANSIT EQUIPMENT

146 W ISSERT DR, KANKAKEE, IL 60901

Tel: (800) 933-2412 ♦ Fax: (815) 933-3966 ♦ www.midwesttransit.com

BILL TO

TCF NATIONAL BANK - 12533

11100 WAYZATA BLVD.

SUITE 801

MINNETONKA MN 55305

SALES INVOICE: V10101114S

INVOICE DATE	SALESPERSON	CUSTOMER REFERENCE
4/30/2020	MATT LAWRENCE	

SHIP TO

PEKIN MUNICIPAL BUS - 19672

1130 KOCH ST.

PEKIN IL 61554

Sales Price		1,062,584.00
TAX	+	0.00
	+	
Total Price	=	1,062,584.00
	-	
Less Deposit or Down Payment	-	0.00
Unpaid Balance/Amount to Finance	=	1,062,584.00

x _____
Buyer Signature

Date

x _____
Seller Signature

Date

Please Remit Payment To:
MIDWEST TRANSIT EQUIPMENT, INC.
146 W ISSERT DRIVE
KANKAKEE, IL 60901



ACCEPTANCE GUIDELINES FOR RETURN OF LEASED OR BUYBACK VEHICLES

LEASE-END:

MIDWEST TRANSIT WANTS TO MAKE SURE THAT YOUR END-OF-LEASE EXPERIENCE IS AS CONVENIENT AND HASSLE FREE AS POSSIBLE. TO HELP YOU THROUGH OUR LEASING PROCESS WE HAVE CREATED SOME BASIC GUIDELINES FOR YOU TO FOLLOW.

PREVENTION OF WEAR AND USE:

ALWAYS ABIDE BY AND STAY IN ACCORDANCE TO THE MANUFACTURER'S RECOMMENDATIONS. TO MAINTAIN YOUR VEHICLE AND KEEP IT IN GOOD CONDITION:

- CHANGE THE OIL AND OIL FILTER REGULARLY BASED ON MILEAGE AND HOURLY REQUIREMENTS
- ROTATE TIRES AND MAINTAIN TIRE PRESSURE
- INSPECT AND REPLACE BELTS AND HOSES
- MAINTAIN FLUID LEVELS
- WASH BUS THOROUGHLY UNDERNEATH, ESPECIALLY AREAS WHERE SALT IS SPREAD FROM MELTING OF SNOW AND ICE
- POWERWASHERS AND HOSES ARE NOT TO BE USED ON INTERIOR OF THE BUS

MILEAGE LIMIT:

IF YOU SURPASS THE MILEAGE ALLOWANCE FOR YOUR LEASE TERM, YOU WILL BE SUBJECT TO A PREDETERMINED MILEAGE FEE AS OUTLINED IN THESE GUIDELINES.

WEAR AND TEAR GUIDELINES:

AS YOU NEAR THE END OF YOUR LEASE, IT'S IMPORTANT THAT YOU UNDERSTAND THE RESPONSIBILITIES FOR YOUR VEHICLE MAINTENANCE AND REPAIR USE. THE FOLLOWING GUIDELINES SHOULD BE USED TO APPRAISE THE CONDITION OF YOUR VEHICLE. ANY VEHICLE RETURNED WITH "NORMAL WEAR AND TEAR" WILL BE ACCEPTABLE.

NOTE:

LESSEE WILL RETURN THE BUSES TO THE DISTRIBUTOR WHO FURNISHED THE BUSES TO LESSEE ON THE INSTRUCTIONS OF LESSOR. ALL THE EQUIPMENT AND ACCESSORIES ORIGINALLY FURNISHED WITH THE BUSES WILL BE IN PLACE AND IN GOOD OPERATING CONDITION. IF THE LESSOR/DISTRIBUTOR HAS TO PERFORM REPAIRS FOR THE FOLLOWING DEFECTS, THE LESSEE WILL BE RESPONSIBLE FOR PAYMENT AT THE TIME OF INVOICE.

"NORMAL WEAR AND TEAR" WILL NOT INCLUDE:

- TIRES WITH LESS SEVEN THIRTYSECONDS (7/32) OF TREAD REMAINING
- MISMATCHED TIRES (SIZES AND TYPES)
- TIRES WHICH ARE RE-CAPPED, DAMAGED, GOUGED, CUT OR DETERMINED BY DISTRIBUTOR TO BE IN AN UNSAFE OPERATING CONDITION
- BRAKE SHOES AND PADS MUST HAVE BEEN REPLACED WITHIN 15,000 MILES OF WHEN EACH BUS IS RETURNED TO THE LESSOR
- BODY CREASED, GOUGES, DENTS, OR NON-BUFFABLE PAINT SCRATCHES OR SCUFFS. EXCESSIVE BODY DIMPLES AND/OR DINGS REQUIRING METAL AND/OR PAINT WORK TO RESTORE TO ACCEPTABLE "NORMAL" CONDITION
- ANY PAINT DAMAGE DUE TO SANDBLASTING, HAIL, ROAD TAR, TREE SCRAPES, AND/OR CHEMICAL FALLOUT
- ANY DEFECTIVE PAINT OR BODY REPAIRS DUE TO SUB-STANDARD REPAIRS, MUST BE ORIGINAL EQUIPMENT MANUFACTURER (OEM) PARTS
- ANY LESSEE APPLIED PAINT OF IDENTIFICATION WHICH CANNOT BE REMOVED WITHOUT METAL AND/OR PAINT WORK

