



# Kane County

## KC Transportation Committee

### Agenda

Government Center  
719 S. Batavia Ave., Bldg. A  
Geneva, IL 60134

TEPE, Iqbal, Kious, Lenert, Roth, ex-officios Williams (County Development Chair) and  
Pierog (County Chair)

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**Tuesday, January 20, 2026**

**9:00 AM**

**County Board Room**

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#### **2026 Committee Goals**

- Reasonably progress public safety, existing transportation services and programs, system maintenance, and capital projects as adopted by the County Board with allocated human and financial resources.
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1. **Call To Order**
  2. **Roll Call**
  3. **Remote Attendance Requests**
  4. **Approval of Minutes: December 16, 2025**
  5. **Public Comment**
  6. **Finance**
    - A. Monthly Finance Reports
    - B. **Resolution:** Authorizing Three (3) Procurement Cards Issued to the Kane County Division of Transportation and the Transaction Limits Thereof
  7. **Maintenance**
    - A. Maintenance Report
    - B. **Resolution:** Approving Adopt-A-Highway Applicants
    - C. **Resolution:** Approving an Agreement with Genuine Parts Company, D/B/A Napa Auto Parts of Atlanta, Georgia for Non-OEM Auto Parts and Supplies for the Kane County Division of Transportation
  8. **Planning & Programming**
    - A. Planning & Programming Report
  9. **Permitting**
    - A. Permitting Report
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- B. **Resolution:** Approving an Intergovernmental Agreement Between the County of Kane and the City of Geneva for Access to Kirk Road at Division Street
- C. **Resolution:** Approving an Intergovernmental Agreement Between the County of Kane and the Village of Montgomery for Access to Orchard Road from Jericho Road to U.S. Route 30

**10. Traffic Operations**

- A. Traffic Operations Report
- B. **Ordinance:** Amending the Kane County Code to Prohibit Parking on Red Haw Lane from Thornwood Drive to Thornapple Road in St. Charles Township

**11. Project Implementation**

- A. Project Implementation Report
- B. **Resolution:** Approving an Agreement with WBK Engineering, LLC of St. Charles, Illinois for Phase III Construction Engineering Services for Kirk Road at Douglas Road Intersection Improvement, Kane County Section No. 24-00377-01-CH
- C. **Resolution:** Approving an Agreement with Applied Pavement Technology, Inc. of Champaign, Illinois for Pavement Management Services, Kane County Section No. 25-00586-00-EG

**12. Reports Placed On File**

**13. Executive Session**

- A. Release of Closed Session Minutes

**14. Open Session**

- A. Vote on Release of Closed Session Minutes

**15. New Business**

**16. Adjournment**

STATE OF ILLINOIS )

SS.

COUNTY OF KANE )

**REPORT NO. TMP-26-083**

**MONTHLY FINANCE REPORTS**

Committee Revenue Budget Report - by Account Detail

Through December 31, 2025 (8.3% YTD)

\*2021, 2022, 2023, 2024, 2025 DRAFT\*\* and 2026 Actual Fiscal Year











































Department / Fund / Account Classification	2021 Actual Amount*	2022 Actual Amount*	2023 Actual Amount*	2024 Actual Amount*	2025 Actual Amount DRAFT**	2026 Actual Amount	2026 Amended Budget	2026 Adopted Budget	2026 YTD% Actual/Amended Budget	2021 - 2026 Trend
520 Transportation	\$ 58,409,109	\$ 58,442,048	\$ 62,009,616	\$ 82,859,097	\$ 82,464,491	\$ 455,388	\$ 119,097,734	\$ 119,097,734	0.38%	
300 County Highway	\$ 6,166,540	\$ 6,253,770	\$ 6,445,255	\$ 6,302,254	\$ 6,430,996	\$ 213,423	\$ 7,434,025	\$ 7,434,025	2.87%	
Revenue	\$ 6,166,540	\$ 6,253,770	\$ 6,445,255	\$ 6,302,254	\$ 6,430,996	\$ 213,423	\$ 7,434,025	\$ 7,434,025	2.87%	
Interest Revenue	\$ (6,109)	\$ (141,373)	\$ 476,947	\$ 480,720	\$ 236,943	\$ -	\$ 273,983	\$ 273,983	0.00%	
38000 - Investment Income	\$ (6,109)	\$ (141,373)	\$ 476,947	\$ 480,720	\$ 236,943	\$ -	\$ 273,983	\$ 273,983	0.00%	
Other	\$ 2,097	\$ 41,978	\$ 16,855	\$ 66,619	\$ 152,461	\$ 8,300	\$ 1,025,693	\$ 1,025,693	0.81%	
30999 - Lease Revenue	\$ -	\$ 34,651	\$ -	\$ 32,464	\$ 21,776	\$ 7,300	\$ 42,317	\$ 42,317	17.25%	
38530 - Auction Sales	\$ 1,997	\$ 7,327	\$ 10,405	\$ 34,155	\$ 103,790	\$ 1,000	\$ 15,000	\$ 15,000	6.67%	
38900 - Miscellaneous Other	\$ 100	\$ -	\$ 6,450	\$ -	\$ 26,895	\$ -	\$ -	\$ -	0.00%	
39900 - Fund Balance Utilization	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 968,376	\$ 968,376	0.00%	
Reimbursements	\$ 544,060	\$ 557,967	\$ 414,895	\$ 319,072	\$ 362,161	\$ 621	\$ -	\$ -	0.00%	
37140 - KDOT Planner Reimbursement	\$ 177,279	\$ 250,225	\$ 322,102	\$ 312,679	\$ 320,404	\$ -	\$ -	\$ -	0.00%	
37150 - KDOT Service Reimbursement - Federal	\$ (4,026)	\$ 5,312	\$ -	\$ (5,312)	\$ -	\$ -	\$ -	\$ -	0.00%	
37151 - KDOT Service Reimbursement - State	\$ -	\$ 24,934	\$ 25,645	\$ 7,700	\$ -	\$ -	\$ -	\$ -	0.00%	
37280 - Vehicle Lease Reimbursement	\$ 309,173	\$ 256,338	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
37900 - Miscellaneous Reimbursement	\$ 61,634	\$ 21,159	\$ 67,148	\$ 4,005	\$ 41,757	\$ 621	\$ -	\$ -	0.00%	
Charges for Services	\$ 28,727	\$ 36,922	\$ 41,528	\$ 32,470	\$ 38,381	\$ 627	\$ 31,054	\$ 31,054	2.02%	
34640 - Engineering Fees	\$ 22,000	\$ 30,000	\$ 30,000	\$ 26,000	\$ 28,970	\$ -	\$ 24,000	\$ 24,000	0.00%	
34650 - Sale of Various Material Fees	\$ -	\$ 288	\$ 3,024	\$ 99	\$ -	\$ -	\$ 100	\$ 100	0.00%	
35340 - Township Administration Fee	\$ 6,727	\$ 6,634	\$ 8,504	\$ 6,371	\$ 9,411	\$ 627	\$ 6,954	\$ 6,954	9.02%	
Transfers In	\$ 114,455	\$ 77,500	\$ -	\$ -	\$ 123,686	\$ 175,000	\$ 175,000	\$ 175,000	100.00%	
39000 - Transfer From Other Funds	\$ 114,455	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
39554 - Transfer from Southwest Impact Fees Fund 554	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
39555 - Transfer from Tri-Cities Impact Fees Fund 555	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
39556 - Transfer from Upper Fox Impact Fees Fund 556	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
39557 - Transfer from West Central Impact Fees Fund 557	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
39558 - Transfer from North Impact Fees Fund 558	\$ -	\$ 37,500	\$ -	\$ -	\$ 72,846	\$ 87,500	\$ 87,500	\$ 87,500	100.00%	
39559 - Transfer from Central Impact Fees Fund 559	\$ -	\$ 20,000	\$ -	\$ -	\$ 22,475	\$ 27,500	\$ 27,500	\$ 27,500	100.00%	
39560 - Transfer from South Impact Fees Fund 560	\$ -	\$ 20,000	\$ -	\$ -	\$ 28,365	\$ 60,000	\$ 60,000	\$ 60,000	100.00%	
Grants	\$ -	\$ 8,585	\$ -	\$ -	\$ -	\$ -	\$ 342,386	\$ 342,386	0.00%	
33900 - Grants - Other	\$ -	\$ 8,585	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
33903 - Grants - Federal Government	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 342,386	\$ 342,386	0.00%	
Licenses and Permits	\$ 459,502	\$ 657,393	\$ 472,238	\$ 377,775	\$ 488,720	\$ 28,875	\$ 575,000	\$ 575,000	5.02%	
31350 - Oversized Moving Permits	\$ 211,525	\$ 241,160	\$ 227,440	\$ 221,175	\$ 261,020	\$ 28,875	\$ 225,000	\$ 225,000	12.83%	
31370 - Roadway Access Permits	\$ 247,977	\$ 416,233	\$ 244,798	\$ 156,600	\$ 227,700	\$ -	\$ 350,000	\$ 350,000	0.00%	
Other Taxes	\$ 2,532	\$ 7,792	\$ 7,460	\$ 3,983	\$ 7,252	\$ -	\$ -	\$ -	0.00%	
30170 - TIF Distribution Tax	\$ 2,532	\$ 7,792	\$ 7,460	\$ 3,983	\$ 7,252	\$ -	\$ -	\$ -	0.00%	
Property Taxes	\$ 5,021,276	\$ 5,007,006	\$ 5,015,333	\$ 5,021,616	\$ 5,021,392	\$ -	\$ 5,010,909	\$ 5,010,909	0.00%	
30000 - Property Taxes	\$ 5,021,276	\$ 4,994,570	\$ 4,997,959	\$ 5,001,757	\$ 5,000,646	\$ -	\$ 5,010,909	\$ 5,010,909	0.00%	
30005 - Property Tax Revenue Recapture	\$ -	\$ 12,436	\$ 17,374	\$ 19,859	\$ 20,746	\$ -	\$ -	\$ -	0.00%	
301 County Bridge	\$ 409,402	\$ 350,225	\$ 329,382	\$ 394,365	\$ 324,151	\$ -	\$ 381,875	\$ 381,875	0.00%	
Revenue	\$ 409,402	\$ 350,225	\$ 329,382	\$ 394,365	\$ 324,151	\$ -	\$ 381,875	\$ 381,875	0.00%	
Interest Revenue	\$ (134)	\$ (4,743)	\$ 15,811	\$ 14,011	\$ 10,306	\$ -	\$ 9,180	\$ 9,180	0.00%	
38000 - Investment Income	\$ (134)	\$ (4,743)	\$ 15,811	\$ 14,011	\$ 10,306	\$ -	\$ 9,180	\$ 9,180	0.00%	
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
39900 - Fund Balance Utilization	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
Reimbursements	\$ 76,461	\$ 42,106	\$ -	\$ 66,774	\$ -	\$ -	\$ 60,000	\$ 60,000	0.00%	
37152 - KDOT Service Reimbursement - Other	\$ 76,461	\$ 42,106	\$ -	\$ 66,774	\$ -	\$ -	\$ 60,000	\$ 60,000	0.00%	
Transfers In	\$ 19,700	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	



Committee Revenue Budget Report - by Account Detail

Through December 31, 2025 (8.3% YTD)

\*2021, 2022, 2023, 2024, 2025 DRAFT\*\* and 2026 Actual Fiscal Year

Department / Fund / Account Classification	2021 Actual Amount*	2022 Actual Amount*	2023 Actual Amount*	2024 Actual Amount*	2025 Actual Amount DRAFT**	2026 Actual Amount	2026 Amended Budget	2026 Adopted Budget	2026 YTD% Actual/Amended Budget	2021 - 2026 Trend
39000 - Transfer From Other Funds	\$ 19,700	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
Other Taxes	\$ 133	\$ 493	\$ 465	\$ 249	\$ 452	\$ -	\$ -	\$ -	0.00%	
30170 - TIF Distribution Tax	\$ 133	\$ 493	\$ 465	\$ 249	\$ 452	\$ -	\$ -	\$ -	0.00%	
Property Taxes	\$ 313,241	\$ 312,369	\$ 313,106	\$ 313,332	\$ 313,393	\$ -	\$ 312,695	\$ 312,695	0.00%	
30000 - Property Taxes	\$ 313,241	\$ 311,593	\$ 312,003	\$ 312,116	\$ 312,090	\$ -	\$ 312,695	\$ 312,695	0.00%	
30005 - Property Tax Revenue Recapture	\$ -	\$ 776	\$ 1,103	\$ 1,216	\$ 1,303	\$ -	\$ -	\$ -	0.00%	
302 Motor Fuel Tax	\$ 17,689,572	\$ 18,498,850	\$ 16,154,711	\$ 16,638,339	\$ 19,382,606	\$ 96,273	\$ 39,687,011	\$ 39,687,011	0.24%	
Revenue	\$ 17,689,572	\$ 18,498,850	\$ 16,154,711	\$ 16,638,339	\$ 19,382,606	\$ 96,273	\$ 39,687,011	\$ 39,687,011	0.24%	
Interest Revenue	\$ (7,518)	\$ (766,742)	\$ 2,554,827	\$ 2,795,269	\$ 2,211,413	\$ -	\$ 1,463,828	\$ 1,463,828	0.00%	
38000 - Investment Income	\$ (7,518)	\$ (766,742)	\$ 2,554,827	\$ 2,795,269	\$ 2,211,413	\$ -	\$ 1,463,828	\$ 1,463,828	0.00%	
Other	\$ -	\$ 184	\$ 5,089	\$ 117	\$ -	\$ -	\$ 24,107,049	\$ 24,107,049	0.00%	
38900 - Miscellaneous Other	\$ -	\$ 184	\$ 5,089	\$ 117	\$ -	\$ -	\$ -	\$ -	0.00%	
39900 - Fund Balance Utilization	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 24,107,049	\$ 24,107,049	0.00%	
Reimbursements	\$ -	\$ 948,083	\$ 423,407	\$ 176,350	\$ 4,133,577	\$ 96,273	\$ 90,000	\$ 90,000	106.97%	
37150 - KDOT Service Reimbursement - Federal	\$ -	\$ 770,201	\$ 236,488	\$ 176,350	\$ (0)	\$ -	\$ -	\$ -	0.00%	
37151 - KDOT Service Reimbursement - State	\$ -	\$ -	\$ -	\$ -	\$ 4,133,577	\$ -	\$ -	\$ -	0.00%	
37160 - Cty Engineer Salary Reimbursemt	\$ -	\$ 177,882	\$ 186,919	\$ -	\$ -	\$ 96,273	\$ 90,000	\$ 90,000	106.97%	
Transfers In	\$ -	\$ 302,699	\$ 3,693	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
39000 - Transfer From Other Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
39620 - Transfer from Motor Fuel Tax Debt Service Fund 620	\$ -	\$ 302,699	\$ 3,693	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
Grants	\$ 5,759,635	\$ 5,759,635	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
33900 - Grants - Other	\$ 5,759,635	\$ 5,759,635	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
Other Taxes	\$ 11,937,455	\$ 12,254,990	\$ 13,167,695	\$ 13,666,602	\$ 13,037,616	\$ -	\$ 14,026,134	\$ 14,026,134	0.00%	
30140 - Motor Fuel Tax	\$ 10,315,055	\$ 10,650,722	\$ 11,535,413	\$ 12,021,014	\$ 11,374,040	\$ -	\$ 12,400,000	\$ 12,400,000	0.00%	
33895 - Supplemental State Distribution	\$ 1,622,400	\$ 1,604,268	\$ 1,632,282	\$ 1,645,588	\$ 1,663,576	\$ -	\$ 1,626,134	\$ 1,626,134	0.00%	
303 County Highway Matching	\$ 65,162	\$ 61,905	\$ 82,103	\$ 76,532	\$ 67,399	\$ -	\$ 75,011	\$ 75,011	0.00%	
Revenue	\$ 65,162	\$ 61,905	\$ 82,103	\$ 76,532	\$ 67,399	\$ -	\$ 75,011	\$ 75,011	0.00%	
Interest Revenue	\$ (101)	\$ (4,949)	\$ 16,718	\$ 11,113	\$ 2,007	\$ -	\$ 9,886	\$ 9,886	0.00%	
38000 - Investment Income	\$ (101)	\$ (4,949)	\$ 16,718	\$ 11,113	\$ 2,007	\$ -	\$ 9,886	\$ 9,886	0.00%	
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
39900 - Fund Balance Utilization	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
Transfers In	\$ -	\$ 1,700	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
39000 - Transfer From Other Funds	\$ -	\$ 1,700	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
Other Taxes	\$ 44	\$ 111	\$ 97	\$ 52	\$ 94	\$ -	\$ -	\$ -	0.00%	
30170 - TIF Distribution Tax	\$ 44	\$ 111	\$ 97	\$ 52	\$ 94	\$ -	\$ -	\$ -	0.00%	
Property Taxes	\$ 65,219	\$ 65,043	\$ 65,288	\$ 65,367	\$ 65,298	\$ -	\$ 65,125	\$ 65,125	0.00%	
30000 - Property Taxes	\$ 65,219	\$ 64,881	\$ 65,044	\$ 65,134	\$ 65,001	\$ -	\$ 65,125	\$ 65,125	0.00%	
30005 - Property Tax Revenue Recapture	\$ -	\$ 162	\$ 244	\$ 233	\$ 297	\$ -	\$ -	\$ -	0.00%	
304 Motor Fuel Local Option	\$ 9,611,752	\$ 9,198,670	\$ 10,809,891	\$ 11,430,021	\$ 10,883,670	\$ -	\$ 20,323,347	\$ 20,323,347	0.00%	
Revenue	\$ 9,611,752	\$ 9,198,670	\$ 10,809,891	\$ 11,430,021	\$ 10,883,670	\$ -	\$ 20,323,347	\$ 20,323,347	0.00%	
Interest Revenue	\$ 3,613	\$ (149,996)	\$ 586,322	\$ 760,665	\$ 781,364	\$ -	\$ 338,947	\$ 338,947	0.00%	
38000 - Investment Income	\$ 3,613	\$ (149,996)	\$ 586,322	\$ 760,665	\$ 781,364	\$ -	\$ 338,947	\$ 338,947	0.00%	
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,351,400	\$ 9,351,400	0.00%	
39900 - Fund Balance Utilization	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,351,400	\$ 9,351,400	0.00%	
Reimbursements	\$ 89,656	\$ 202,774	\$ 336,187	\$ 477,719	\$ 434,829	\$ -	\$ 150,000	\$ 150,000	0.00%	
37150 - KDOT Service Reimbursement - Federal	\$ -	\$ -	\$ -	\$ 24,412	\$ 181,878	\$ -	\$ -	\$ -	0.00%	
37151 - KDOT Service Reimbursement - State	\$ -	\$ -	\$ -	\$ 171,028	\$ -	\$ -	\$ -	\$ -	0.00%	