- ANY DAMAGE TO INTERIOR LINING, BULKHEADS, SCUFF PLATES, LIGHTS, ROOF BOWS OR SUPPORTS, INCLUDING BUT NOT LIMITED TO CRACKS, BREAKS, TEARS, GOUGES, OR ANY OTHER DAMAGE WHICH MAKES VEHICLE UNABLE TO PASS ANY STATE OR LOCAL SAFETY INSPECTION
- BROKEN AND/OR INOPERATIVE FRONT, REAR, OR SIDE LIGHT(S), MARKER(S), OR REFLECTOR(S)
- BENT, TWISTED, DENTED, DINGED, OR GOUGED BUMPER(S) AND/OR DOOR(S)
- ANY HOLES OR OTHER MODIFICATIONS MADE TO THE VEHICLE, WHETHER INTERIOR OR EXTERIOR, FOR THE INSTALLATION OF ANY ADDITIONAL EQUIPMENT BY THE LESSEE AND/OR DRIVER(S) OF THE VEHICLE WHICH ARE NOT COMPLETELY REMOVED AND/OR REPAIRED
- ANY MECHANICAL REPAIRS ON ANY COMPONENTS OR SUSPENSION WHICH MAY BE REQUIRED DUE TO ABUSE, ACCIDENT, NEGLIGENCE, OR THE LACK OF PROPER MAINTENANCE, OR ANY REPAIRS REQUIRED WHICH ARE NOT CONSIDERED "NORMAL WEAR AND TEAR"
- EACH BUS MUST HAVE A CURRENT STATE INSPECTION STICKER WITH AN EXPIRATION DATE AT LEAST THREE MONTHS FOLLOWING THE MONTH IN WHICH THE BUS IS RETURNED TO LESSOR. EACH BUS MUST BE CLEAR OF MECHANICS' AND OTHER LIENS
- TORN, PUNCTURED, BURNED, VANDALIZED OR OTHERWISE DAMAGED UPHOLSTERY WILL BE REPLACED PRIOR TO RETURNING THE BUS TO THE LESSOR/DISTRIBUTOR
- WINDSHIELD CRACKS OR STARS MORE THAN ¼" DIAMETER OR ANY CRACKS OR STARS WITHIN THE SWEEP OF THE WINDSHIELD WIPERS
- BUS IS TO BE CLEANED INSIDE AND OUT, FLOORS FREE FROM GUM, TAR, AND GARBAGE. EXTERIOR SHALL BE CLEAN
- FLOORS TO BE FREE FROM ALL SPORTS SHOE SPIKE DAMAGE OR STAINS FROM SPILLS OF LIQUIDS
- MILEAGE ALLOWANCE ANNUALLY = 12,000 . .35 PER MILE WILL BE ASSESSED TO THE LESSEE IF MILEAGE OVER THE ALLOWABLE AMOUNT, DUE UPON RECEIPT OF INVOICE
- SANTANDER LEASING HAS ASSIGNED MIDWEST TRANSIT EQUIPMENT AS ITS AGENT FOR THE INSPECTION OF THESE BUSES UPON RETURN

DISTRIBUTOR: MIDWEST TRANSIT EQUIPMENT

LESSEE:

BY:

[Signature]

BY:

[Signature]

TITLE:

Finance Director

TITLE:

City Manager

DATE:

8/13/2020

DATE:

7-2-20

MUNICIPAL LEASE AGREEMENT

LESSOR:

Santander Bank, N.A.
3 Huntington Quadrangle, Suite 101N
Melville, NY 11747 631-531-0610

LESSEE:

Name: _____
Street: _____
City/State/Zip: _____
Responsible Official: _____
Phone: () _____

1. LEASE OF VEHICLES: LESSOR hereby agrees to lease to LESSEE and LESSEE hereby agrees to lease from LESSOR the school buses or other motor vehicles and equipment and accessories thereon (herein "Vehicles") on the terms and conditions provided in this Agreement and the schedule and additional schedules annexed hereto (each a "Schedule" and collectively, the "Schedules"). Each Schedule shall be a separately enforceable Lease, the terms and conditions of which shall be those set forth herein and on each Schedule (each a "Lease" and collectively, the "Leases").

2. COVENANTS: LESSEE represents, covenants and warrants that (a) It is a public body corporate and politic, (b) It is a "tax- exempt issuer" within the meaning of the Internal Revenue Code, (c) It is authorized by all applicable laws to make, and perform under, this Lease, (d) The Vehicles are essentially needed for its proper, efficient and economic operation, (e) At the time of making the Lease, sufficient funds were appropriated to fulfill the Lessee's obligations of the current fiscal year, (f) It will do all things lawfully within its power to obtain and maintain funds from which payments under this Lease may be made, including making provisions for such payments in each annual budget and using bona fide best efforts to have such portion of the budgets approved, and (g) LESSEE has not previously terminated a lease for non-appropriation.

3. TERM AND RENT: The Lease term shall commence as of the date that the Vehicles are delivered to LESSEE, or LESSEE's Agent (the "Commencement Date") and shall continue for the term shown on the attached Schedule relating thereto, unless Lessee notifies LESSOR that an Event of Non-appropriation (described below) has occurred or LESSEE exercises its option under Section 18. At the end of such term LESSEE shall acquire legal title to the Vehicles and terminate this Lease with respect thereto by paying to LESSOR all amounts then due and unpaid hereunder and the remaining principal balance with respect to such Vehicles as shown on the Schedule relating thereto. In lieu of such payment LESSOR hereby grants LESSEE the option to renew this Lease with respect to such Vehicles for the additional period as shown on the Schedule relating thereto, provided that the rate of interest applicable to such additional period shall be mutually agreed upon by LESSOR and LESSEE. LESSEE shall give written notice to LESSOR at least ninety (90) days prior to the end of the Lease term as to whether it will terminate this Lease and acquire the Vehicles or exercise its option to renew in accordance with this Section 3. LESSOR shall endeavor to give written notice to LESSEE at least sixty (60) days prior to the end of the Lease term if no such notice has been received from LESSEE. The rent under this Lease shall be payable in lawful money of the United States of America, from any and all legally available funds, and at the times and in the amounts as indicated on each attached Schedule. In lieu of cash, LESSOR will accept payment by check or wire transfer of immediately available funds only. Each payment will consist of a principal and interest component.

4. EVENT OF NON-APPROPRIATION: Lessee shall notify LESSOR promptly (and in no case later than thirty (30) days prior to the last day of its current fiscal year) if sufficient funds are not appropriated for the payments for the next fiscal period (an "Event of Non-appropriation"). If LESSEE terminates this Lease or an Event of Non-appropriation occurs, Lessee agrees, to the extent not prohibited or required by law, not to: (a) purchase, lease, rent, or otherwise acquire vehicles performing functions similar to those performed by the Vehicles, or (b) contract with another party to furnish services that the Vehicles had provided, for one (1) year after such termination or occurrence.

5. PAYMENTS UNCONDITIONAL: Lessee has examined, tested and accepted the vehicles covered by this lease and schedules, and subject only to an event of non-appropriation, lessee's obligation to pay rent and other payments hereunder shall be absolute and unconditional and not subject to any abatement, set-off, defense or counterclaim for any reason whatsoever, regardless of loss, damage, destruction, malfunction or disrepair of the equipment, or dispute with the manufacturer or supplier of the vehicles or for any other reason.

6. DISCLAIMER OF WARRANTIES: LESSOR, NEITHER BEING THE MANUFACTURER, NOR A SUPPLIER, NOR A DEALER IN THE VEHICLES, MAKES NO WARRANTY, EXPRESS OR IMPLIED, TO ANYONE, AS TO DESIGN, CONDITION, CAPACITY, PERFORMANCE OR ANY OTHER ASPECT OF THE VEHICLES OR THEIR MATERIAL OR WORKMANSHIP. LESSOR ALSO DISCLAIMS ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR USE OR PURPOSE WHETHER ARISING BY OPERATION OF LAW OR OTHERWISE. LESSOR FURTHER DISCLAIMS ANY LIABILITY FOR LOSS, DAMAGE OR INJURY TO LESSEE OR THIRD PARTIES AS A RESULT OF ANY DEFECTS, LATENT OR OTHERWISE, IN THE VEHICLES WHETHER ARISING FROM THE APPLICATION OF THE LAWS OF STRICT LIABILITY OR OTHERWISE. AS TO LESSOR, LESSEE LEASES THE VEHICLES "AS-IS". LESSEE HAS SELECTED THE SUPPLIER OF THE VEHICLES AND ACKNOWLEDGES THAT LESSOR HAS NOT RECOMMENDED SUPPLIER. LESSOR SHALL HAVE NO OBLIGATION TO MAINTAIN, OR SERVICE THE VEHICLES. If the Vehicles are unsatisfactory for any reason, LESSEE shall make claim on account thereof solely against Supplier, and any of Suppliers vendors, and shall nevertheless pay LESSOR all rent payable under the Lease. LESSOR hereby assigns to LESSEE all of the rights which LESSOR may have against Supplier and Suppliers vendors for breach of warranty or other representations respecting the Vehicles. LESSEE understands and agrees that neither Supplier nor any agent of Supplier; is an agent of LESSOR or is authorized to waive or alter any term or condition of this Lease.