Committee Revenue Budget Report - by Account Detail

Through December 31, 2025 (8.3% YTD)











































\*2021, 2022, 2023, 2024, 2025 DRAFT\*\* and 2026 Actual Fiscal Year

Department / Fund / Account Classification	2021 Actual Amount*	2022 Actual Amount*	2023 Actual Amount*	2024 Actual Amount*	2025 Actual Amount DRAFT**	2026 Actual Amount	2026 Amended Budget	2026 Adopted Budget	2026 YTD% Actual/Amended Budget	2021 - 2026 Trend
37152 - KDOT Service Reimbursement - Other	\$ -	\$ -	\$ -	\$ 26,105	\$ 26,105	\$ -	\$ -	\$ -	0.00%	
37900 - Miscellaneous Reimbursement	\$ 89,656	\$ 202,774	\$ 336,187	\$ 256,174	\$ 226,846	\$ -	\$ 150,000	\$ 150,000	0.00%	
<b>Charges for Services</b>	<b>\$ -</b>	<b>\$ 33,923</b>	<b>\$ 42,530</b>	<b>\$ 13,218</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.00%</b>	
34640 - Engineering Fees	\$ -	\$ 33,923	\$ 42,530	\$ 13,218	\$ -	\$ -	\$ -	\$ -	0.00%	
<b>Transfers In</b>	<b>\$ 673,500</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.00%</b>	
39000 - Transfer From Other Funds	\$ 673,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
<b>Other Taxes</b>	<b>\$ 8,844,983</b>	<b>\$ 9,111,970</b>	<b>\$ 9,844,852</b>	<b>\$ 10,178,419</b>	<b>\$ 9,667,477</b>	<b>\$ -</b>	<b>\$ 10,483,000</b>	<b>\$ 10,483,000</b>	<b>0.00%</b>	
30150 - County Local Option Tax	\$ 8,844,983	\$ 9,111,970	\$ 9,844,852	\$ 10,178,419	\$ 9,667,477	\$ -	\$ 10,483,000	\$ 10,483,000	0.00%	
<b>305 Transportation Sales Tax</b>	<b>\$ 20,235,643</b>	<b>\$ 20,019,370</b>	<b>\$ 22,209,458</b>	<b>\$ 25,289,863</b>	<b>\$ 36,837,847</b>	<b>\$ 65,020</b>	<b>\$ 39,600,854</b>	<b>\$ 39,600,854</b>	<b>0.16%</b>	
<b>Revenue</b>	<b>\$ 20,235,643</b>	<b>\$ 20,019,370</b>	<b>\$ 22,209,458</b>	<b>\$ 25,289,863</b>	<b>\$ 36,837,847</b>	<b>\$ 65,020</b>	<b>\$ 39,600,854</b>	<b>\$ 39,600,854</b>	<b>0.16%</b>	
<b>Interest Revenue</b>	<b>\$ (12,648)</b>	<b>\$ (733,411)</b>	<b>\$ 2,479,605</b>	<b>\$ 3,184,763</b>	<b>\$ 3,194,092</b>	<b>\$ -</b>	<b>\$ 1,425,696</b>	<b>\$ 1,425,696</b>	<b>0.00%</b>	
38000 - Investment Income	\$ (12,648)	\$ (733,411)	\$ 2,479,605	\$ 3,184,763	\$ 3,194,092	\$ -	\$ 1,425,696	\$ 1,425,696	0.00%	
<b>Other</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 61,768</b>	<b>\$ 64,520</b>	<b>\$ 19,907,659</b>	<b>\$ 19,907,659</b>	<b>0.32%</b>	
38530 - Auction Sales	\$ -	\$ -	\$ -	\$ -	\$ 61,768	\$ 64,520	\$ -	\$ -	0.00%	
39900 - Fund Balance Utilization	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,907,659	\$ 19,907,659	0.00%	
<b>Reimbursements</b>	<b>\$ 2,928,458</b>	<b>\$ 2,313,796</b>	<b>\$ 1,308,054</b>	<b>\$ 2,495,390</b>	<b>\$ 13,817,983</b>	<b>\$ 500</b>	<b>\$ 1,200,000</b>	<b>\$ 1,200,000</b>	<b>0.04%</b>	
37150 - KDOT Service Reimbursement - Federal	\$ 2,131,844	\$ 1,321,068	\$ 1,230,835	\$ 1,331,318	\$ 1,864,379	\$ -	\$ -	\$ -	0.00%	
37151 - KDOT Service Reimbursement - State	\$ -	\$ 7,625	\$ 31,316	\$ -	\$ 11,342,001	\$ -	\$ -	\$ -	0.00%	
37152 - KDOT Service Reimbursement - Other	\$ 796,613	\$ 980,000	\$ 37,306	\$ 1,164,072	\$ 611,378	\$ -	\$ 1,200,000	\$ 1,200,000	0.00%	
37900 - Miscellaneous Reimbursement	\$ -	\$ 5,103	\$ 8,598	\$ -	\$ 225	\$ 500	\$ -	\$ -	0.00%	
<b>Charges for Services</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.00%</b>	
35395 - Toll Revenue	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
<b>Transfers In</b>	<b>\$ 1,181,400</b>	<b>\$ 174,715</b>	<b>\$ 1,803</b>	<b>\$ 41,087</b>	<b>\$ 641</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.00%</b>	
39000 - Transfer From Other Funds	\$ 1,181,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
39540 - Transfer From Transportation Capital Fund 540	\$ -	\$ -	\$ -	\$ 27,530	\$ 641	\$ -	\$ -	\$ -	0.00%	
39621 - Transfer from Transit Sales Tax Debt Service Fund 621	\$ -	\$ 174,715	\$ 1,803	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
39624 - Transfer from Longmeadow Debt Service Fund 624	\$ -	\$ -	\$ -	\$ 13,557	\$ -	\$ -	\$ -	\$ -	0.00%	
<b>Grants</b>	<b>\$ -</b>	<b>\$ 200,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 3,360,000</b>	<b>\$ 3,360,000</b>	<b>0.00%</b>	
33900 - Grants - Other	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
33902 - Grants - State Government	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,760,000	\$ 1,760,000	0.00%	
33903 - Grants - Federal Government	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,600,000	\$ 1,600,000	0.00%	
<b>Other Taxes</b>	<b>\$ 16,138,433</b>	<b>\$ 18,064,271</b>	<b>\$ 18,419,996</b>	<b>\$ 19,568,623</b>	<b>\$ 19,763,362</b>	<b>\$ -</b>	<b>\$ 13,707,499</b>	<b>\$ 13,707,499</b>	<b>0.00%</b>	
30105 - Sales Tax- RTA	\$ 16,138,433	\$ 18,064,271	\$ 18,419,996	\$ 19,568,623	\$ 19,763,362	\$ -	\$ 13,707,499	\$ 13,707,499	0.00%	
<b>515 Longmeadow Bond Construction</b>	<b>\$ 13,815</b>	<b>\$ 4,635</b>	<b>\$ 16,872</b>	<b>\$ 17,514,984</b>	<b>\$ 933,205</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.00%</b>	
<b>Revenue</b>	<b>\$ 13,815</b>	<b>\$ 4,635</b>	<b>\$ 16,872</b>	<b>\$ 17,514,984</b>	<b>\$ 933,205</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.00%</b>	
<b>Interest Revenue</b>	<b>\$ 13,815</b>	<b>\$ 4,635</b>	<b>\$ 16,872</b>	<b>\$ 14,984</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.00%</b>	
38000 - Investment Income	\$ 13,815	\$ 4,635	\$ 16,872	\$ 14,984	\$ -	\$ -	\$ -	\$ -	0.00%	
<b>Other</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.00%</b>	
39900 - Fund Balance Utilization	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
<b>Reimbursements</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 17,500,000</b>	<b>\$ 933,205</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.00%</b>	
37151 - KDOT Service Reimbursement - State	\$ -	\$ -	\$ -	\$ 17,500,000	\$ 933,205	\$ -	\$ -	\$ -	0.00%	
<b>540 Transportation Capital</b>	<b>\$ 342,588</b>	<b>\$ 120,250</b>	<b>\$ 11,432</b>	<b>\$ 1,150</b>	<b>\$ 13</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.00%</b>	
<b>Revenue</b>	<b>\$ 342,588</b>	<b>\$ 120,250</b>	<b>\$ 11,432</b>	<b>\$ 1,150</b>	<b>\$ 13</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.00%</b>	
<b>Interest Revenue</b>	<b>\$ 539</b>	<b>\$ (2,784)</b>	<b>\$ 11,432</b>	<b>\$ 1,150</b>	<b>\$ 13</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.00%</b>	
38000 - Investment Income	\$ 539	\$ (2,784)	\$ 11,432	\$ 1,150	\$ 13	\$ -	\$ -	\$ -	0.00%	
<b>Other</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.00%</b>	
39900 - Fund Balance Utilization	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	

Committee Revenue Budget Report - by Account Detail

Through December 31, 2025 (8.3% YTD)















































\*2021, 2022, 2023, 2024, 2025 DRAFT\*\* and 2026 Actual Fiscal Year

Department / Fund / Account Classification	2021 Actual Amount*	2022 Actual Amount*	2023 Actual Amount*	2024 Actual Amount*	2025 Actual Amount DRAFT**	2026 Actual Amount	2026 Amended Budget	2026 Adopted Budget	2026 YTD% Actual/Amended Budget	2021 - 2026 Trend
<b>Reimbursements</b>	\$ 302,149	\$ 123,034	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
37150 - KDOT Service Reimbursement - Federal	\$ 268,950	\$ 123,034	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
37151 - KDOT Service Reimbursement - State	\$ 33,199	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
<b>Transfers In</b>	\$ 39,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
39000 - Transfer From Other Funds	\$ 39,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
<b>550 Aurora Area Impact Fees</b>	\$ (3,002)	\$ (5,598)	\$ 32,472	\$ 7,414	\$ 3	\$ -	\$ -	\$ -	0.00%	
<i>Revenue</i>	\$ (3,002)	\$ (5,598)	\$ 32,472	\$ 7,414	\$ 3	\$ -	\$ -	\$ -	0.00%	
<b>Interest Revenue</b>	\$ (2)	\$ (8,598)	\$ 32,472	\$ 7,414	\$ 3	\$ -	\$ -	\$ -	0.00%	
38000 - Investment Income	\$ (2)	\$ (8,598)	\$ 32,472	\$ 7,414	\$ 3	\$ -	\$ -	\$ -	0.00%	
<b>Other</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
39900 - Fund Balance Utilization	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
<b>Charges for Services</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
34660 - Impact Fees	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
<b>Transfers In</b>	\$ (3,000)	\$ 3,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
39000 - Transfer From Other Funds	\$ (3,000)	\$ 3,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
<b>551 Campton Hills Impact Fees</b>	\$ (7,913)	\$ 2,051	\$ 7,084	\$ 411	\$ 0	\$ -	\$ -	\$ -	0.00%	
<i>Revenue</i>	\$ (7,913)	\$ 2,051	\$ 7,084	\$ 411	\$ 0	\$ -	\$ -	\$ -	0.00%	
<b>Interest Revenue</b>	\$ (113)	\$ (449)	\$ 1,784	\$ 411	\$ 0	\$ -	\$ -	\$ -	0.00%	
38000 - Investment Income	\$ (113)	\$ (449)	\$ 1,784	\$ 411	\$ 0	\$ -	\$ -	\$ -	0.00%	
<b>Other</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
39900 - Fund Balance Utilization	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
<b>Charges for Services</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
34660 - Impact Fees	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
<b>Transfers In</b>	\$ (7,800)	\$ 2,500	\$ 5,300	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
39000 - Transfer From Other Funds	\$ (7,800)	\$ 2,500	\$ 5,300	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
<b>552 Greater Elgin Impact Fees</b>	\$ 24	\$ (5,433)	\$ 15,481	\$ 656	\$ 0	\$ -	\$ -	\$ -	0.00%	
<i>Revenue</i>	\$ 24	\$ (5,433)	\$ 15,481	\$ 656	\$ 0	\$ -	\$ -	\$ -	0.00%	
<b>Interest Revenue</b>	\$ 24	\$ (5,433)	\$ 15,481	\$ 656	\$ 0	\$ -	\$ -	\$ -	0.00%	
38000 - Investment Income	\$ 24	\$ (5,433)	\$ 15,481	\$ 656	\$ 0	\$ -	\$ -	\$ -	0.00%	
<b>Other</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
39900 - Fund Balance Utilization	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
<b>Charges for Services</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
34660 - Impact Fees	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
<b>Transfers In</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
39000 - Transfer From Other Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
<b>553 Northwest Impact Fees</b>	\$ (662)	\$ (3,786)	\$ 10,764	\$ 191	\$ 0	\$ -	\$ -	\$ -	0.00%	
<i>Revenue</i>	\$ (662)	\$ (3,786)	\$ 10,764	\$ 191	\$ 0	\$ -	\$ -	\$ -	0.00%	
<b>Interest Revenue</b>	\$ 11	\$ (4,459)	\$ 10,764	\$ 191	\$ 0	\$ -	\$ -	\$ -	0.00%	
38000 - Investment Income	\$ 11	\$ (4,459)	\$ 10,764	\$ 191	\$ 0	\$ -	\$ -	\$ -	0.00%	
<b>Other</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
39900 - Fund Balance Utilization	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
<b>Charges for Services</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
34660 - Impact Fees	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
<b>Transfers In</b>	\$ (673)	\$ 673	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
39000 - Transfer From Other Funds	\$ (673)	\$ 673	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	

Committee Revenue Budget Report - by Account Detail

Through December 31, 2025 (8.3% YTD)








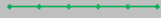











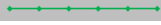














\*2021, 2022, 2023, 2024, 2025 DRAFT\*\* and 2026 Actual Fiscal Year

Department / Fund / Account Classification	2021 Actual Amount*	2022 Actual Amount*	2023 Actual Amount*	2024 Actual Amount*	2025 Actual Amount DRAFT**	2026 Actual Amount	2026 Amended Budget	2026 Adopted Budget	2026 YTD% Actual/Amended Budget	2021 - 2026 Trend
<b>554 Southwest Impact Fees</b>	\$ 38	\$ 1,239	\$ 29	\$ (1)	\$ -	\$ -	\$ -	\$ -	0.00%	
Revenue	\$ 38	\$ 1,239	\$ 29	\$ (1)	\$ -	\$ -	\$ -	\$ -	0.00%	
Interest Revenue	\$ 38	\$ 1,239	\$ 29	\$ (1)	\$ -	\$ -	\$ -	\$ -	0.00%	
38000 - Investment Income	\$ 38	\$ 1,239	\$ 29	\$ (1)	\$ -	\$ -	\$ -	\$ -	0.00%	
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
39900 - Fund Balance Utilization	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
Transfers In	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
39000 - Transfer From Other Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
<b>555 Tri-Cities Impact Fees</b>	\$ (11,193)	\$ 11,638	\$ 10	\$ (0)	\$ -	\$ -	\$ -	\$ -	0.00%	
Revenue	\$ (11,193)	\$ 11,638	\$ 10	\$ (0)	\$ -	\$ -	\$ -	\$ -	0.00%	
Interest Revenue	\$ 7	\$ 438	\$ 10	\$ (0)	\$ -	\$ -	\$ -	\$ -	0.00%	
38000 - Investment Income	\$ 7	\$ 438	\$ 10	\$ (0)	\$ -	\$ -	\$ -	\$ -	0.00%	
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
39900 - Fund Balance Utilization	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
Transfers In	\$ (11,200)	\$ 11,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
39000 - Transfer From Other Funds	\$ (11,200)	\$ 11,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
<b>556 Upper Fox Impact Fees</b>	\$ (2,980)	\$ (1,342)	\$ 10,880	\$ 463	\$ 0	\$ -	\$ -	\$ -	0.00%	
Revenue	\$ (2,980)	\$ (1,342)	\$ 10,880	\$ 463	\$ 0	\$ -	\$ -	\$ -	0.00%	
Interest Revenue	\$ (0)	\$ (4,322)	\$ 10,880	\$ 463	\$ 0	\$ -	\$ -	\$ -	0.00%	
38000 - Investment Income	\$ (0)	\$ (4,322)	\$ 10,880	\$ 463	\$ 0	\$ -	\$ -	\$ -	0.00%	
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
39900 - Fund Balance Utilization	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
Charges for Services	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
34660 - Impact Fees	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
Transfers In	\$ (2,980)	\$ 2,980	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
39000 - Transfer From Other Funds	\$ (2,980)	\$ 2,980	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
<b>557 West Central Impact Fees</b>	\$ 5	\$ (444)	\$ 1,744	\$ 402	\$ 0	\$ -	\$ -	\$ -	0.00%	
Revenue	\$ 5	\$ (444)	\$ 1,744	\$ 402	\$ 0	\$ -	\$ -	\$ -	0.00%	
Interest Revenue	\$ 5	\$ (444)	\$ 1,744	\$ 402	\$ 0	\$ -	\$ -	\$ -	0.00%	
38000 - Investment Income	\$ 5	\$ (444)	\$ 1,744	\$ 402	\$ 0	\$ -	\$ -	\$ -	0.00%	
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
39900 - Fund Balance Utilization	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
Charges for Services	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
34660 - Impact Fees	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
<b>558 North Impact Fees</b>	\$ 2,830,697	\$ 2,139,575	\$ 2,800,381	\$ 1,996,962	\$ 5,510,796	\$ 65,813	\$ 4,686,730	\$ 4,686,730	1.40%	
Revenue	\$ 2,830,697	\$ 2,139,575	\$ 2,800,381	\$ 1,996,962	\$ 5,510,796	\$ 65,813	\$ 4,686,730	\$ 4,686,730	1.40%	
Interest Revenue	\$ (5,360)	\$ (100,815)	\$ 321,659	\$ 296,575	\$ 295,264	\$ -	\$ 182,184	\$ 182,184	0.00%	
38000 - Investment Income	\$ (5,360)	\$ (100,815)	\$ 321,659	\$ 296,575	\$ 295,264	\$ -	\$ 182,184	\$ 182,184	0.00%	
Other	\$ 297	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,754,546	\$ 2,754,546	0.00%	
38900 - Miscellaneous Other	\$ 297	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
39900 - Fund Balance Utilization	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,754,546	\$ 2,754,546	0.00%	
Reimbursements	\$ -	\$ -	\$ -	\$ 115,000	\$ 3,643,967	\$ -	\$ -	\$ -	0.00%	
37151 - KDOT Service Reimbursement - State	\$ -	\$ -	\$ -	\$ 115,000	\$ 3,643,967	\$ -	\$ -	\$ -	0.00%	
Charges for Services	\$ 2,700,742	\$ 1,924,209	\$ 2,478,722	\$ 1,456,920	\$ 1,571,566	\$ 65,813	\$ 1,750,000	\$ 1,750,000	3.76%	
34660 - Impact Fees	\$ 2,700,742	\$ 1,924,209	\$ 2,478,722	\$ 1,456,920	\$ 1,571,566	\$ 65,813	\$ 1,750,000	\$ 1,750,000	3.76%	
Transfers In	\$ 135,019	\$ 316,181	\$ -	\$ 128,467	\$ -	\$ -	\$ -	\$ -	0.00%	

# Committee Revenue Budget Report - by Account Detail


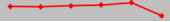











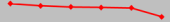
























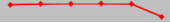







Through December 31, 2025 (8.3% YTD)

\*2021, 2022, 2023, 2024, 2025 DRAFT\*\* and 2026 Actual Fiscal Year

Department / Fund / Account Classification	2021 Actual Amount*	2022 Actual Amount*	2023 Actual Amount*	2024 Actual Amount*	2025 Actual Amount DRAFT**	2026 Actual Amount	2026 Amended Budget	2026 Adopted Budget	2026 YTD% Actual/Amended Budget	2021 - 2026 Trend
39000 - Transfer From Other Funds	\$ 135,019	\$ 316,181	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
39552 - Transfer from Greater Elgin Impact Fees Fund 552	\$ -	\$ -	\$ -	\$ 64,294	\$ -	\$ -	\$ -	\$ -	0.00%	
39553 - Transfer from Northwest Impact Fees Fund 553	\$ -	\$ -	\$ -	\$ 18,816	\$ -	\$ -	\$ -	\$ -	0.00%	
39556 - Transfer from Upper Fox Impact Fees Fund 556	\$ -	\$ -	\$ -	\$ 45,356	\$ -	\$ -	\$ -	\$ -	0.00%	
<b>559 Central Impact Fees</b>	<b>\$ 454,322</b>	<b>\$ 621,012</b>	<b>\$ 967,927</b>	<b>\$ 771,010</b>	<b>\$ 593,393</b>	<b>\$ 8,840</b>	<b>\$ 2,624,644</b>	<b>\$ 2,624,644</b>	<b>0.34%</b>	
<b>Revenue</b>	<b>\$ 454,322</b>	<b>\$ 621,012</b>	<b>\$ 967,927</b>	<b>\$ 771,010</b>	<b>\$ 593,393</b>	<b>\$ 8,840</b>	<b>\$ 2,624,644</b>	<b>\$ 2,624,644</b>	<b>0.34%</b>	
<b>Interest Revenue</b>	<b>\$ (353)</b>	<b>\$ (42,193)</b>	<b>\$ 143,500</b>	<b>\$ 235,374</b>	<b>\$ 167,347</b>	<b>\$ -</b>	<b>\$ 84,031</b>	<b>\$ 84,031</b>	<b>0.00%</b>	
38000 - Investment Income	\$ (353)	\$ (42,193)	\$ 143,500	\$ 235,374	\$ 167,347	\$ -	\$ 84,031	\$ 84,031	0.00%	
<b>Other</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,990,613</b>	<b>\$ 1,990,613</b>	<b>0.00%</b>	
39900 - Fund Balance Utilization	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,990,613	\$ 1,990,613	0.00%	
<b>Reimbursements</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 6,814</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.00%</b>	
37151 - KDOT Service Reimbursement - State	\$ -	\$ -	\$ -	\$ 6,814	\$ -	\$ -	\$ -	\$ -	0.00%	
<b>Charges for Services</b>	<b>\$ 360,775</b>	<b>\$ 641,365</b>	<b>\$ 824,375</b>	<b>\$ 449,497</b>	<b>\$ 426,046</b>	<b>\$ 8,840</b>	<b>\$ 550,000</b>	<b>\$ 550,000</b>	<b>1.61%</b>	
34660 - Impact Fees	\$ 360,775	\$ 641,365	\$ 824,375	\$ 449,497	\$ 426,046	\$ 8,840	\$ 550,000	\$ 550,000	1.61%	
<b>Transfers In</b>	<b>\$ 93,900</b>	<b>\$ 21,840</b>	<b>\$ 52</b>	<b>\$ 79,326</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.00%</b>	
39000 - Transfer From Other Funds	\$ 93,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
39551 - Transfer from Campton Hills Impact Fees Fund 551	\$ -	\$ 2,500	\$ -	\$ 40,108	\$ -	\$ -	\$ -	\$ -	0.00%	
39555 - Transfer from Tri-Cities Impact Fees Fund 555	\$ -	\$ 17,340	\$ 52	\$ 1	\$ -	\$ -	\$ -	\$ -	0.00%	
39557 - Transfer from West Central Impact Fees Fund 557	\$ -	\$ 2,000	\$ -	\$ 39,217	\$ -	\$ -	\$ -	\$ -	0.00%	
<b>560 South Impact Fees</b>	<b>\$ 615,298</b>	<b>\$ 1,175,461</b>	<b>\$ 2,103,740</b>	<b>\$ 2,434,081</b>	<b>\$ 1,500,409</b>	<b>\$ 6,019</b>	<b>\$ 4,284,237</b>	<b>\$ 4,284,237</b>	<b>0.14%</b>	
<b>Revenue</b>	<b>\$ 615,298</b>	<b>\$ 1,175,461</b>	<b>\$ 2,103,740</b>	<b>\$ 2,434,081</b>	<b>\$ 1,500,409</b>	<b>\$ 6,019</b>	<b>\$ 4,284,237</b>	<b>\$ 4,284,237</b>	<b>0.14%</b>	
<b>Interest Revenue</b>	<b>\$ (1,128)</b>	<b>\$ (64,392)</b>	<b>\$ 225,647</b>	<b>\$ 421,662</b>	<b>\$ 365,822</b>	<b>\$ -</b>	<b>\$ 132,049</b>	<b>\$ 132,049</b>	<b>0.00%</b>	
38000 - Investment Income	\$ (1,128)	\$ (64,392)	\$ 225,647	\$ 421,662	\$ 365,822	\$ -	\$ 132,049	\$ 132,049	0.00%	
<b>Other</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,952,188</b>	<b>\$ 2,952,188</b>	<b>0.00%</b>	
39900 - Fund Balance Utilization	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,952,188	\$ 2,952,188	0.00%	
<b>Reimbursements</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 715,220</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.00%</b>	
37151 - KDOT Service Reimbursement - State	\$ -	\$ -	\$ -	\$ 715,220	\$ -	\$ -	\$ -	\$ -	0.00%	
<b>Charges for Services</b>	<b>\$ 449,618</b>	<b>\$ 1,099,196</b>	<b>\$ 1,877,983</b>	<b>\$ 567,303</b>	<b>\$ 1,134,587</b>	<b>\$ 6,019</b>	<b>\$ 1,200,000</b>	<b>\$ 1,200,000</b>	<b>0.50%</b>	
34660 - Impact Fees	\$ 449,618	\$ 1,099,196	\$ 1,877,983	\$ 567,303	\$ 1,134,587	\$ 6,019	\$ 1,200,000	\$ 1,200,000	0.50%	
<b>Transfers In</b>	<b>\$ 166,808</b>	<b>\$ 140,657</b>	<b>\$ 110</b>	<b>\$ 729,897</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.00%</b>	
39000 - Transfer From Other Funds	\$ 166,808	\$ 87,492	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
39550 - Transfer from Aurora Area Impact Fees Fund 550	\$ -	\$ 10,000	\$ -	\$ 729,895	\$ -	\$ -	\$ -	\$ -	0.00%	
39554 - Transfer from Southwest Impact Fees Fund 554	\$ -	\$ 43,165	\$ 110	\$ 1	\$ -	\$ -	\$ -	\$ -	0.00%	
<b>Grand Total</b>	<b>\$ 58,409,109</b>	<b>\$ 58,442,048</b>	<b>\$ 62,009,616</b>	<b>\$ 82,859,097</b>	<b>\$ 82,464,491</b>	<b>\$ 455,388</b>	<b>\$ 119,097,734</b>	<b>\$ 119,097,734</b>	<b>0.38%</b>	


















































**Committee Expense Budget Report - by Account Detail**  
**Through December 31, 2025 (8.3% YTD, 7.69% Payroll Expense through Pay Period Ending 12/20/2025)**  
**\*2021, 2022, 2023, 2024, 2025 DRAFT\*\* and 2026 Actual Fiscal Year**

Department / Fund / Account Classification	2021 Actual Amount*	2022 Actual Amount*	2023 Actual Amount*	2024 Actual Amount*	2025 Actual Amount DRAFT**	2026 Actual Amount	2026 Amended Budget	2026 Adopted Budget	2026 YTD% Actual/Amended Budget	2021 - 2026 Trend
<b>520 Transportation</b>	<b>\$ 37,561,411</b>	<b>\$ 36,164,414</b>	<b>\$ 63,816,498</b>	<b>\$ 66,431,066</b>	<b>\$ 53,724,667</b>	<b>\$ 2,137,245</b>	<b>\$ 119,097,734</b>	<b>\$ 119,097,734</b>	<b>1.79%</b>	
<b>300 County Highway</b>	<b>\$ 6,904,614</b>	<b>\$ 6,628,603</b>	<b>\$ 7,344,275</b>	<b>\$ 7,971,978</b>	<b>\$ 9,564,239</b>	<b>\$ 610,732</b>	<b>\$ 7,434,025</b>	<b>\$ 7,434,025</b>	<b>8.22%</b>	
<b>Expenses</b>	<b>\$ 6,904,614</b>	<b>\$ 6,628,603</b>	<b>\$ 7,344,275</b>	<b>\$ 7,971,978</b>	<b>\$ 9,564,239</b>	<b>\$ 610,732</b>	<b>\$ 7,434,025</b>	<b>\$ 7,434,025</b>	<b>8.22%</b>	
<b>Personnel Services- Salaries &amp; Wages</b>	<b>\$ 2,430,666</b>	<b>\$ 2,710,850</b>	<b>\$ 2,843,771</b>	<b>\$ 2,977,056</b>	<b>\$ 3,128,056</b>	<b>\$ 176,018</b>	<b>\$ 3,470,749</b>	<b>\$ 3,470,749</b>	<b>5.07%</b>	
40000 - Salaries and Wages	\$ 2,351,668	\$ 2,622,832	\$ 2,727,277	\$ 2,877,711	\$ 3,006,616	\$ 173,596	\$ 3,340,749	\$ 3,340,749	5.20%	
40002 - Non-Union Wage Increase	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
40003 - Cost of Living Increase	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
40007 - Equity Study Adjustments	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
40200 - Overtime Salaries	\$ 78,998	\$ 88,017	\$ 116,495	\$ 99,346	\$ 121,441	\$ 2,422	\$ 130,000	\$ 130,000	1.86%	
<b>Personnel Services- Employee Benefits</b>	<b>\$ 889,200</b>	<b>\$ 971,241</b>	<b>\$ 968,115</b>	<b>\$ 954,435</b>	<b>\$ 1,010,379</b>	<b>\$ 70,944</b>	<b>\$ 1,091,158</b>	<b>\$ 1,091,158</b>	<b>6.50%</b>	
45000 - Healthcare Contribution	\$ 410,757	\$ 500,871	\$ 531,357	\$ 521,713	\$ 537,946	\$ 46,702	\$ 560,127	\$ 560,127	8.34%	
45010 - Dental Contribution	\$ 11,679	\$ 12,091	\$ 12,086	\$ 12,460	\$ 11,822	\$ 1,012	\$ 13,154	\$ 13,154	7.69%	
45100 - FICA/SS Contribution	\$ 178,624	\$ 199,631	\$ 209,746	\$ 219,350	\$ 231,399	\$ 12,949	\$ 265,547	\$ 265,547	4.88%	
45200 - IMRF Contribution	\$ 204,835	\$ 177,200	\$ 142,096	\$ 131,810	\$ 164,454	\$ 10,282	\$ 192,267	\$ 192,267	5.35%	
53010 - Workers Compensation	\$ 83,305	\$ 81,448	\$ 72,830	\$ 69,101	\$ 64,759	\$ -	\$ 60,063	\$ 60,063	0.00%	
<b>Contractual Services</b>	<b>\$ 1,977,404</b>	<b>\$ 1,636,450</b>	<b>\$ 1,458,465</b>	<b>\$ 1,407,561</b>	<b>\$ 1,325,704</b>	<b>\$ 14,913</b>	<b>\$ 1,932,552</b>	<b>\$ 1,932,552</b>	<b>0.77%</b>	
50140 - Engineering Services	\$ 1,201,855	\$ 997,416	\$ 706,017	\$ 550,918	\$ 263,926	\$ -	\$ 487,238	\$ 487,238	0.00%	
50150 - Contractual/Consulting Services	\$ 290,066	\$ 131,397	\$ 123,937	\$ 238,080	\$ 375,645	\$ -	\$ 537,000	\$ 537,000	0.00%	
50160 - Legal Services	\$ 86,500	\$ 48,000	\$ 113,065	\$ 56,085	\$ 48,875	\$ 4,000	\$ 78,000	\$ 78,000	5.13%	
50210 - Medical/Dental/Hospital Services	\$ 2,704	\$ 1,235	\$ 505	\$ 3,846	\$ 4,886	\$ -	\$ 5,000	\$ 5,000	0.00%	
50330 - Northeast IL Plan and Metro Srvs	\$ 27,143	\$ 27,143	\$ 54,286	\$ 56,457	\$ 59,172	\$ -	\$ 61,065	\$ 61,065	0.00%	
50340 - Software Licensing Cost	\$ 47,261	\$ 44,379	\$ 64,333	\$ 80,434	\$ 148,445	\$ 2,100	\$ 268,465	\$ 268,465	0.78%	
50480 - Security Services	\$ 8,236	\$ 10,743	\$ 10,752	\$ 15,806	\$ 13,229	\$ -	\$ 15,000	\$ 15,000	0.00%	
52000 - Disposal and Water Softener Srvs	\$ 13,508	\$ 12,620	\$ 17,499	\$ 17,493	\$ 20,329	\$ -	\$ 20,000	\$ 20,000	0.00%	
52010 - Janitorial Services	\$ 28,039	\$ 29,113	\$ 40,726	\$ 36,888	\$ 36,132	\$ 3,006	\$ 45,000	\$ 45,000	6.68%	
52020 - Repairs and Maintenance- Roads	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
52110 - Repairs and Maint- Buildings	\$ 54,492	\$ 80,411	\$ 28,513	\$ 101,016	\$ 69,268	\$ 317	\$ 91,353	\$ 91,353	0.35%	
52120 - Repairs and Maint- Grounds	\$ 9,524	\$ 11,671	\$ 15,041	\$ 14,265	\$ 24,400	\$ -	\$ 28,000	\$ 28,000	0.00%	
52140 - Repairs and Maint- Copiers	\$ 2,783	\$ 3,941	\$ 6,067	\$ 3,838	\$ 4,622	\$ -	\$ 6,304	\$ 6,304	0.00%	
52150 - Repairs and Maint- Comm Equip	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
52160 - Repairs and Maint- Equipment	\$ 9,772	\$ 6,002	\$ 6,862	\$ 7,138	\$ 18,731	\$ -	\$ 16,500	\$ 16,500	0.00%	
52215 - Vehicle Lease	\$ 68,769	\$ 76,548	\$ 68,252	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
52230 - Repairs and Maint- Vehicles	\$ 14,745	\$ 18,384	\$ 14,364	\$ 26,836	\$ 12,373	\$ -	\$ 21,630	\$ 21,630	0.00%	
52240 - Repairs and Maint- Office Equip	\$ 1,278	\$ 1,897	\$ 2,037	\$ -	\$ -	\$ -	\$ 3,684	\$ 3,684	0.00%	
53000 - Liability Insurance	\$ 53,114	\$ 67,485	\$ 95,794	\$ 100,422	\$ 134,379	\$ -	\$ 122,955	\$ 122,955	0.00%	
53020 - Unemployment Claims	\$ 1,678	\$ 2,037	\$ 1,313	\$ 1,615	\$ 1,812	\$ -	\$ 1,978	\$ 1,978	0.00%	
53060 - General Printing	\$ 502	\$ 152	\$ 75	\$ 169	\$ 368	\$ -	\$ 1,655	\$ 1,655	0.00%	
53070 - Legal Printing	\$ 4,158	\$ 2,158	\$ 1,419	\$ 2,612	\$ 7,393	\$ -	\$ 2,060	\$ 2,060	0.00%	
53080 - Mapping	\$ -	\$ -	\$ 8,560	\$ -	\$ 8,825	\$ -	\$ 13,390	\$ 13,390	0.00%	
53100 - Conferences and Meetings	\$ 20,320	\$ 21,407	\$ 33,488	\$ 33,967	\$ 38,129	\$ 196	\$ 37,080	\$ 37,080	0.53%	
53110 - Employee Training	\$ 9,157	\$ 15,922	\$ 15,594	\$ 30,331	\$ 14,500	\$ -	\$ 35,000	\$ 35,000	0.00%	
53120 - Employee Mileage Expense	\$ 870	\$ 5,120	\$ 5,014	\$ 4,871	\$ 3,906	\$ 76	\$ 6,180	\$ 6,180	1.23%	
53130 - General Association Dues	\$ 20,186	\$ 21,194	\$ 24,614	\$ 24,473	\$ 16,361	\$ 5,217	\$ 27,662	\$ 27,662	18.86%	
55000 - Miscellaneous Contractual Exp	\$ 744	\$ 74	\$ 336	\$ -	\$ -	\$ -	\$ 353	\$ 353	0.00%	
<b>Commodities</b>	<b>\$ 575,259</b>	<b>\$ 611,509</b>	<b>\$ 625,789</b>	<b>\$ 634,723</b>	<b>\$ 611,333</b>	<b>\$ 1,131</b>	<b>\$ 487,404</b>	<b>\$ 487,404</b>	<b>0.23%</b>	
60000 - Office Supplies	\$ 11,535	\$ 13,918	\$ 22,745	\$ 18,527	\$ 23,893	\$ 795	\$ 25,200	\$ 25,200	3.16%	
60010 - Operating Supplies	\$ 18,445	\$ 20,981	\$ 16,823	\$ 26,253	\$ 28,383	\$ 336	\$ 36,134	\$ 36,134	0.93%	
60040 - Postage	\$ 66	\$ 202	\$ 60	\$ 318	\$ 199	\$ -	\$ 300	\$ 300	0.00%	
60050 - Books and Subscriptions	\$ 1,590	\$ 203	\$ 801	\$ 235	\$ 4,028	\$ -	\$ 1,500	\$ 1,500	0.00%	