7. RISK OF LOSS: LESSEE shall bear all risks of loss of and damage to Vehicles from any cause; occurrence of such loss or damage shall not relieve LESSEE of any obligation hereunder. In the event of loss or damage, LESSEE, at its option, shall (a) replace the damaged Vehicle in good repair, condition and working order; or (b) replace lost or damaged Vehicles with like Vehicles in good repair, condition and working order, with documentation creating a lien or favor of LESSOR or its assignee; or (c) purchase the Vehicles for the casualty value as listed on the Schedule in the term sheets.

8. INSURANCE: LESSEE will purchase and maintain in force during the term of this Agreement, insurance policies in at least the amounts listed below covering the Vehicles between the time of delivery thereof to LESSEE and final disposition by LESSOR. Said insurance shall be written by an insurance company or companies acceptable to LESSOR, insuring LESSEE against any loss, damage, claims, suits, actions or liability, and by endorsement naming LESSOR as [an Additional] Named Insured and Loss Payee. Such endorsement or endorsements shall provide in each case that said insurance company or companies shall give to LESSOR at least thirty (30) days' notice in writing of proposed cancellation, modification, or alteration of any said insurance.

Type

Public Liability and Property Damage (Comprehensive)

Collision, Fire and Theft (ALL RISK)

Amount

\$5,000,000 Combined Single Limit (per occurrence)
(\$5,000,000) for multi-passenger or I.C.C. Regulated Vehicles)

Not less than replacement value

The above insurance shall also include the following, in amounts not less than the applicable minimum legal requirements: (a) uninsured/underinsured motorist coverage, and (b) no fault protection. LESSEE shall in addition provide general liability insurance covering LESSEE'S indemnification responsibilities hereunder. Prior to the date that any Vehicle is placed in service by LESSEE, LESSEE shall furnish LESSOR with a certificate of insurance or other evidence thereof acceptable to LESSOR. Policies covering the aforementioned fire and theft and collision insurance shall bear endorsements to the effect that proceeds thereof shall be payable to LESSOR and/or LESSEE as their interests may appear. LESSEE hereby appoints LESSOR as LESSEE'S attorney-in-fact to receive payment of and endorse all checks and other documents and to take any other action necessary to pursue insurance claims and recover payments if LESSEE fails to do so. Any expense of LESSOR in adjusting or collecting insurance shall be borne by LESSEE. In the event a Vehicle is involved in any material accident, LESSEE shall immediately notify LESSOR and provide

(a) a detailed report describing the accident, (b) copies of all reports provided to an insurance carrier or governmental agency, and (c) copies of any legal papers relating to the accident.

9. LESSEE'S OPERATION OF VEHICLES: LESSEE shall use the Vehicles primarily in the state of registration and only in the conduct of its traditional educational operations. LESSEE shall operate its Vehicles in a safe and lawful manner, and shall comply with all federal, state, county and municipal statutes, ordinances and regulations which may be applicable to the leasing, use or operation of the Vehicles. LESSEE shall, at its sole expense, maintain the Vehicles in good operating condition and repair. In addition, LESSEE shall prepare and furnish to LESSOR all documents, returns or forms legally required to be prepared by LESSEE. LESSEE shall be solely responsible for any fines or penalties assessed for violations of any statute, ordinance, by law or regulation of any duly constituted governmental authority, as a result of the use or operation of the Vehicles by any of LESSEE's employees, agents, sublessees or subcontractors, and indemnify LESSOR against any costs, fines or charges LESSOR is required to pay. LESSEE agrees to operate only those Vehicles which have adequate insurance coverage and to comply with all conditions of insurance related to the Vehicles, to maintain the Vehicles and all accessories and equipment thereof in safe and good mechanical condition and running order at all times during the term of this Agreement and to furnish all supplies, accessories, and other essentials required for the use or operation of the Vehicles. In no event will the Vehicles be used to transport any hazardous substances.

10. TITLE; REDELIVERY OF VEHICLES: Each Vehicle shall be titled in the name of the LESSOR c/o Lessee. If this Lease is terminated with respect to any Vehicles pursuant to Section 4 or Section 13 hereof, the LESSOR may repossess such Vehicles. If the LESSOR is entitled to repossess the Vehicles, the LESSEE shall permit the LESSOR or its agents to enter the premises where the Vehicles are located. In the event of any repossession, you shall execute and deliver such documents as reasonably required to restore possession of the Vehicles to the LESSOR, free of all liens and security interests incurred by the LESSEE. In the event of the exercise by LESSEE of its rights under Section 3 or Section 18 to acquire legal title with respect to any Vehicles, LESSOR shall transfer legal title to such Vehicles to LESSEE AS IS, WITHOUT WARRANTIES, EXPRESS OR IMPLIED, INCLUDING WITHOUT LIMITATION WARRANTIES OF MERCHANTABILITY OR FITNESS FOR ANY PARTICULAR PURPOSE OR FITNESS FOR THE USE CONTEMPLATED BY LESSEE, except such Vehicles shall be free of all liens and security interests incurred by LESSOR, and LESSOR shall execute and deliver such documents as LESSEE shall reasonably request with respect thereto.