**Committee Expense Budget Report - by Account Detail**  
**Through December 31, 2025 (8.3% YTD, 7.69% Payroll Expense through Pay Period Ending 12/20/2025)**  
**\*2021, 2022, 2023, 2024, 2025 DRAFT\*\* and 2026 Actual Fiscal Year**































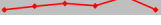








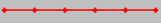





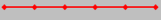

Department / Fund / Account Classification	2021 Actual Amount*	2022 Actual Amount*	2023 Actual Amount*	2024 Actual Amount*	2025 Actual Amount DRAFT**	2026 Actual Amount	2026 Amended Budget	2026 Adopted Budget	2026 YTD% Actual/Amended Budget	2021 - 2026 Trend
60060 - Computer Software- Non Capital	\$ -	\$ -	\$ 1,940	\$ -	\$ 7,538	\$ -	\$ -	\$ -	0.00%	
60070 - Computer Hardware- Non Capital	\$ 16,043	\$ 6,825	\$ 32,159	\$ 30,148	\$ 17,676	\$ -	\$ 71,500	\$ 71,500	0.00%	
60340 - Buildings and Grounds Supplies	\$ 26,593	\$ 25,196	\$ 32,881	\$ 51,090	\$ 34,733	\$ -	\$ 35,020	\$ 35,020	0.00%	
60360 - Equipment Parts/Supplies	\$ -	\$ -	\$ -	\$ -	\$ 3,323	\$ -	\$ -	\$ -	0.00%	
60370 - Tools	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
60380 - Liquid Salt	\$ 4,043	\$ 30,790	\$ 26,120	\$ 27,324	\$ 16,673	\$ -	\$ -	\$ -	0.00%	
60400 - Crushed Stone	\$ 3,974	\$ 3,028	\$ 3,250	\$ 6,641	\$ 8,441	\$ -	\$ 7,000	\$ 7,000	0.00%	
60410 - Culverts	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
60430 - Sign Material	\$ 49,249	\$ 54,531	\$ 48,659	\$ 62,620	\$ 53,320	\$ -	\$ 66,400	\$ 66,400	0.00%	
60440 - Traffic Markers and Barricades	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
63000 - Utilities- Natural Gas	\$ 27,954	\$ 39,193	\$ 37,136	\$ 28,439	\$ 36,094	\$ -	\$ 40,000	\$ 40,000	0.00%	
63010 - Utilities- Electric	\$ 22,128	\$ 18,094	\$ 29,300	\$ 31,819	\$ 38,968	\$ -	\$ 38,000	\$ 38,000	0.00%	
63020 - Utilities- Intersect Lighting	\$ 113,947	\$ 98,868	\$ 107,752	\$ 100,647	\$ 120,321	\$ -	\$ 120,000	\$ 120,000	0.00%	
63040 - Fuel- Vehicles	\$ 241,045	\$ 255,981	\$ 227,906	\$ 210,028	\$ 196,181	\$ -	\$ -	\$ -	0.00%	
64000 - Telephone	\$ 20,834	\$ 24,905	\$ 20,642	\$ 23,188	\$ 11,923	\$ -	\$ 25,750	\$ 25,750	0.00%	
64010 - Cellular Phone	\$ 17,814	\$ 18,796	\$ 17,613	\$ 17,445	\$ 9,638	\$ -	\$ 20,600	\$ 20,600	0.00%	
<b>Transfers Out</b>	<b>\$ 182,063</b>	<b>\$ 172,588</b>	<b>\$ 184,111</b>	<b>\$ 283,293</b>	<b>\$ 305,216</b>	<b>\$ 332,662</b>	<b>\$ 332,662</b>	<b>\$ 332,662</b>	<b>100.00%</b>	
99000 - Transfer To Other Funds	\$ 182,063	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
99001 - Transfer to General Fund 001	\$ -	\$ 172,588	\$ 184,111	\$ 183,293	\$ 180,216	\$ 202,662	\$ 202,662	\$ 202,662	100.00%	
99010 - Transfer To Insurance Liability Fund 010	\$ -	\$ -	\$ -	\$ 100,000	\$ 125,000	\$ 130,000	\$ 130,000	\$ 130,000	100.00%	
<b>Capital</b>	<b>\$ 850,022</b>	<b>\$ 525,965</b>	<b>\$ 1,264,025</b>	<b>\$ 1,714,910</b>	<b>\$ 3,183,551</b>	<b>\$ 15,063</b>	<b>\$ 119,500</b>	<b>\$ 119,500</b>	<b>12.61%</b>	
70000 - Computers	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
70020 - Computer Software- Capital	\$ 161,134	\$ 217,088	\$ 208,070	\$ 75,780	\$ 38,970	\$ 15,063	\$ 84,500	\$ 84,500	17.83%	
70060 - Communications Equipment	\$ -	\$ -	\$ -	\$ -	\$ 213,850	\$ -	\$ -	\$ -	0.00%	
70070 - Automotive Equipment	\$ 491,710	\$ -	\$ 882,077	\$ 1,502,786	\$ 2,285,898	\$ -	\$ -	\$ -	0.00%	
70080 - Office Furniture	\$ 20,823	\$ -	\$ 62,876	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
70100 - Copiers	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
70110 - Machinery and Equipment	\$ 54,991	\$ 78,494	\$ 42,553	\$ 115,404	\$ 619,308	\$ -	\$ -	\$ -	0.00%	
70120 - Special Purpose Equipment	\$ -	\$ -	\$ -	\$ 20,940	\$ -	\$ -	\$ -	\$ -	0.00%	
72010 - Building Improvements	\$ 120,673	\$ 229,169	\$ 67,898	\$ -	\$ 25,525	\$ -	\$ -	\$ -	0.00%	
73000 - Road Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
74010 - Highway Right of Way	\$ 691	\$ 1,215	\$ 551	\$ -	\$ -	\$ -	\$ 35,000	\$ 35,000	0.00%	
<b>Contingency and Other</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.00%</b>	
89000 - Addition to Fund Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
<b>301 County Bridge</b>	<b>\$ 268,718</b>	<b>\$ 444,359</b>	<b>\$ 403,338</b>	<b>\$ 409,222</b>	<b>\$ 260,428</b>	<b>\$ -</b>	<b>\$ 381,875</b>	<b>\$ 381,875</b>	<b>0.00%</b>	
<b>Expenses</b>	<b>\$ 268,718</b>	<b>\$ 444,359</b>	<b>\$ 403,338</b>	<b>\$ 409,222</b>	<b>\$ 260,428</b>	<b>\$ -</b>	<b>\$ 381,875</b>	<b>\$ 381,875</b>	<b>0.00%</b>	
<b>Contractual Services</b>	<b>\$ 268,718</b>	<b>\$ 444,359</b>	<b>\$ 403,338</b>	<b>\$ 409,222</b>	<b>\$ 260,428</b>	<b>\$ -</b>	<b>\$ 312,457</b>	<b>\$ 312,457</b>	<b>0.00%</b>	
52100 - Bridge Inspection	\$ 268,718	\$ 444,359	\$ 403,338	\$ 409,222	\$ 260,428	\$ -	\$ 312,457	\$ 312,457	0.00%	
<b>Contingency and Other</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 69,418</b>	<b>\$ 69,418</b>	<b>0.00%</b>	
89000 - Addition to Fund Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 69,418	\$ 69,418	0.00%	
<b>302 Motor Fuel Tax</b>	<b>\$ 5,192,860</b>	<b>\$ 6,324,076</b>	<b>\$ 18,910,094</b>	<b>\$ 18,709,228</b>	<b>\$ 13,239,632</b>	<b>\$ 354,639</b>	<b>\$ 39,687,011</b>	<b>\$ 39,687,011</b>	<b>0.89%</b>	
<b>Expenses</b>	<b>\$ 5,192,860</b>	<b>\$ 6,324,076</b>	<b>\$ 18,910,094</b>	<b>\$ 18,709,228</b>	<b>\$ 13,239,632</b>	<b>\$ 354,639</b>	<b>\$ 39,687,011</b>	<b>\$ 39,687,011</b>	<b>0.89%</b>	
<b>Personnel Services- Salaries &amp; Wages</b>	<b>\$ 2,617,547</b>	<b>\$ 2,475,105</b>	<b>\$ 2,680,793</b>	<b>\$ 2,808,103</b>	<b>\$ 3,075,028</b>	<b>\$ 207,051</b>	<b>\$ 3,634,468</b>	<b>\$ 3,634,468</b>	<b>5.70%</b>	
40000 - Salaries and Wages	\$ 2,339,806	\$ 2,301,405	\$ 2,562,431	\$ 2,679,444	\$ 2,892,043	\$ 181,439	\$ 3,334,468	\$ 3,334,468	5.44%	
40002 - Non-Union Wage Increase	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
40003 - Cost of Living Increase	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
40007 - Equity Study Adjustments	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	

Committee Expense Budget Report - by Account Detail  
Through December 31, 2025 (8.3% YTD, 7.69% Payroll Expense through Pay Period Ending 12/20/2025)  
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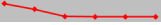









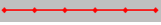


























Department / Fund / Account Classification	2021 Actual Amount*	2022 Actual Amount*	2023 Actual Amount*	2024 Actual Amount*	2025 Actual Amount DRAFT**	2026 Actual Amount	2026 Amended Budget	2026 Adopted Budget	2026 YTD% Actual/Amended Budget	2021 - 2026 Trend
40200 - Overtime Salaries	\$ 277,740	\$ 173,700	\$ 118,361	\$ 128,659	\$ 182,985	\$ 25,612	\$ 300,000	\$ 300,000	8.54%	
Personnel Services- Employee Benefits	\$ 560,894	\$ 494,166	\$ 480,058	\$ 490,870	\$ 573,004	\$ 37,695	\$ 671,051	\$ 671,051	5.62%	
45000 - Healthcare Contribution	\$ 70,596	\$ 77,722	\$ 88,704	\$ 97,634	\$ 126,838	\$ 9,734	\$ 128,044	\$ 128,044	7.60%	
45010 - Dental Contribution	\$ 2,666	\$ 2,666	\$ 2,946	\$ 3,097	\$ 3,188	\$ 215	\$ 3,148	\$ 3,148	6.82%	
45100 - FICA/SS Contribution	\$ 191,384	\$ 180,435	\$ 195,974	\$ 206,301	\$ 226,280	\$ 15,411	\$ 270,156	\$ 270,156	5.70%	
45200 - IMRF Contribution	\$ 222,656	\$ 162,628	\$ 132,746	\$ 125,192	\$ 161,529	\$ 12,336	\$ 206,814	\$ 206,814	5.96%	
53010 - Workers Compensation	\$ 73,593	\$ 70,715	\$ 59,688	\$ 58,646	\$ 55,169	\$ -	\$ 62,889	\$ 62,889	0.00%	
Contractual Services	\$ 1,365,413	\$ 1,412,958	\$ 6,137,106	\$ 8,543,328	\$ 8,376,711	\$ -	\$ 19,468,563	\$ 19,468,563	0.00%	
50140 - Engineering Services	\$ 1,317,009	\$ 1,352,598	\$ 1,557,521	\$ 2,517,909	\$ 3,095,507	\$ -	\$ 13,342,186	\$ 13,342,186	0.00%	
52080 - Repairs and Maint- Resurfacing	\$ -	\$ -	\$ 4,500,000	\$ 5,938,820	\$ 5,172,639	\$ -	\$ 6,000,000	\$ 6,000,000	0.00%	
53000 - Liability Insurance	\$ 46,922	\$ 58,592	\$ 78,509	\$ 85,228	\$ 107,122	\$ -	\$ 124,376	\$ 124,376	0.00%	
53020 - Unemployment Claims	\$ 1,482	\$ 1,768	\$ 1,076	\$ 1,371	\$ 1,444	\$ -	\$ 2,001	\$ 2,001	0.00%	
Transfers Out	\$ 108,698	\$ 92,169	\$ 104,868	\$ 109,934	\$ 107,411	\$ 115,773	\$ 115,773	\$ 115,773	100.00%	
99000 - Transfer To Other Funds	\$ 108,698	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
99001 - Transfer to General Fund 001	\$ -	\$ 92,169	\$ 104,868	\$ 109,934	\$ 107,411	\$ 115,773	\$ 115,773	\$ 115,773	100.00%	
Capital	\$ 34,018	\$ 1,344,895	\$ 8,938,336	\$ 6,135,880	\$ 445,172	\$ -	\$ 14,942,588	\$ 14,942,588	0.00%	
73000 - Road Construction	\$ -	\$ 1,320,230	\$ 8,921,336	\$ 6,035,880	\$ (237,988)	\$ -	\$ 12,817,588	\$ 12,817,588	0.00%	
73010 - Bridge Construction	\$ -	\$ -	\$ -	\$ -	\$ 637,200	\$ -	\$ 500,000	\$ 500,000	0.00%	
74010 - Highway Right of Way	\$ 34,018	\$ 24,665	\$ 17,000	\$ 100,000	\$ 45,960	\$ -	\$ 1,625,000	\$ 1,625,000	0.00%	
Services	\$ 506,290	\$ 504,784	\$ 568,934	\$ 621,112	\$ 662,306	\$ (5,880)	\$ 854,568	\$ 854,568	(0.69%)	
45410 - Teamsters Contribution	\$ 506,290	\$ 504,784	\$ 568,934	\$ 621,112	\$ 662,306	\$ (5,880)	\$ 854,568	\$ 854,568	(0.69%)	
303 County Highway Matching	\$ -	\$ 81,146	\$ 81,850	\$ 300,000	\$ 155,530	\$ 64,000	\$ 75,011	\$ 75,011	85.32%	
Expenses	\$ -	\$ 81,146	\$ 81,850	\$ 300,000	\$ 155,530	\$ 64,000	\$ 75,011	\$ 75,011	85.32%	
Commodities	\$ -	\$ 81,146	\$ 81,850	\$ 300,000	\$ 155,530	\$ 64,000	\$ 64,000	\$ 64,000	100.00%	
60390 - Rock Salt	\$ -	\$ 81,146	\$ 81,850	\$ 300,000	\$ 155,530	\$ 64,000	\$ 64,000	\$ 64,000	100.00%	
Capital	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
74010 - Highway Right of Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
Contingency and Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,011	\$ 11,011	0.00%	
89000 - Addition to Fund Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,011	\$ 11,011	0.00%	
304 Motor Fuel Local Option	\$ 10,375,090	\$ 11,208,752	\$ 11,217,227	\$ 5,724,386	\$ 8,110,735	\$ 932,874	\$ 20,323,347	\$ 20,323,347	4.59%	
Expenses	\$ 10,375,090	\$ 11,208,752	\$ 11,217,227	\$ 5,724,386	\$ 8,110,735	\$ 932,874	\$ 20,323,347	\$ 20,323,347	4.59%	
Contractual Services	\$ 7,566,395	\$ 9,378,978	\$ 7,919,342	\$ 3,162,168	\$ 5,197,344	\$ -	\$ 13,766,487	\$ 13,766,487	0.00%	
50140 - Engineering Services	\$ 325,958	\$ 374,589	\$ 404,378	\$ 456,330	\$ 551,581	\$ -	\$ 2,605,000	\$ 2,605,000	0.00%	
52020 - Repairs and Maintenance- Roads	\$ 4,666	\$ 12,679	\$ 22,606	\$ 40,386	\$ 19,025	\$ -	\$ 16,987	\$ 16,987	0.00%	
52040 - Repairs and Maintenance- Bridges	\$ 686,758	\$ 444,477	\$ 153,886	\$ -	\$ 157,882	\$ -	\$ 4,055,000	\$ 4,055,000	0.00%	
52050 - Repairs and Maint- Cracksealing	\$ -	\$ 406,438	\$ 790,773	\$ 243,264	\$ -	\$ -	\$ 640,000	\$ 640,000	0.00%	
52070 - Repairs and Maint- Pavement Mark	\$ 766,626	\$ 1,011,857	\$ 960,876	\$ 1,410,403	\$ 625,731	\$ -	\$ 1,596,500	\$ 1,596,500	0.00%	
52080 - Repairs and Maint- Resurfacing	\$ 5,782,388	\$ 7,128,939	\$ 5,586,822	\$ 301,476	\$ 3,371,094	\$ -	\$ 1,000,000	\$ 1,000,000	0.00%	
52090 - Repairs and Maint- Traffic Light	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ 2,000,000	0.00%	
52100 - Bridge Inspection	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 238,000	\$ 238,000	0.00%	
52280 - Pavement Preservation	\$ -	\$ -	\$ -	\$ 710,309	\$ 472,031	\$ -	\$ 1,615,000	\$ 1,615,000	0.00%	
Commodities	\$ 2,218,754	\$ 1,795,361	\$ 2,426,294	\$ 2,172,174	\$ 2,306,368	\$ 132,714	\$ 2,217,860	\$ 2,217,860	5.98%	
60210 - Uniform Supplies	\$ 22,016	\$ 23,211	\$ 24,851	\$ 24,721	\$ 25,816	\$ 1,205	\$ 32,000	\$ 32,000	3.77%	
60330 - Vehicle Parts/Supplies	\$ 150,141	\$ 172,641	\$ 160,693	\$ 203,693	\$ 209,958	\$ 6,192	\$ 217,000	\$ 217,000	2.85%	
60360 - Equipment Parts/Supplies	\$ 84,691	\$ 77,411	\$ 97,993	\$ 124,043	\$ 122,468	\$ 6,488	\$ 183,600	\$ 183,600	3.53%	
60370 - Tools	\$ 9,277	\$ 6,317	\$ 12,074	\$ 9,566	\$ 24,059	\$ 178	\$ 15,450	\$ 15,450	1.15%	
60380 - Liquid Salt	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,242	\$ 41,200	\$ 41,200	12.72%	












































**Committee Expense Budget Report - by Account Detail**  
**Through December 31, 2025 (8.3% YTD, 7.69% Payroll Expense through Pay Period Ending 12/20/2025)**  
**\*2021, 2022, 2023, 2024, 2025 DRAFT\*\* and 2026 Actual Fiscal Year**

Department / Fund / Account Classification	2021 Actual Amount*	2022 Actual Amount*	2023 Actual Amount*	2024 Actual Amount*	2025 Actual Amount DRAFT**	2026 Actual Amount	2026 Amended Budget	2026 Adopted Budget	2026 YTD% Actual/Amended Budget	2021 - 2026 Trend
60390 - Rock Salt	\$ 1,038,303	\$ 823,901	\$ 619,745	\$ 288,032	\$ 553,421	\$ 69,225	\$ 1,061,960	\$ 1,061,960	6.52%	
60410 - Culverts	\$ 2,106	\$ 8,013	\$ 3,424	\$ 8,363	\$ 9,709	\$ -	\$ 15,450	\$ 15,450	0.00%	
60420 - Road Material	\$ 20,129	\$ 13,215	\$ 35,565	\$ 34,634	\$ 25,979	\$ -	\$ 341,200	\$ 341,200	0.00%	
60440 - Traffic Markers and Barricades	\$ 1,388	\$ 8,310	\$ 990	\$ 4,612	\$ 12,971	\$ -	\$ 10,000	\$ 10,000	0.00%	
60590 - Communication Equip - Non-Capital	\$ -	\$ -	\$ -	\$ -	\$ 20,933	\$ -	\$ -	\$ -	0.00%	
63020 - Utilities- Intersect Lighting	\$ 890,703	\$ 662,341	\$ 1,470,958	\$ 1,474,512	\$ 1,300,990	\$ -	\$ -	\$ -	0.00%	
63040 - Fuel- Vehicles	\$ -	\$ -	\$ -	\$ -	\$ 63	\$ 44,183	\$ 300,000	\$ 300,000	14.73%	
<b>Transfers Out</b>	<b>\$ 57,041</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.00%</b>	
99000 - Transfer To Other Funds	\$ 57,041	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
<b>Capital</b>	<b>\$ 532,900</b>	<b>\$ 34,413</b>	<b>\$ 871,591</b>	<b>\$ 390,044</b>	<b>\$ 607,023</b>	<b>\$ 800,160</b>	<b>\$ 4,339,000</b>	<b>\$ 4,339,000</b>	<b>18.44%</b>	
70070 - Automotive Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 800,160	\$ 1,725,000	\$ 1,725,000	46.39%	
70110 - Machinery and Equipment	\$ -	\$ -	\$ 55,549	\$ -	\$ -	\$ -	\$ 1,210,000	\$ 1,210,000	0.00%	
72010 - Building Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 145,000	\$ 145,000	0.00%	
73000 - Road Construction	\$ -	\$ -	\$ 813,942	\$ 390,044	\$ 607,023	\$ -	\$ 1,059,000	\$ 1,059,000	0.00%	
73010 - Bridge Construction	\$ 532,280	\$ 25,313	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
74010 - Highway Right of Way	\$ 620	\$ 9,100	\$ 2,100	\$ -	\$ -	\$ -	\$ 200,000	\$ 200,000	0.00%	
<b>Contingency and Other</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.00%</b>	
89000 - Addition to Fund Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
<b>305 Transportation Sales Tax</b>	<b>\$ 12,086,200</b>	<b>\$ 8,909,177</b>	<b>\$ 21,040,419</b>	<b>\$ 13,192,455</b>	<b>\$ 13,459,340</b>	<b>\$ -</b>	<b>\$ 39,600,854</b>	<b>\$ 39,600,854</b>	<b>0.00%</b>	
<b>Expenses</b>	<b>\$ 12,086,200</b>	<b>\$ 8,909,177</b>	<b>\$ 21,040,419</b>	<b>\$ 13,192,455</b>	<b>\$ 13,459,340</b>	<b>\$ -</b>	<b>\$ 39,600,854</b>	<b>\$ 39,600,854</b>	<b>0.00%</b>	
<b>Contractual Services</b>	<b>\$ 3,607,579</b>	<b>\$ 4,099,154</b>	<b>\$ 6,926,363</b>	<b>\$ 6,872,660</b>	<b>\$ 6,081,944</b>	<b>\$ -</b>	<b>\$ 15,849,964</b>	<b>\$ 15,849,964</b>	<b>0.00%</b>	
50140 - Engineering Services	\$ 3,459,489	\$ 2,635,083	\$ 5,516,116	\$ 4,994,191	\$ 3,124,845	\$ -	\$ 10,666,214	\$ 10,666,214	0.00%	
50150 - Contractual/Consulting Services	\$ 28,000	\$ 55,231	\$ 57,648	\$ 37,969	\$ 41,500	\$ -	\$ 3,750	\$ 3,750	0.00%	
52040 - Repairs and Maintenance- Bridges	\$ -	\$ -	\$ 167,453	\$ -	\$ 117,586	\$ -	\$ -	\$ -	0.00%	
52070 - Repairs and Maint- Pavement Mark	\$ -	\$ -	\$ -	\$ -	\$ 183,977	\$ -	\$ -	\$ -	0.00%	
52080 - Repairs and Maint- Resurfacing	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ 2,000,000	0.00%	
52280 - Pavement Preservation	\$ -	\$ -	\$ -	\$ -	\$ 655,964	\$ -	\$ -	\$ -	0.00%	
55010 - External Grants	\$ 120,090	\$ 1,408,841	\$ 1,185,146	\$ 1,840,499	\$ 1,958,072	\$ -	\$ 3,179,200	\$ 3,179,200	0.00%	
56030 - Transportation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 800	\$ 800	0.00%	
<b>Transfers Out</b>	<b>\$ -</b>	<b>\$ 963,995</b>	<b>\$ 1,720,965</b>	<b>\$ 1,095,675</b>	<b>\$ 3,592,428</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.00%</b>	
99000 - Transfer To Other Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
99001 - Transfer to General Fund 001	\$ -	\$ -	\$ 2,085	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
99624 - Transfer to Longmeadow Debt Service Fund 624	\$ -	\$ 963,995	\$ 1,718,880	\$ 1,095,675	\$ 3,592,428	\$ -	\$ -	\$ -	0.00%	
<b>Capital</b>	<b>\$ 8,478,621</b>	<b>\$ 3,846,028</b>	<b>\$ 12,393,091</b>	<b>\$ 5,224,121</b>	<b>\$ 3,784,968</b>	<b>\$ -</b>	<b>\$ 23,750,890</b>	<b>\$ 23,750,890</b>	<b>0.00%</b>	
70120 - Special Purpose Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
73000 - Road Construction	\$ 7,652,776	\$ 1,980,953	\$ 10,606,660	\$ 4,920,744	\$ 3,320,876	\$ -	\$ 21,152,590	\$ 21,152,590	0.00%	
73010 - Bridge Construction	\$ 270,458	\$ 1,230,984	\$ 1,419,376	\$ 276,975	\$ 29,618	\$ -	\$ 25,000	\$ 25,000	0.00%	
74010 - Highway Right of Way	\$ 555,388	\$ 634,091	\$ 367,055	\$ 26,402	\$ 434,474	\$ -	\$ 2,573,300	\$ 2,573,300	0.00%	
<b>Contingency and Other</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.00%</b>	
89000 - Addition to Fund Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
<b>Debt Service</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.00%</b>	
80500 - Debt Service Requirement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
<b>515 Longmeadow Bond Construction</b>	<b>\$ 432,281</b>	<b>\$ 115,263</b>	<b>\$ -</b>	<b>\$ 18,112,917</b>	<b>\$ 933,205</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.00%</b>	
<b>Expenses</b>	<b>\$ 432,281</b>	<b>\$ 115,263</b>	<b>\$ -</b>	<b>\$ 18,112,917</b>	<b>\$ 933,205</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.00%</b>	
<b>Contractual Services</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.00%</b>	
50000 - Project Administration Services	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
<b>Transfers Out</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 18,112,917</b>	<b>\$ 933,205</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.00%</b>	




















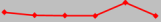
















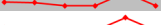


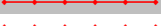

Committee Expense Budget Report - by Account Detail  
Through December 31, 2025 (8.3% YTD, 7.69% Payroll Expense through Pay Period Ending 12/20/2025)  
\*2021, 2022, 2023, 2024, 2025 DRAFT\*\* and 2026 Actual Fiscal Year

Department / Fund / Account Classification	2021 Actual Amount*	2022 Actual Amount*	2023 Actual Amount*	2024 Actual Amount*	2025 Actual Amount DRAFT**	2026 Actual Amount	2026 Amended Budget	2026 Adopted Budget	2026 YTD% Actual/Amended Budget	2021 - 2026 Trend
99624 - Transfer to Longmeadow Debt Service Fund 624	\$ -	\$ -	\$ -	\$ 18,112,917	\$ 933,205	\$ -	\$ -	\$ -	0.00%	
Capital	\$ 432,281	\$ 115,263	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
73010 - Bridge Construction	\$ 432,281	\$ 115,263	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
Debt Service	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
88980 - Transfer to Escrow Agent	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
540 Transportation Capital	\$ 1,764,351	\$ 201,374	\$ 211,677	\$ 27,530	\$ 641	\$ -	\$ -	\$ -	0.00%	
Expenses	\$ 1,764,351	\$ 201,374	\$ 211,677	\$ 27,530	\$ 641	\$ -	\$ -	\$ -	0.00%	
Contractual Services	\$ 350,772	\$ 201,374	\$ 11,677	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
50140 - Engineering Services	\$ 350,772	\$ 201,374	\$ 11,677	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
Transfers Out	\$ -	\$ -	\$ -	\$ 27,530	\$ 641	\$ -	\$ -	\$ -	0.00%	
99305 - Transfer to Transportation Sales Tax Fund 305	\$ -	\$ -	\$ -	\$ 27,530	\$ 641	\$ -	\$ -	\$ -	0.00%	
Capital	\$ 1,413,579	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
73000 - Road Construction	\$ 1,413,579	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
Contingency and Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
89000 - Addition to Fund Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
550 Aurora Area Impact Fees	\$ 1,200	\$ 10,000	\$ -	\$ 729,895	\$ -	\$ -	\$ -	\$ -	0.00%	
Expenses	\$ 1,200	\$ 10,000	\$ -	\$ 729,895	\$ -	\$ -	\$ -	\$ -	0.00%	
Contractual Services	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
50140 - Engineering Services	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
Transfers Out	\$ 1,200	\$ 10,000	\$ -	\$ 729,895	\$ -	\$ -	\$ -	\$ -	0.00%	
99000 - Transfer To Other Funds	\$ 1,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
99560 - Transfer to South Impact Fees Fund 560	\$ -	\$ 10,000	\$ -	\$ 729,895	\$ -	\$ -	\$ -	\$ -	0.00%	
Capital	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
73000 - Road Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
Contingency and Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
89000 - Addition to Fund Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
551 Campton Hills Impact Fees	\$ -	\$ 2,500	\$ -	\$ 40,108	\$ -	\$ -	\$ -	\$ -	0.00%	
Expenses	\$ -	\$ 2,500	\$ -	\$ 40,108	\$ -	\$ -	\$ -	\$ -	0.00%	
Contractual Services	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
50140 - Engineering Services	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
Transfers Out	\$ -	\$ 2,500	\$ -	\$ 40,108	\$ -	\$ -	\$ -	\$ -	0.00%	
99000 - Transfer To Other Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
99559 - Transfer to Central Impact Fees Fund 559	\$ -	\$ 2,500	\$ -	\$ 40,108	\$ -	\$ -	\$ -	\$ -	0.00%	
Contingency and Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
89000 - Addition to Fund Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
552 Greater Elgin Impact Fees	\$ 9,760	\$ 384,077	\$ 130,016	\$ 64,294	\$ -	\$ -	\$ -	\$ -	0.00%	
Expenses	\$ 9,760	\$ 384,077	\$ 130,016	\$ 64,294	\$ -	\$ -	\$ -	\$ -	0.00%	
Transfers Out	\$ 9,760	\$ -	\$ -	\$ 64,294	\$ -	\$ -	\$ -	\$ -	0.00%	
99000 - Transfer To Other Funds	\$ 9,760	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
99558 - Transfer to North Impact Fees Fund 558	\$ -	\$ -	\$ -	\$ 64,294	\$ -	\$ -	\$ -	\$ -	0.00%	
Capital	\$ -	\$ 384,077	\$ 130,016	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
73000 - Road Construction	\$ -	\$ 384,077	\$ 130,016	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
Contingency and Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
89000 - Addition to Fund Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	