11. NON-ASSIGNABILITY BY LESSEE: LESSEE shall not assign, sub-lease, transfer or otherwise encumber its rights in and to this Lease or the Vehicles without the prior written consent of the LESSOR, except as otherwise provided in Section 18.

12. ASSIGNMENT BY LESSOR: This Lease, the Vehicles and any payments by LESSEE due or to become due under it, may be assigned or otherwise transferred, either in whole or in part, by LESSOR and its assignee, without affecting any obligations of LESSEE, and in such event LESSOR's transferee or assignee shall have all the rights, powers, privileges and remedies of LESSOR hereunder. Any assignee's rights shall be free from all defenses, set-offs or counterclaims which LESSEE may be entitled to assert against LESSOR. No assignee shall be obligated to perform any duty or condition required to be performed by LESSOR under the terms of this Lease.

13. DEFAULT: In the event of default by LESSEE, in the payment of any sums due under this Lease when due which continues uncured for thirty (30) days, or receivership, insolvency, or proceedings by or against LESSEE under the bankruptcy laws, or LESSEE's failure to observe or perform any other required provision of this Lease, and such default continues for fifteen (15) days after written notice thereof, by LESSOR, to LESSEE, LESSOR shall have the right to exercise any one or more of the following remedies: (a) to declare all sums due and to become due hereunder, during the LESSEE's current fiscal period, immediately due and payable, without notice or demand to LESSEE; (b) to sue for and recover all payments then accrued or thereafter accruing with respect to the Vehicles; (c) to take possession of the Vehicles without demand or notice wherever it may be located, with or without legal process, and retain it free from any claims of LESSEE whatsoever; (d) to terminate this Lease; or (e) to pursue any other remedy at law or in equity. If LESSOR sells or re-leases any of the repossessed Vehicles, the net proceeds of such sale or lease, less LESSOR's expenses incurred in connection therewith, including attorneys' fees, shall be applied to the total amount due by LESSEE under this Lease and related Schedule and LESSEE shall be obligated to pay LESSOR any deficiency. All of the foregoing remedies are cumulative and may be exercised concurrently or separately. LESSEE shall pay all costs and legal expenses incurred by LESSOR in collecting, or attempting to collect, any sums due hereunder or in securing possession of the Vehicles. LESSEE consents to the personal jurisdiction of the courts, and the applicability of the laws, of the State of New York with respect to any dispute arising out of the Lease.

14. FEDERAL, STATE AND LOCAL TAXES: In addition to payments specified herein, LESSEE shall promptly pay all taxes, assessments and other governmental charges (including *ad valorem* taxation, penalties, interest, recording and registration fees, if any) levied or assessed: upon the ownership, use or operation of the Vehicles and the payments due hereunder. LESSEE acknowledges that its compliance with the reporting requirements of the Internal Revenue Code is essential to the exemption from Federal income tax of the interest portion of payments made by LESSEE hereunder. Accordingly, LESSEE agrees that its failure to comply with those requirements shall constitute a Default hereunder. LESSEE certifies that it reasonably anticipates that not more than \$10,000,000 of "qualified tax-exempt obligations" (as that term is defined in Section 265(b)(3)(D) of the Internal Revenue Code, as amended by the Tax Reform Act of 1986, (the "Code")) will be issued by it and subordinate entities during the calendar year in which the Lease begins. Further, LESSEE will, by resolution, designate the Lease as comprising a portion of the \$10,000,000 in aggregate issues to be designated as "qualified tax exempt obligations" eligible for the exception contained in Section 265(b)(3)(D) of the Code allowing for an exemption to the general rule of the Code which provides for a total disallowance of a deduction for interest expense allocable to the carrying of tax exempt obligations. If for any reason the payments due hereunder are not exempt from federal taxes, then LESSEE shall pay LESSOR such amounts as will permit LESSOR to realize the same after tax income as if such payments were so exempt, together with all costs, liabilities, damages, expenses, taxes and penalties (including Federal income tax penalties and interest) incurred as a consequence thereof, which LESSEE agrees to pay upon written demand therefor.

15. ADMINISTRATIVE SUPPORT: LESSEE may, from time to time, be required to file, or assist in the filing of, reports to regulatory and/or taxing authorities, which may be necessary to establish, perfect or maintain the legality and/or tax-exempt status of this Lease, or to execute documents needed for LESSOR's financing. LESSEE promises to promptly make such filings or to render such assistance as may, from time to time, be reasonably requested by LESSOR or its Assigns, and to indemnify and hold harmless LESSOR or its assigns from any cost, expense or other damage caused by its failure to do so. LESSEE hereby further authorizes LESSOR to file UCC-1 financing statements without LESSEE'S signature, and to fill in dates and other obvious minor corrections on this Lease.

16. SEVERABILITY: Any term or provision of this Lease found to be prohibited by law or unenforceable shall be ineffective to the extent of such prohibition or unenforceability without, to the extent reasonably possible, invalidating the remainder of the Lease.