Committee Expense Budget Report - by Account Detail  
Through December 31, 2025 (8.3% YTD, 7.69% Payroll Expense through Pay Period Ending 12/20/2025)  
\*2021, 2022, 2023, 2024, 2025 DRAFT\*\* and 2026 Actual Fiscal Year

Department / Fund / Account Classification	2021 Actual Amount*	2022 Actual Amount*	2023 Actual Amount*	2024 Actual Amount*	2025 Actual Amount DRAFT**	2026 Actual Amount	2026 Amended Budget	2026 Adopted Budget	2026 YTD% Actual/Amended Budget	2021 - 2026 Trend
553 Northwest Impact Fees	\$ 1,027	\$ 345,000	\$ -	\$ 18,816	\$ -	\$ -	\$ -	\$ -	0.00%	
Expenses	\$ 1,027	\$ 345,000	\$ -	\$ 18,816	\$ -	\$ -	\$ -	\$ -	0.00%	
Transfers Out	\$ 1,027	\$ -	\$ -	\$ 18,816	\$ -	\$ -	\$ -	\$ -	0.00%	
99000 - Transfer To Other Funds	\$ 1,027	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
99558 - Transfer to North Impact Fees Fund 558	\$ -	\$ -	\$ -	\$ 18,816	\$ -	\$ -	\$ -	\$ -	0.00%	
Capital	\$ -	\$ 345,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
73000 - Road Construction	\$ -	\$ 345,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
Contingency and Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
89000 - Addition to Fund Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
554 Southwest Impact Fees	\$ 18,763	\$ 153,165	\$ 110	\$ 1	\$ -	\$ -	\$ -	\$ -	0.00%	
Expenses	\$ 18,763	\$ 153,165	\$ 110	\$ 1	\$ -	\$ -	\$ -	\$ -	0.00%	
Contractual Services	\$ 17,743	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
50140 - Engineering Services	\$ 17,743	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
Transfers Out	\$ 1,020	\$ 43,165	\$ 110	\$ 1	\$ -	\$ -	\$ -	\$ -	0.00%	
99000 - Transfer To Other Funds	\$ 1,020	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
99560 - Transfer to South Impact Fees Fund 560	\$ -	\$ 43,165	\$ 110	\$ 1	\$ -	\$ -	\$ -	\$ -	0.00%	
Capital	\$ -	\$ 110,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
73000 - Road Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
74010 - Highway Right of Way	\$ -	\$ 110,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
Contingency and Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
89000 - Addition to Fund Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
555 Tri-Cities Impact Fees	\$ 400	\$ 43,426	\$ 52	\$ 1	\$ -	\$ -	\$ -	\$ -	0.00%	
Expenses	\$ 400	\$ 43,426	\$ 52	\$ 1	\$ -	\$ -	\$ -	\$ -	0.00%	
Contractual Services	\$ -	\$ 26,086	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
50140 - Engineering Services	\$ -	\$ 26,086	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
Transfers Out	\$ 400	\$ 17,340	\$ 52	\$ 1	\$ -	\$ -	\$ -	\$ -	0.00%	
99000 - Transfer To Other Funds	\$ 400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
99300 - Transfer to County Highway Fund 300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
99559 - Transfer to Central Impact Fees Fund 559	\$ -	\$ 17,340	\$ 52	\$ 1	\$ -	\$ -	\$ -	\$ -	0.00%	
Contingency and Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
89000 - Addition to Fund Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
556 Upper Fox Impact Fees	\$ 1,020	\$ 308,000	\$ -	\$ 45,356	\$ -	\$ -	\$ -	\$ -	0.00%	
Expenses	\$ 1,020	\$ 308,000	\$ -	\$ 45,356	\$ -	\$ -	\$ -	\$ -	0.00%	
Transfers Out	\$ 1,020	\$ -	\$ -	\$ 45,356	\$ -	\$ -	\$ -	\$ -	0.00%	
99000 - Transfer To Other Funds	\$ 1,020	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
99300 - Transfer to County Highway Fund 300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
99558 - Transfer to North Impact Fees Fund 558	\$ -	\$ -	\$ -	\$ 45,356	\$ -	\$ -	\$ -	\$ -	0.00%	
Capital	\$ -	\$ 308,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
73000 - Road Construction	\$ -	\$ 308,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
Contingency and Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
89000 - Addition to Fund Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
557 West Central Impact Fees	\$ 728	\$ 2,000	\$ -	\$ 39,217	\$ -	\$ -	\$ -	\$ -	0.00%	
Expenses	\$ 728	\$ 2,000	\$ -	\$ 39,217	\$ -	\$ -	\$ -	\$ -	0.00%	
Transfers Out	\$ 728	\$ 2,000	\$ -	\$ 39,217	\$ -	\$ -	\$ -	\$ -	0.00%	
99000 - Transfer To Other Funds	\$ 728	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	

**Committee Expense Budget Report - by Account Detail**  
**Through December 31, 2025 (8.3% YTD, 7.69% Payroll Expense through Pay Period Ending 12/20/2025)**  
**\*2021, 2022, 2023, 2024, 2025 DRAFT\*\* and 2026 Actual Fiscal Year**

Department / Fund / Account Classification	2021 Actual Amount*	2022 Actual Amount*	2023 Actual Amount*	2024 Actual Amount*	2025 Actual Amount DRAFT**	2026 Actual Amount	2026 Amended Budget	2026 Adopted Budget	2026 YTD% Actual/Amended Budget	2021 - 2026 Trend
99300 - Transfer to County Highway Fund 300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
99559 - Transfer to Central Impact Fees Fund 559	\$ -	\$ 2,000	\$ -	\$ 39,217	\$ -	\$ -	\$ -	\$ -	0.00%	
<b>Capital</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	<b>0.00%</b>	
73000 - Road Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
<b>558 North Impact Fees</b>	\$ 191,187	\$ 781,133	\$ 4,021,443	\$ 946,385	\$ 4,477,398	\$ 87,500	\$ 4,686,730	\$ 4,686,730	<b>1.87%</b>	
<b>Expenses</b>	\$ 191,187	\$ 781,133	\$ 4,021,443	\$ 946,385	\$ 4,477,398	\$ 87,500	\$ 4,686,730	\$ 4,686,730	<b>1.87%</b>	
<b>Contractual Services</b>	\$ 191,187	\$ 31,153	\$ 21,377	\$ 3,710	\$ -	\$ -	\$ 1,500,000	\$ 1,500,000	<b>0.00%</b>	
50140 - Engineering Services	\$ 191,187	\$ 31,153	\$ 21,377	\$ 3,710	\$ -	\$ -	\$ 1,500,000	\$ 1,500,000	0.00%	
<b>Transfers Out</b>	\$ -	\$ 37,500	\$ -	\$ -	\$ 3,716,813	\$ 87,500	\$ 87,500	\$ 87,500	<b>100.00%</b>	
99000 - Transfer To Other Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
99300 - Transfer to County Highway Fund 300	\$ -	\$ 37,500	\$ -	\$ -	\$ 72,846	\$ 87,500	\$ 87,500	\$ 87,500	100.00%	
99624 - Transfer to Longmeadow Debt Service Fund 624	\$ -	\$ -	\$ -	\$ -	\$ 3,643,967	\$ -	\$ -	\$ -	0.00%	
<b>Capital</b>	\$ -	\$ 712,480	\$ 4,000,066	\$ 942,675	\$ 760,585	\$ -	\$ 3,099,230	\$ 3,099,230	<b>0.00%</b>	
73000 - Road Construction	\$ -	\$ 710,000	\$ 4,000,000	\$ 755,851	\$ 560,190	\$ -	\$ 3,099,230	\$ 3,099,230	0.00%	
74010 - Highway Right of Way	\$ -	\$ 2,480	\$ 66	\$ 186,824	\$ 200,395	\$ -	\$ -	\$ -	0.00%	
<b>Contingency and Other</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	<b>0.00%</b>	
89000 - Addition to Fund Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
<b>559 Central Impact Fees</b>	\$ 125,305	\$ 42,086	\$ 357,277	\$ -	\$ 2,809,426	\$ 27,500	\$ 2,624,644	\$ 2,624,644	<b>1.05%</b>	
<b>Expenses</b>	\$ 125,305	\$ 42,086	\$ 357,277	\$ -	\$ 2,809,426	\$ 27,500	\$ 2,624,644	\$ 2,624,644	<b>1.05%</b>	
<b>Contractual Services</b>	\$ 125,305	\$ 22,086	\$ 8,777	\$ -	\$ 476,272	\$ -	\$ 907,823	\$ 907,823	<b>0.00%</b>	
50140 - Engineering Services	\$ 125,305	\$ 22,086	\$ 8,777	\$ -	\$ 476,272	\$ -	\$ 907,823	\$ 907,823	0.00%	
<b>Transfers Out</b>	\$ -	\$ 20,000	\$ -	\$ -	\$ 22,475	\$ 27,500	\$ 27,500	\$ 27,500	<b>100.00%</b>	
99000 - Transfer To Other Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
99300 - Transfer to County Highway Fund 300	\$ -	\$ 20,000	\$ -	\$ -	\$ 22,475	\$ 27,500	\$ 27,500	\$ 27,500	100.00%	
<b>Capital</b>	\$ -	\$ -	\$ 348,500	\$ -	\$ 2,310,679	\$ -	\$ 1,689,321	\$ 1,689,321	<b>0.00%</b>	
73000 - Road Construction	\$ -	\$ -	\$ 348,500	\$ -	\$ 2,310,679	\$ -	\$ 1,689,321	\$ 1,689,321	0.00%	
<b>Contingency and Other</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	<b>0.00%</b>	
89000 - Addition to Fund Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
<b>560 South Impact Fees</b>	\$ 187,908	\$ 180,279	\$ 98,721	\$ 99,275	\$ 714,093	\$ 60,000	\$ 4,284,237	\$ 4,284,237	<b>1.40%</b>	
<b>Expenses</b>	\$ 187,908	\$ 180,279	\$ 98,721	\$ 99,275	\$ 714,093	\$ 60,000	\$ 4,284,237	\$ 4,284,237	<b>1.40%</b>	
<b>Contractual Services</b>	\$ -	\$ 15,529	\$ 98,721	\$ 97,710	\$ 80,937	\$ -	\$ 238,957	\$ 238,957	<b>0.00%</b>	
50140 - Engineering Services	\$ -	\$ 15,529	\$ 98,721	\$ 97,710	\$ 80,937	\$ -	\$ 238,957	\$ 238,957	0.00%	
<b>Transfers Out</b>	\$ 20,000	\$ 20,000	\$ -	\$ -	\$ 28,365	\$ 60,000	\$ 60,000	\$ 60,000	<b>100.00%</b>	
99000 - Transfer To Other Funds	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
99300 - Transfer to County Highway Fund 300	\$ -	\$ 20,000	\$ -	\$ -	\$ 28,365	\$ 60,000	\$ 60,000	\$ 60,000	100.00%	
<b>Capital</b>	\$ 167,908	\$ 144,750	\$ -	\$ 1,565	\$ 604,791	\$ -	\$ 3,985,280	\$ 3,985,280	<b>0.00%</b>	
73000 - Road Construction	\$ 137,608	\$ -	\$ -	\$ -	\$ 604,513	\$ -	\$ 3,810,280	\$ 3,810,280	0.00%	
74010 - Highway Right of Way	\$ 30,300	\$ 144,750	\$ -	\$ 1,565	\$ 278	\$ -	\$ 175,000	\$ 175,000	0.00%	
<b>Contingency and Other</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	<b>0.00%</b>	
89000 - Addition to Fund Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	
<b>Grand Total</b>	\$ 37,561,411	\$ 36,164,414	\$ 63,816,498	\$ 66,431,066	\$ 53,724,667	\$ 2,137,245	\$ 119,097,734	\$ 119,097,734	<b>1.79%</b>	

Kane County Division of Transportation  
Fund Status Report (unaudited)  
as of December 31, 2025

	FY2026									
	Beginning fund balance as of December 1, 2025	December 2025 revenues	Revenues - 1 month ending December 31, 2025	December 2025 expenditures	Expenditures - 1 months ending December 31, 2025	Ending fund balance subtotal	Accounts Receivable	Contractual Obligations	Ending Fund Balance Plus Receivables Less Obligations	
Special Revenue Funds										
300 - County Highway	\$ 4,525,905	\$ 213,423	\$ 213,423	\$ 602,523	\$ 602,523	\$ 4,136,806	\$ 62,524	\$ 1,153,655	\$ 3,045,674	
301 - County Bridge	270,002	-	-	-	-	270,002	-	225,009	\$ 44,993	
302 - Motor Fuel Tax	56,149,282	96,273	96,273	354,639	354,639	55,890,915	-	21,776,606	\$ 34,114,309	
303 - County Highway Matching	72,443	-	-	64,000	64,000	8,443	-	-	\$ 8,443	
304 - Motor Fuel Local Option	19,156,481	-	-	103,930	103,930	19,052,550	31,528	14,104,197	\$ 4,979,882	
305 - Transportation Sales Tax	89,046,956	65,020	65,020	-	-	89,111,976	3,756,757	31,730,652	\$ 61,138,081	
Special Revenue Funds Subtotal:	\$ 169,221,068	\$ 374,716	\$ 374,716	\$ 1,125,092	\$ 1,125,092	\$ 168,470,692	\$ 3,850,809	\$ 68,990,119	\$ 103,331,382	
Capital Projects Funds										
558 - North Impact Fees	6,225,471	65,813	65,813	87,500	87,500	6,203,785	-	6,348,501	\$ (144,716)	
559 - Central Impact Fees	2,310,181	8,840	8,840	27,500	27,500	2,291,521	-	2,896,694	\$ (605,172)	
560 - South Impact Fees	9,678,752	6,019	6,019	60,000	60,000	9,624,770	715,220	4,002,732	\$ 6,337,259	
Capital Projects Funds Subtotal:	\$ 18,214,404	\$ 80,672	\$ 80,672	\$ 175,000	\$ 175,000	\$ 18,120,076	\$ 715,220	\$ 13,247,926	\$ 5,587,370	
Grand Total:	\$ 187,435,473	\$ 455,388	\$ 455,388	\$ 1,300,092	\$ 1,300,092	\$ 186,590,768	\$ 4,566,029	\$ 82,238,045	\$ 108,918,752	

Set Aside Funds & Meeting Future Obligations over the next 3 years ---

Other Local Fund Obligations by Agreement (Federal, State & Agency IGA's) or maintenance required within adopted 5-Year Financial Plan (TIP):