17. INDEMNIFICATION: The LESSEE agrees to indemnify the LESSOR and its officers, agents, employees, servicers, successors and assignees against any and all loss, damage, injury, claims, fees, fines, penalties, and expenses (including legal fees) of every kind that relate to the use, operation, ownership, possession, or condition of the Vehicles.

18. EXERCISE OF OPTION: In the event LESSEE exercises its option under Section 3 to renew this Lease, during the term of such renewal LESSEE shall have the right to acquire legal title to any Vehicles and terminate this Lease with respect thereto: (i) on any payment date by paying to LESSOR on such date all amounts then due and unpaid hereunder and the principal portion of all future rental payments due with respect thereto, provided that LESSEE gives to LESSOR sixty days written notice of its intent to exercise such option; or (ii) on the last payment date with respect to any Vehicle by paying all amounts then due hereunder with respect to such Vehicle and the amount of \$1.00, which option shall be deemed exercised unless LESSEE gives to LESSOR sixty days written notice to the contrary. LESSOR hereby consents to the exercise of the purchase option and the termination of this Lease with respect to any Vehicles, on any date prior to the renewal hereof pursuant to Section 3 and upon sixty days written notice from LESSEE, at a price of all unpaid principal with respect to such Vehicles and interest thereon accrued and unpaid to the date of exercise of such option, provided that such Vehicles are immediately assigned by LESSEE to Midwest Transit Equipment.

19. FINANCIAL INFORMATION: LESSEE shall provide LESSOR with current financial statements, budgets, proof of appropriation for the ensuing fiscal year and such other information relating to the ability of LESSEE to continue this Agreement within 180 days after the end of each fiscal year of LESSEE and at the request of LESSOR.

20. ENTIRE AGREEMENT: This Lease constitutes the entire agreement between the parties regarding the Vehicles, and there are no representations, warranties, promises, guarantees or agreements, oral or written, expressed or implied, between the parties hereto with respect to the

Lease. No modification or amendment hereof shall be binding upon the LESSOR unless made in writing and executed on behalf of LESSOR by its duly authorized officer or agent.

21. "This Agreement may be signed by the parties in counterparts which together shall constitute one and the same agreement among the parties. Each party hereby acknowledges and agrees that this Agreement constitutes an Electronic Record and may be executed using Electronic Signatures (including, without limitation, facsimile, .pdf and DocuSign) and shall be considered original signatures for all purposes, and shall have the same legal effect, validity and enforceability as a paper record. For purposes hereof, "Electronic Record" and "Electronic Signature" shall have the meanings assigned to them, respectively, by 15 USC §7006, as it may be amended from time to time."

22.

Board Minutes of Lessor approving this transaction on (date) _____ are attached and included with these documents.

LESSOR: Santander Bank, N.A.

LESSEE:

Signature: _____

Signature: _____

Print Name: _____

Title: _____

Date: _____

Print Name: _____

Please Have Notary sign and stamp below, or use school seal stamp.

Title: _____

Date of this Lease: _____

"Signed and sworn before me this _____ day of _____".

OPINION OF LESSEE'S COUNSEL IN LIEU OF BOARD CERTIFICATION

As Counsel for aforementioned LESSEE, it is my opinion that:

(a) LESSEE is a political subdivision of the State, duly organized, existing and operating under the constitution and laws of the State.

(b) The Lease has been duly authorized and has been executed by an authorized representative.

(c) The Lease creates a legal, valid and binding obligation of the LESSEE and that such Lease is enforceable in accordance with its terms.

(d) The equipment covered by the Lease is not being used for other than a public purpose.

COUNSEL FOR LESSEE:

Print Name: _____

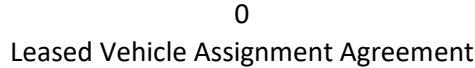
Title: _____

Signature: _____

Date: _____

Firm Name: _____

Address: _____

Page 404 of 409



ACCEPTANCE GUIDELINES FOR RETURN OF LEASED OR BUYBACK VEHICLES

LEASE END:

MIDWEST TRANSIT WANTS TO MAKE SURE THAT YOUR END-OF-LEASE EXPERIENCE IS AS CONVENIENT AND HASSLE FREE AS POSSIBLE. TO HELP YOU THROUGH OUR LEASING PROCESS WE HAVE CREATED SOME BASIC GUIDELINES FOR YOU TO FOLLOW.

PREVENTION OF WEAR AND USE:

ALWAYS ABIDE BY AND STAY IN ACCORDANCE TO THE MANUFACTURER'S RECOMMENDATIONS. TO MAINTAIN YOUR VEHICLE AND KEEP IT IN GOOD CONDITION:

- CHANGE THE OIL AND OIL FILTER REGULARLY BASED ON MILEAGE AND HOURLY REQUIREMENTS
- ROTATE TIRES AND MAINTAIN TIRE PRESSURE
- INSPECT AND REPLACE BELTS AND HOSES
- MAINTAIN FLUID LEVELS
- WASH BUS THOROUGHLY UNDERNEATH, ESPECIALLY SALT SATURATED AREAS FROM SNOW AND ICE
- POWERWASHERS AND HOSES ARE NOT TO BE USED ON INTERIOR OF THE BUS

MILEAGE LIMIT:

IF YOU SURPASS THE MILEAGE ALLOWANCE FOR YOUR LEASE TERM, YOU WILL BE SUBJECT TO A PREDETERMINED MILEAGE FEE AS OUTLINED IN THESE GUIDELINES.