	Year & Estimated Local Funds	
- Bliss Road over I-88 (045-9959) Deck Replacement per IGA w/Tollway (Kane County Project Costs)	FY2027-2028	\$ 6,600,000
- Burlington Road at Silver Glen Road Safety Improvements (Kane County Project Costs)	FY2027-2028	\$ 2,974,000
- County Line Road over I-88 (045-9953) Deck Replacement per IGA w/Tollway (Kane County Project Costs)	FY2027-2028	\$ 6,050,000
- Dauberman Road over I-88 (045-9956) Deck Replacement per IGA w/Tollway (Kane County Project Costs)	FY2027-2028	\$ 6,550,000
- Fabyan Parkway at Wenmoth Road Safety Improvements (Kane County Project Costs)	FY2026	\$ 1,525,000
- Galligan Road - Freeman Road to Binnie Road includes structure repair, turn lanes & signals (Kane County Project Costs)	FY2027-2028	\$ 8,100,000
- Jericho Road at IL 47 - IDOT IL47 Project from Kennedy to Cross St (Federally funded project with local match requirement)	FY2026-2027	\$ 73,000
- Kirk Road Bridge Replacement over UP RR - \$33.1M (Federally funded project with local match requirement)	FY2026-2027	\$ 6,700,000
- Longmeadow Pkwy (C-5) Tree Mitigation NEPA Requirement (Federal funded project with local match requirement)	FY2026-2027	\$ 2,200,000
- Main Street Road at Wenmoth Road Safety Improvements (Kane County Project Costs)	FY2026	\$ 972,000
- Main Street Road over I-88 (045-0083) Deck Replacement per IGA w/Tollway (Kane County Project Costs)	FY2027-2028	\$ 6,200,000
- Main Street Over Welch Creek (045-3005) Bridge Replacement (Kane County Project Costs)	FY2027	\$ 1,740,000
- Montgomery Road at Howell Place Improvement (Kane County Project Costs)	FY2027	\$ 3,150,000
- Orchard Road Fnce Repair - City Aurora lead Agency (Kane County Project Costs)	FY2026-2027	\$ 1,018,000
- Peplow Over Virgil Ditch #3 (045-3002) Bridge Replacement (Kane County Project Costs)	FY2027-2028	\$ 3,950,000
- Plank Road Safety Improvement - County Line to Engel Road - \$1.42M (Federally funded safety project with local match requirement)	FY2026	\$ 670,000
- Plank Road Safety Improvement - Romke to Brier Hill Road - \$4.73M (Federally funded safety project with local match requirement)	FY2026	\$ 3,165,000
- Ramm Road over Virgil #3 (045-3041) Bridge Replacement (Kane County Project Costs)	FY2027-2028	\$ 4,050,000
- Randall Road at Big Timber Road Intersection Capacity & Safety - \$14.6M (Federally funded project \$5.1M with local match requirement)	FY2027-2028	\$ 9,400,000
- Randall Road at Hopps - Grade Separation & Intersection Capacity & Safety - \$62.7M (Federally funded project with local match requirement w/ICC Reimb)	FY2026-2027	\$ 27,000,000
- Randall Road at IL 72 Intersection Capacity & Safety - \$11.02M (Federally funded project with local match requirement)	FY2026-2027	\$ 3,398,000
- Randall Road over UPRR (045-3028) Deck Replacement (Kane County Project Costs)	FY2027-2029	\$ 9,800,000
- Rural Curve Safety Improvements - various locations (Federally funded safety project with local match requirement)	FY2027	\$ 280,000
- West County Line Road over Young's Creek (045-3001) Bridge Replacement (Kane County Project Costs)	FY2027-2028	\$ 2,685,000
	<b>\$ 118,250,000</b>	<b>\$ (9,331,248)</b>

Chase PCard - KDOT - Mike Zakosek				
Zakosek - *6501			Inv#	6501-MZ-12/25
December Activity			Date	12/31/2025
Description	Quantity	U/M	Total Amount	GLAccount
P-Card Item - ASCE PURCHASING - O'Connell renewal	1.0000	Each	\$311.0000	300.520.520.53130 - General Association Dues
P-Card Item - PORTLAND CEMENT - Tax refund	1.0000	Each	-\$15.2700	300.520.520.60050 - Books and Subscriptions
P-Card Item - ILLINOISPRO - Mielke Renewal	1.0000	Each	\$325.0000	300.520.520.53130 - General Association Dues
P-Card Item - WWW.APWA.NET - Zakosek Renewal	1.0000	Each	\$252.0000	300.520.520.53130 - General Association Dues
P-Card Item - COMCAST / XFINITY - Cable TV	1.0000	Each	\$31.5000	300.520.520.60010 - Operating Supplies
P-Card Item - HYATT REGENCY CASH BAR - Zakosek Parking	1.0000	Each	\$15.0000	300.520.520.53100 - Conferences and Meetings
P-Card Item - RUBBER STAMP & BUTTON - Ink pad for sign shop	1.0000	Each	\$15.7500	300.520.520.60000 - Office Supplies
P-Card Item - THE WEBSTAIRS STORE INC - 16oz Coffee Cups	1.0000	Each	\$136.1900	300.520.520.60000 - Office Supplies
P-Card Item - WWW.APWA.NET - Hohertz Renewal	1.0000	Each	\$245.0000	300.520.520.53130 - General Association Dues
P-Card Item - COMCAST / XFINITY - Internet 12/6/25-1/5/26	1.0000	Each	\$169.8600	300.520.520.60010 - Operating Supplies
P-Card Item - COMCAST / XFINITY - Internet 11/6-12/5/25	1.0000	Each	\$161.6500	300.520.520.60010 - Operating Supplies

<b>Total</b>	<b>\$1,647.68</b>
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Chase PCard - KDOT - Heidi Files				
Files - *3939			Inv#	3939-Files-12/25
December Activity			Date	12/31/2025
Description	Quantity	U/M	Total Amou	GLAccount
P-Card Item - PANERA BREAD #204090 O - Kane County & Pace meeting 12/2/25	1.0000	Each	\$159.7100	300.520.520.53100 - Conferences and Meetings

Total	\$159.71
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Chase PCard - KDOT - Mike Way				
Way - *7011			Inv#	7011-MW-12/25
December Activity			Date	12/31/2025
Description	Quantity	U/M	Total Amount	GLAccount
P-Card Item - JOHNSON WATER CONDITIONING-Commercial Rentals 2 months	1.0000	Each	\$260.0000	300.520.520.60010 - Operating Supplies
P-Card Item - THE HOME DEPOT 6923 - Snowblower for KDOT complex	1.0000	Each	\$1299.0000	304.520.524.60360 - Equipment Parts/Supplies
P-Card Item - SQ *SCHOCK'S TOWING - F-250 Super Duty	1.0000	Each	\$150.0000	300.520.520.52230 - Repairs and Maint- Vehicles
P-Card Item - TAYLOR STREET PIZZERIA - Voss Retirement Party and safety mtg	1.0000	Each	\$467.1300	300.520.520.53100 - Conferences and Meetings
P-Card Item - TAYLOR STREET PIZZERIA - KDOT Christmas lunch with retirees	1.0000	Each	\$1664.0000	300.520.520.53100 - Conferences and Meetings
P-Card Item - SP ROADACTIVE-DEV- Ford F-250 1990-2024 HD Kit	1.0000	Each	\$523.2300	304.520.524.60330 - Vehicle Parts/Supplies
P-Card Item - THE HOME DEPOT 6923 - Shockwave tools and pack out.	1.0000	Each	\$2786.0000	304.520.524.60370 - Tools
Total			\$7,149.36	



Chase PCard - KDOT - Carl Schoedel				
Schoedel - *6383			Inv#	6383-CS-12/25
December Activity			Date	12/31/2025
Description	Quantity	U/M	Total Amount	GLAccount
P-Card Item - ASCE PURCHASING - Refund on a membership charge	1.0000	Each	-\$311.00	300.520.520.53130 - General Association Dues

The card has been closed now that the transaction has been credited back for the accidental auto renewal.

Total	-\$311.00
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Kane County Division of Transportation  
Open Purchase Orders  
12/31/25

Project	PO #	Vendor	Fund	PO Line Item Amount	Expensed Line Item Amount	Remaining Line Item Amount
0021530PV13.CONST (Longmeadow Pkwy (D) - IL 25 to IL 62 (13-00215-30-PV), Construction)	2018-00000274	1021 - State of Illinois Treasurer - IDOT	302	\$1,917,200.00	\$28,069.00	\$1,889,131.00
120019204BR.P2 (Kirk Road Over Union Pacific RR (12-00192-04-BR), Design Engineering)	2021-00001316	5244 - BLA, Inc.	302	\$1,755,693.00	\$1,677,174.64	\$78,518.36
120019204BR.Review (Kirk Road Over Union Pacific RR (12-00192-04-BR), Review)	2020-00002250	1123 - Union Pacific Railroad Company	302	\$120,000.00	\$19,881.87	\$100,118.13
140027501PV.Const (Bunker Road from Keslinger Road to La Fox Road (14-00275-01-PV), Construction)	2025-00000403	1096 - Martam Construction, Inc.	305	\$7,522,391.01	\$1,616,528.45	\$5,905,862.56
140027501PV.Const (Bunker Road from Keslinger Road to La Fox Road (14-00275-01-PV), Construction)	2025-00000403	1096 - Martam Construction, Inc.	559	\$4,000,000.00	\$2,310,679.00	\$1,689,321.00
140027501PV.P2 (Bunker Road from Keslinger Road to La Fox Road (14-00275-01-PV), Phase 2)	2022-00000972	1648 - TranSystems Corporation	305	\$423,703.00	\$416,525.68	\$7,177.32
140027501PV.P3 (Bunker Road from Keslinger Road to La Fox Road (14-00275-01-PV), Phase 3)	2025-00000404	1051 - V3 Companies, LTD	559	\$1,683,644.45	\$476,271.90	\$1,207,372.55
140027501PV.ROW (Bunker Road from Keslinger Road to La Fox Road (14-00275-01-PV), Right of Way)	2020-00001830	1123 - Union Pacific Railroad Company	305	\$50,000.00	\$20,314.39	\$29,685.61
2020StructServ.P2 (Structural Services - 2020 (19-00523-00-BR), Phase 2)	2023-00001331	6638 - Michael Baker International, Inc.	304	\$78,635.00	\$70,808.87	\$7,826.13
2021OnCallDesign.P2 (2021 On-Call Design Engineering Assistance (21-00537-00-ES), Phase 2)	2021-00002579	5244 - BLA, Inc.	304	\$850,000.00	\$843,816.34	\$6,183.66
2025StructureInsp.P2 (Structure Inspections - 2025 (25-00579-00-EG), Phase 2)	2025-00001108	1071 - HR GREEN Inc (formerly SEC GROUP Inc)	301	\$372,811.00	\$147,801.86	\$225,009.14
23OnCallEng.P3 (23-00564-00-EG On Call Engineering, Phase 3)	2023-00001252	1205 - CIORBA Group, Inc.	305	\$850,000.00	\$507,591.16	\$342,408.84
24OnCallDesEng.P2 (2024 On-Call Design Engineering Assistance (24-00578-00-ES), Phase 2)	2025-00000904	5244 - BLA, Inc.	304	\$850,000.00	\$138,841.55	\$711,158.45
AllenGlenCulvert.Const (Allen Rd at Glen Oak Dr Culvert Improv (22-00552-00-DR), Construction)	2025-00001577	1203 - Alliance Contractors, Inc.	305	\$324,672.93	\$0.00	\$324,672.93
AssetMgmt24 (Asset Management (24-00570-00-AM))	2024-00002101	5549 - AECOM Technical Services, Inc.	304	\$501,534.33	\$257,862.68	\$243,671.65
BlissFabyanMain.ConstRebuild (Bliss/Fabyan/Main (14-00288-01-PV), Construction - Rebuild Funds)	2022-00000971	1096 - Martam Construction, Inc.	302	\$11,899,395.65	\$9,820,965.23	\$2,078,430.42
BlissFabyanMain.P3Rebuild (Bliss/Fabyan/Main (14-00288-01-PV), Phase 3 - Rebuild)	2022-00000680	1051 - V3 Companies, LTD	302	\$1,298,176.88	\$999,904.51	\$298,272.37
BlissovrLakeRun.Const (Bliss Road over Lake Run (16-00474-00-BR), Construction)	2020-00001295	9036 - Copenhagen Construction, Inc.	305	\$800,935.50	\$660,615.10	\$140,320.40
DaubMeredith.FeasibilityStudy (Dauberman Meredith Realignment, Feasibility Study)	2020-00001831	1233 - Crawford, Murphy & Tilly, Inc.	305	\$657,154.82	\$405,206.42	\$251,948.40
DaubRt30Granart.Const (Dauberman Road Extension – US 30 to Granart Rd (15-00277-01-BR), Construction)	2023-00000488	1021 - State of Illinois Treasurer - IDOT	305	\$8,571,763.84	\$0.00	\$8,571,763.84
DaubRt30Granart.Const (Dauberman Road Extension – US 30 to Granart Rd (15-00277-01-BR), Construction)	2023-00000488	1021 - State of Illinois Treasurer - IDOT	302	\$2,171,751.92	\$0.00	\$2,171,751.92
DaubRt30Granart.Const (Dauberman Road Extension – US 30 to Granart Rd (15-00277-01-BR), Construction)	2023-00000488	1021 - State of Illinois Treasurer - IDOT	560	\$4,000,000.00	\$0.00	\$4,000,000.00
DaubRt30Granart.P3 (Dauberman Road Extension – US 30 to Granart Rd (15-00277-01-BR), Phase 3)	2022-00001259	4760 - Wight & Company	305	\$2,099,953.35	\$2,099,905.51	\$47.84
DaubRt30Granart.Railroad (Dauberman Road Extension – US 30 to Granart Rd (15-00277-01-BR), Railroad)	2023-00000777	1232 - BNSF Railway Company	305	\$538,796.40	\$98,942.47	\$439,853.93
EngAssitance.LandSurv24 (Engineering Assistance, On-Call Land Survey - (24-00368-07-EG))	2024-00001856	1053 - Hampton Lenzini & Renwick, Inc.	300	\$200,000.00	\$22,360.00	\$177,640.00
EngAssitance.OnCallEnviron (Engineering Assistance, On-Call Environmental (Huff & Huff)(20-00527-00-ES))	2020-00001590	1266 - GZA Illinois, Inc.	300	\$150,000.00	\$114,746.42	\$35,253.58
EngAssitance.OnCallEnviron24 (Engineering Assistance, On-Call Environmental (V3)(24-00480-02-SM))	2025-00001789	1091 - V3 Construction Group, LTD	305	\$400,000.00	\$53,182.90	\$346,817.10
EngAssitance.OnCallEnvironHH (Engineering Assistance, On-Call Environmental (Huff & Huff)(21-00527-00-ES))	2020-00001590	1266 - GZA Illinois, Inc.	305	\$775,686.29	\$374,554.73	\$401,131.56
EngAssitance.OnCallMatSTATE24 (Engineering Assistance, On-Call Material Testing - S.T.A.T.E. Testing (24-00371-04-EG))	2024-00000997	13072 - State Materials Engineering LLC	300	\$450,000.00	\$305,848.46	\$144,151.54
FabSettlers.P2 (Fabyan Parkway at Settler's Hill Kingsland Dr (21-00373-01-CH), Phase 2)	2023-00000579	11891 - Peralte-Clark, LLC	305	\$588,236.00	\$588,850.37	\$199,385.63
FabyanIL31.Const (Fabyan Parkway at IL 31 (18-00493-00-SP), Construction)	2021-00001318	1021 - State of Illinois Treasurer - IDOT	305	\$195,034.91	\$111,106.32	\$83,928.59
FabyanIL31Improv.P1 (Fabyan Parkway at Route 31 (19-00507-00-CH), Phase 1)	2023-00001329	1071 - HR GREEN Inc (formerly SEC GROUP Inc)	302	\$2,128,471.00	\$749,522.53	\$1,378,948.47
FiberBackUp.Const (KDOT Fiber Optic Backup Imp (25-00583-00-TL), Construction)	2025-00002492	15065 - Helm Electric Facility Solutions, Inc.	305	\$1,271,621.25	\$0.00	\$1,271,621.25
FrenchHarmony.P1 (French Road Extension (25-00582-00-BR), Phase 1)	2026-00000013	1233 - Crawford, Murphy & Tilly, Inc.	305	\$1,711,364.00	\$0.00	\$1,711,364.00
GalliganFreeman.P1 (Galligan from Freeman to Binnie (21-00532-00-CH), Phase 1)	2021-00002290	1142 - Baxter & Woodman, Inc.	305	\$699,300.00	\$697,723.36	\$1,576.64
GIS.ProfSvc (GIS Technologies, ProfServices (23-00567-00-AM))	2024-00001329	14399 - NV5 Geospatial, Inc.	300	\$198,570.88	\$76,204.27	\$122,366.61
HSIPRuralCurve.P1 (2024 HSIP Rural Curve Imp (24-00577-00-SP), Phase 1)	2025-00000905	14122 - Trilon Group Holdings, LLC dba Gonzalez C	305	\$299,406.00	\$129,755.63	\$169,650.37
HughesBlackbryCr.Const (Hughes Road at Blackberry Creek Bridge Rehab (24-00571-00-BR), Construction)	2024-00002100	1203 - Alliance Contractors, Inc.	305	\$397,312.40	\$83,630.29	\$313,682.11
I90Randall.P1 (Randall Road at I90 Interchange Improvement (19-00512-00-ES), Phase 1)	2022-00001112	1082 - Burns & McDonnell Engineering Co	305	\$3,248,174.00	\$2,757,122.91	\$491,051.09
ImpactFeeProg.OrdinanceUpdate (Impact Fee Program, Ordinance Update)	2025-00001793	14940 - Parametrix, Inc.	300	\$449,431.00	\$181,373.92	\$268,057.08
KeslingerCulvert.Const (Keslinger Rd Box Culvert Repair (24-00575-00-DR), Construction)	2025-00001107	5703 - D. Construction, Inc.	304	\$193,746.89	\$0.00	\$193,746.89
LongFinalRoad.Const (Longmeadow Pkwy (C-2b) Final Roadway Improve (21-00215-29-CH), Construction)	2024-00000990	4297 - Plote Construction, Inc.	558	\$964,149.09	\$560,189.69	\$403,959.40
LongmdwB2.Const (Longmeadow Pkwy (B-2)-East of White Chapel to 31(16-00215-11-PV), Construction)	2018-00000273	1021 - State of Illinois Treasurer - IDOT	305	\$6,768,197.20	\$6,017,227.75	\$750,969.45
LongmdwB2.Const (Longmeadow Pkwy (B-2)-East of White Chapel to 31(16-00215-11-PV), Construction)	2018-00000273	1021 - State of Illinois Treasurer - IDOT	302	\$1,694,379.07	\$0.00	\$1,694,379.07
LongmdwB2.Const (Longmeadow Pkwy (B-2)-East of White Chapel to 31(16-00215-11-PV), Construction)	2018-00000273	1021 - State of Illinois Treasurer - IDOT	558	\$112,922.60	\$0.00	\$112,922.60
LongmdwB2.P3 (Longmeadow Pkwy (B-2)-East of White Chapel to 31(16-00215-11-PV), Phase 3)	2017-00002907	1287 - Civiltech Engineering, Inc.	305	\$358,742.00	\$356,405.51	\$2,336.49
LongmdwTollOnCal.P2 (Longmeadow Pkwy (C-4) - Stantec (19-00215-23-MS)(21-00215-27-MS), Phase 2)	2021-00002289	3918 - Stantec Consulting Services Inc	305	\$600,000.00	\$407,041.26	\$192,958.74
LongmeadowC2.Const (Longmeadow Pkwy (C-2) - Sandbloom to Route 25 (18-00215-21-BR), Construction)	2020-00001123	1021 - State of Illinois Treasurer - IDOT	302	\$1,326,423.63	\$173,576.37	\$1,326,423.63
LongmeadowC2.P3 (Longmeadow Pkwy (C-2) - Sandbloom to Route 25 (18-00215-21-BR), Phase 3)	2020-00000664	1017 - Alfred Benesch & Company	305	\$2,091,342.28	\$1,865,044.71	\$226,297.57
LongmeadowC3.Const (Longmeadow Pkwy (C-3) - Route 25 Improvements (18-00215-22-CH), Construction)	2019-00000164	1021 - State of Illinois Treasurer - IDOT	305	\$560,000.00	\$38,816.00	\$521,184.00
LongmeadowC3.P3 (Longmeadow Pkwy (C-3) - Route 25 Improvements (18-00215-22-CH), Phase 3)	2018-00001926	11866 - Clark Dietz, Inc.	305	\$17,483.93	\$0.00	\$17,483.93
LongSoilRemed.Const (Longmeadow Pkwy (C-2a) Soil Remediation (21-00215-28-CH), Construction)	2023-00000540	2947 - Southwind Industries dba Bluff City Materi.	305	\$9,946,609.00	\$7,922,827.35	\$2,023,781.65
LongTollBOSVendr.P2 (Longmeadow Pkwy (C-4) - Toll Facility ETC (BOS) (17-00215-22-MS), Phase 2)	2020-00002429	12833 - Electronic Transaction Consultants LLC	305	\$561,072.82	\$486,072.82	\$75,000.00
MainOvrBlkbryCr.Const (Main Street Over Blackberry Creek at IL 47 (08-00385-00-BR), Construction)	2019-00000525	1021 - State of Illinois Treasurer - IDOT	305	\$408,644.00	\$225,938.24	\$182,705.76
MontgomeryHowell.P2 (Montgomery Road at Howell Pl (23-00586-00-TL), Phase 2)	2024-00000328	3199 - HDR Engineering, Inc.	305	\$854,832.00	\$374,234.04	\$480,597.96
MontVirgilHSIP.Const (Montgomery Rd Virgil Gilman HSIP(20-00524-01-SP)(19-00524-00-SP), Construction)	2022-00001647	1021 - State of Illinois Treasurer - IDOT	302	\$24,326.17	\$0.00	\$24,326.17
MontVirgilHSIP.P2 (Montgomery Rd Virgil Gilman HSIP(20-00524-01-SP)(19-00524-00-SP), Phase 2)	2026-00001594	9814 - Kinley-Horn & Associates, Inc.	302	\$133,633.00	\$111,706.12	\$21,926.88