WEAR AND TEAR GUIDELINES:

AS YOU NEAR THE END OF YOUR LEASE, IT'S IMPORTANT THAT YOU UNDERSTAND THE RESPONSIBILITIES FOR YOUR VEHICLE MAINTENANCE AND REPAIR USE. THE FOLLOWING GUIDELINES SHOULD BE USED TO APPRAISE THE CONDITION OF YOUR VEHICLE. ANY VEHICLE RETURNED WITH "NORMAL WEAR AND TEAR" WILL BE ACCEPTABLE.

NOTE:

LESSEE WILL RETURN THE BUSES TO THE DISTRIBUTOR WHO FURNISHED THE BUSES TO LESSEE ON THE INSTRUCTIONS OF LESSOR. ALL THE EQUIPMENT AND ACCESSORIES ORIGINALLY FURNISHED WITH THE BUSES WILL BE IN PLACE AND IN GOOD OPERATING CONDITION. IF THE LESSOR/DISTRIBUTOR HAS TO PERFORM REPAIRS FOR THE FOLLOWING DEFECTS, THE LESSEE WILL BE RESPONSIBLE FOR PAYMENT AT THE TIME OF INVOICE.

"NORMAL WEAR AND TEAR" WILL NOT INCLUDE:

- TIRES WITH LESS SEVEN THIRTYSECONDS (7/32) OF TREAD REMAINING
- MISMATCHED TIRES (SIZES AND TYPES)
- TIRES WHICH ARE RE-CAPPED, DAMAGED, GOUGED, CUT OR DETERMINED BY DISTRIBUTOR TO BE IN AN UNSAFE OPERATING CONDITION
- BRAKE SHOES AND PADS MUST HAVE BEEN REPLACED WITHIN 15,000 MILES OF WHEN EACH BUS IS RETURNED TO THE LESSOR
- BODY CREASED, GOUGES, DENTS, OR NON-BUFFABLE PAINT SCRATCHES OR SCUFFS. EXCESSIVE BODY DIMPLES AND/OR DINGS REQUIRING METAL AND/OR PAINT WORK TO RESTORE TO ACCEPTABLE "NORMAL" CONDITION
- ANY PAINT DAMAGE DUE TO SANDBLASTING, HAIL, ROAD TAR, TREE SCRAPES, AND/OR CHEMICAL FALLOUT
- ANY DEFECTIVE PAINT OR BODY REPAIRS DUE TO SUB-STANDARD REPAIRS, MUST BE ORIGINAL EQUIPMENT MANUFACTURER (OEM) PARTS
- ANY LESSEE APPLIED PAINT OF IDENTIFICATION WHICH CANNOT BE REMOVED WITHOUT METAL AND/OR PAINT WORK

- ANY DAMAGE TO INTERIOR LINING, BULKHEADS, SCUFF PLATES, LIGHTS, ROOF BOWS OR SUPPORTS, INCLUDING BUT NOT LIMITED TO CRACKS, BREAKS, TEARS, GOUGES, OR ANY OTHER DAMAGE WHICH MAKES VEHICLE UNABLE TO PASS ANY STATE OR LOCAL SAFETY INSPECTION
- BROKEN AND/OR INOPERATIVE FRONT, REAR, OR SIDE LIGHT(S), MARKER(S), OR REFLECTOR(S)
- BENT, TWISTED, DENTED, DINGED, OR GOUGED BUMPER(S) AND/OR DOOR(S)
- ANY HOLES OR OTHER MODIFICATIONS MADE TO THE VEHICLE, WHETHER INTERIOR OR EXTERIOR, FOR THE INSTALLATION OF ANY ADDITIONAL EQUIPMENT BY THE LESSEE AND/OR DRIVER(S) OF THE VEHICLE WHICH ARE NOT COMPLETELY REMOVED AND/OR REPAIRED. In the event modifications made to the vehicle void the warranty, the customer will be responsible to replace all affected parts whether broken or working. An example would include stop arm extensions. If a stop arm extension was installed, the customer will be responsible for full replacement of all OEM stop arm parts. (Stop arm extensions void the warranty and impact intended performance)
- ANY MECHANICAL REPAIRS ON ANY COMPONENTS OR SUSPENSION WHICH MAY BE REQUIRED DUE TO ABUSE, ACCIDENT, NEGLIGENCE, OR THE LACK OF PROPER MAINTENANCE, OR ANY REPAIRS REQUIRED WHICH ARE NOT CONSIDERED "NORMAL WEAR AND TEAR"
- EACH BUS MUST HAVE A CURRENT STATE INSPECTION STICKER WITH AN EXPIRATION DATE AT LEAST THREE MONTHS FOLLOWING THE MONTH IN WHICH THE BUS IS RETURNED TO LESSOR. EACH BUS MUST BE CLEAR OF MECHANICS' AND OTHER LIENS
- TORN, PUNCTURED, BURNED, VANDALIZED OR OTHERWISE DAMAGED UPHOLSTERY WILL BE REPLACED PRIOR TO RETURNING THE BUS TO THE LESSOR/DISTRIBUTOR
- WINDSHIELD CRACKS OR STARS MORE THAN ¼" DIAMETER OR ANY CRACKS OR STARS WITHIN THE SWEEP OF THE WINDSHIELD WIPERS
- BUS IS TO BE CLEANED INSIDE AND OUT, FLOORS FREE FROM GUM, TAR, AND GARBAGE. EXTERIOR SHALL BE CLEAN
- SANTANDER LEASING HAS ASSIGNED MIDWEST TRANSIT EQUIPMENT AS ITS AGENT FOR THE INSPECTION OF THESE BUSES UPON RETURN

***ANNUAL MILEAGE ALLOWANCE=** 0 **\$.35 PER MILE WILL BE ASSESSED TO THE LESSEE IF MILEAGE OVER THE ALLOWABLE AMOUNT, DUE UPON RECEIPT OF INVOICE**

DISTRIBUTOR: MIDWEST TRANSIT EQUIPMENT **LESSEE:** 0

BY: _____ **BY:** _____

TITLE: _____ **TITLE:** _____

DATE: _____ **DATE:** _____



24+5wc passenger Bus lease extension Quotation

New_____ Pre-Driven X

Prepared For: Saskia Courtney
Pekin Municipal Bus
1130 Koch St
Pekin, IL 61554

Unit Price: **Eight (8)** Pre-owned 2021 IC/CE 24+5wc Passenger School Buses (Gas Engine)
1 Year Lease Extension Payment per bus.....**\$22,667**
Pricing Includes
1 year Extended Body / Chassis Warranty
1 year Extended Engine Warranty
1 Year MTE Towing Warranty
Onsite technician Once a week

Annual cost for Eight (8) buses on a 1 year lease.....\$181,336

Mileage Allowance: 15,000 per year with a \$0.35 per miles overage charge at lease end

Estimated Delivery: N/A, these are your current buses

-
- This quotations is firm for 45 days
 - First Payment due July 15th 2025
 - Credit Cards cannot be accepted for full or partial payment

PLEASE NOTE: Midwest Transit Equipment, Inc. is engaged in the business of buying, selling and servicing buses, not leasing them. It has, however, established a relationship with a respected independent leasing company to offer customers who wish to lease buses a convenient and reasonably-priced means of doing so. Accordingly, if you elect to lease buses the leasing company will purchase the buses from Midwest Transit for lease to you, and Midwest Transit will provide you with all warranty and maintenance services.

Submitted By:

Matt Lawrence 01/23/2025

Regional Sales Manager
Midwest Transit Equipment, inc



54+2wc passenger Bus lease extension Quotation

New_____ Pre-Driven X

Prepared For: Saskia Courtney
Pekin Municipal Bus
1130 Koch St
Pekin, IL 61554

Unit Price: **Two (2)** Pre-owned 2021 IC/CE 54+2wc Passenger School Buses (Gas Engine)
1 Year Lease Extension Payment per bus.....**\$22,240**

Pricing Includes

1 year Extended Body / Chassis Warranty
1 year Extended Engine Warranty
1 Year MTE Towing Warranty
Onsite technician Once a week

Annual cost for Two (2) buses on a 1 year lease.....\$44,480

Mileage Allowance: 15,000 per year with a \$0.35 per miles overage charge at lease end

Estimated Delivery: N/A, these are your current buses

-
- This quotations is firm for 45 days
 - First Payment due July 15th 2025
 - Credit Cards cannot be accepted for full or partial payment

PLEASE NOTE: Midwest Transit Equipment, Inc. is engaged in the business of buying, selling and servicing buses, not leasing them. It has, however, established a relationship with a respected independent leasing company to offer customers who wish to lease buses a convenient and reasonably-priced means of doing so. Accordingly, if you elect to lease buses the leasing company will purchase the buses from Midwest Transit for lease to you, and Midwest Transit will provide you with all warranty and maintenance services.

Submitted By:

Matt Lawrence 01/23/2025

Regional Sales Manager
Midwest Transit Equipment, inc

**REQUEST FOR COUNCIL ACTION**

Agenda Date: February 10, 2025
To: Members of the City Council
From:

AGENDA ITEM: Discussion: Council Direction on Financing Solutions for Infrastructure Needs

DESCRIPTION:

FINANCIAL IMPACT:

REVIEWED BY:

Jim Vasselli, City Attorney
Eric Dubrowski, Finance Director
John Dossey, City Manager
Sue McMillan, City Clerk