Project	PO #	Vendor	Fund	PO Line Item Amount	Expensed Line Item Amount	Remaining Line Item Amount
NOM.NOMFY24 (Network Operations & Management (NOM), Network Operations & Management (24-00365-10-EG))	2024-00002526	14737 - Atlas Technical Consultants, LLC	305	\$525,000.00	\$255,936.46	\$269,063.54
OrchJerUS30HSIP.Const (Orchard from Jericho to US30 HSIP (18-00493-00-SP), Construction)	2021-00001318	1021 - State of Illinois Treasurer - IDOT	305	\$141,902.75	\$124,451.37	\$17,451.38
PavementMarking.Urethane (Pavement Marking, Urethane Marking (Striping))	2025-00001553	1052 - AC Pavement Striping Co.	305	\$467,900.76	\$183,977.44	\$283,923.32
PavementPreserv.Const (Pavement Preservation, Construction)	2025-00001552	1052 - AC Pavement Striping Co.	304	\$794,755.40	\$472,030.58	\$322,724.82
PavemtResurfcing.Const.Resurfacing (Pavement Resurfacing, Construction, Resurfacing)	2025-00001104	7862 - Builders Paving, LLC	302	\$5,948,000.00	\$5,096,989.46	\$851,010.54
PavemtResurfcing.Const.Resurfacing (Pavement Resurfacing, Construction, Resurfacing)	2025-00001104	7862 - Builders Paving, LLC	304	\$300,000.00	\$0.00	\$300,000.00
PavemtResurfcing.Const.Resurfacing (Pavement Resurfacing, Construction, Resurfacing)	2025-00001501	1011 - Curran Contracting Company	304	\$4,634,773.18	\$3,371,093.89	\$1,263,679.29
PlankCountyEngel.P2 (Plank Road County Line Rd to Engel Road HSIP (22-00553-00-SP), Phase 2)	2023-00000507	9814 - Kimley-Horn & Associates, Inc.	305	\$655,545.00	\$305,199.37	\$350,345.63
PlankEngelWaugh.Const (Plank Road Engel to Waughon HSIP (19-00524-00-SP), Construction)	2024-00000327	1021 - State of Illinois Treasurer - IDOT	302	\$580,842.51	\$0.00	\$580,842.51
PlankEngelWaugh.P2 (Plank Road Engel to Waughon HSIP (19-00524-00-SP), Phase 2)	2020-00001594	9814 - Kimley-Horn & Associates, Inc.	302	\$446,500.00	\$440,218.55	\$6,281.45
PlankEngelWaugh.P3 (Plank Road Engel to Waughon HSIP (19-00524-00-SP), Phase 3)	2024-00000826	1205 - CIORBA Group, Inc.	302	\$199,177.54	\$175,158.21	\$24,019.33
PlankRomkeBriar.P2 (Plank Road HSIP Romke to Brier Hill (21-00540-00-SP), Phase 2)	2022-00000261	9814 - Kimley-Horn & Associates, Inc.	305	\$830,876.00	\$505,723.44	\$325,152.56
RandallHoppsReal.P2 (Randall Road and Hopps Intersection Realignment (19-00511-00-CH), Phase 2)	2023-00001462	1059 - Christopher B. Burke Engineering, Ltd.	302	\$4,589,458.00	\$2,263,710.93	\$2,325,747.07
RandallHoppsReal.P2 (Randall Road and Hopps Intersection Realignment (19-00511-00-CH), Phase 2)	2026-00000014	1054 - ComEd	302	\$1,000,000.00	\$0.00	\$1,000,000.00
RandallwideIL72.P2 (Randall Road at IL 72 (19-00514-00-WR), Phase 2)	2023-00000677	5244 - BLA, Inc.	302	\$661,962.87	\$647,028.29	\$14,934.58
RandallwideIL72.P3 (Randall Road at IL 72 (19-00514-00-WR), Phase 3)	2025-00002443	1809 - Stanley Consultants, Inc.	558	\$1,030,037.46	\$0.00	\$1,030,037.46
RandBigTimber.P2 (Randall Road at Big Timber (19-00369-01-CH), Phase 2)	2023-00001075	1053 - Hampton Lenzini & Renwick, Inc.	302	\$769,420.00	\$738,035.78	\$31,384.22
RandHighland.P1 (Randall Road and Highland Intersection (21-00544-00-CH), Phase 1)	2022-00001113	1059 - Christopher B. Burke Engineering, Ltd.	305	\$1,317,046.00	\$433,030.94	\$884,015.06
RandRoute20.P1 (Randall Road and Route 20 (19-00520-00-PV), Phase 1)	2024-00002120	5244 - BLA, Inc.	302	\$3,782,037.28	\$670,210.97	\$3,111,826.31
RdlTransitImp.P1 (Randall Road Multi-Modal Corridor Study (21-00539-00-TD), Phase 1)	2022-00001835	1017 - Alfred Benesch & Company	305	\$1,252,110.00	\$1,050,954.17	\$201,155.83
RecessivePavMark.Const (Recessed Reflective Pavement Marker HSIP (22-00557-00-SP), Construction)	2025-00001661	1021 - State of Illinois Treasurer - IDOT	305	\$65,434.50	\$36,665.62	\$28,768.88
RecessivePavMark.P2 (Recessed Reflective Pavement Marker HSIP (22-00557-00-SP), Phase 2)	2023-00000507	9814 - Kimley-Horn & Associates, Inc.	305	\$84,400.00	\$76,165.90	\$8,234.10
RIK.5310FedOps (Ride in Kane Program, 5310 Federal Operations)	2025-00000021	2514 - PACE Suburban Bus	305	\$2,500,000.00	\$1,885,420.40	\$614,579.60
RIK.KDOTSponsor (Ride in Kane Program, KDOT Sponsor)	2025-00001779	2514 - PACE Suburban Bus	305	\$112,225.16	\$15,166.72	\$97,058.44
RIK.Sponsors (Ride in Kane Program, Sponsors)	2025-00001780	2514 - PACE Suburban Bus	305	\$1,186,105.00	\$191,004.88	\$995,100.12
RIK.Veterans (Ride in Kane Program, Veterans Assistance Commission (VAC) - Medical)	2025-00000004	2514 - PACE Suburban Bus	305	\$70,447.39	\$8,875.53	\$61,571.86
RndIWeldUS20R.Const (Randall Road and Weld US20 Ramp (14-00446-00-CH), Construction)	2019-00000965	1021 - State of Illinois Treasurer - IDOT	305	\$1,887,178.80	\$1,042,603.05	\$844,575.75
StrnBrSt5A.Const (Stearns Road at Randall Road (14-00214-28-CH), Construction)	2019-00000519	1021 - State of Illinois Treasurer - IDOT	305	\$431,754.52	\$90,850.55	\$340,903.97
Traffic.TSMOFY24 (Traffic Signal Management Operation Services (TSMO)(TSMO), Traffic Signal Management Operation Services)	2024-00002487	11864 - Iteris, Inc.	305	\$950,000.00	\$343,812.38	\$606,187.62
TrafficEngAssist.OnCallTraSafe24 (Traffic Engineering Assistance, On-Call Traffic Safety Engineering (Thomas)(24-00494-02-EG))	2025-00000741	7579 - Thomas Engineering Group, LLC	304	\$500,000.00	\$47,624.29	\$452,375.71
TraffSigLghtMnt.TraffSigLMaint (Traffic Signal & Light Maintenance, Traffic Signal Maintenance)	2022-00001663	9385 - H&H Electric Co.	304	\$5,131,287.46	\$4,243,616.67	\$887,670.79
TraffSigLghtMnt.TraffSigLMaint (Traffic Signal & Light Maintenance, Traffic Signal Maintenance)	2025-00002057	1063 - Meade, Inc.	304	\$6,056,694.47	\$0.00	\$6,056,694.47
TyrrellRayMason.P1 (Tyrrell Rd - Raymond Drive to Mason Road (23-00562-00-PW), Phase 1)	2023-00001330	1233 - Crawford, Murphy & Tilly, Inc.	305	\$623,711.00	\$361,797.62	\$261,913.38
US30IL47toIL31.Const (Orchard Road US30 Intersection Improvements (17-00488-00-CH), Construction)	2022-00000383	1021 - State of Illinois Treasurer - IDOT	302	\$2,286,548.45	\$1,093,401.66	\$1,193,146.79
WenmothFabyan.P2 (Wenmoth Road at Fabyan Parkway (19-00519-00-ES)(22-00560-00-TL), Phase 2)	2020-00000091	1051 - V3 Companies, LTD	300	\$41,984.27	\$304.28	\$41,679.99
WenmothMainSt.P2 (Wenmoth Road at Main Street Road(19-00519-00-ES)(22-00561-00-CH), Phase 2)	2020-00000091	1051 - V3 Companies, LTD	300	\$29,834.28	\$0.00	\$29,834.28
WenmothMainSt.P2 (Wenmoth Road at Main Street Road(19-00519-00-ES)(22-00561-00-CH), Phase 2)	2020-00000091	1051 - V3 Companies, LTD	560	\$120,415.50	\$117,683.66	\$2,731.84
	2021-00001643	13174 - Byrne Software Technologies, Inc.	300	\$257,701.52	\$252,416.47	\$5,285.05
	2023-00000678	3650 - Chicago Metropolitan Agency for Planning	305	\$34,500.00	\$30,000.00	\$4,500.00
	2024-00000825	10059 - OpenGov, Inc.	300	\$192,682.34	\$125,297.00	\$67,385.34
	2024-00002048	9770 - Accela, Inc.	300	\$134,328.79	\$49,835.76	\$84,493.03
	2025-00000045	5933 - Urban Elevator Service, LLC	300	\$4,245.00	\$4,127.37	\$117.63
	2025-00000064	12859 - Ratliff Landscaping Inc	300	\$19,000.00	\$18,999.95	\$0.05
	2025-00000081	1216 - Waste Management of Illinois - West	300	\$10,400.00	\$10,259.22	\$140.78
	2025-00000318	3245 - Paddock Publications (Daily Herald)	300	\$2,000.00	\$0.00	\$2,000.00
	2025-00000524	8930 - Impact Networking, LLC	300	\$450.00	\$387.20	\$62.80
	2025-00000525	13153 - Toshiba America Business Solutions, Inc	300	\$300.00	\$61.92	\$238.08
	2025-00000526	13153 - Toshiba America Business Solutions, Inc	300	\$200.00	\$69.44	\$130.56
	2025-00000527	13153 - Toshiba America Business Solutions, Inc	300	\$1,000.00	\$84.10	\$915.90
	2025-00000528	13153 - Toshiba America Business Solutions, Inc	300	\$4,000.00	\$3,042.31	\$957.69
	2025-00000548	3186 - Insight Public Sector Inc	300	\$48.00	\$0.00	\$48.00
	2025-00000613	14168 - Allied Door Inc.	300	\$480.00	\$0.00	\$480.00
	2025-00000959	13077 - Amrize Mid-America, Inc.	300	\$2,020.00	\$0.00	\$2,020.00
	2025-00000959	13077 - Amrize Mid-America, Inc.	300	\$1,495.00	\$287.64	\$1,207.36
	2025-00000959	13077 - Amrize Mid-America, Inc.	300	\$12,000.00	\$1,846.08	\$10,153.92
	2025-00001190	14797 - South Town Refrigeration, LLC dba Premi	300	\$4,000.00	\$0.00	\$4,000.00
	2025-00001194	1045 - City of Aurora	304	\$1,018,000.00	\$0.00	\$1,018,000.00
	2025-00001682	1195 - R.J. O'Neil, Inc.	300	\$1,500.00	\$0.00	\$1,500.00
	2025-00002038	14983 - P.R. Streich & Sons, Inc.	300	\$4,850.00	\$0.00	\$4,850.00
	2025-00002132	1229 - ThermFlo, Inc.	300	\$1,305.00	\$0.00	\$1,305.00

Project	PO #	Vendor	Fund	PO Line Item Amount	Expensed Line Item Amount	Remaining Line Item Amount
	2025-00002133	12772 - Truck Country of Illinois	300	\$2,524.80	\$0.00	\$2,524.80
	2025-00002223	9178 - Red Wing Shoe Store	304	\$11,000.00	\$8,117.16	\$2,882.84
	2025-00002321	1011 - Curran Contracting Company	304	\$3,750.00	\$2,755.50	\$994.50
	2025-00002494	12794 - Grimco, Inc.	300	\$2,247.50	\$0.00	\$2,247.50
	2025-00002494	12794 - Grimco, Inc.	300	\$2,958.00	\$0.00	\$2,958.00
	2025-00002495	7628 - RoadSafe Traffic Systems	304	\$7,100.00	\$0.00	\$7,100.00
	2025-00002495	7628 - RoadSafe Traffic Systems	304	\$650.00	\$0.00	\$650.00
	2026-00000001	1043 - Cargill, Incorporated dba Salt, Road Safety	304	\$1,061,959.99	\$69,225.45	\$992,734.54
	2026-00000017	14168 - Allied Door Inc.	300	\$944.00	\$0.00	\$944.00
	2026-00000019	13368 - K-Tech Specialty Coatings, LLC	300	\$8,685.00	\$0.00	\$8,685.00
	2026-00000019	13368 - K-Tech Specialty Coatings, LLC	300	\$386.00	\$0.00	\$386.00
	2026-00000029	2109 - Gasaway Distributors, Inc.	304	\$114.00	\$111.72	\$2.28
	2026-00000053	9225 - Petroleum Traders Corporation	304	\$261,000.00	\$43,870.57	\$217,129.43
	2026-00000065	1115 - Bonnell Industries, Inc.	304	\$21,395.00	\$0.00	\$21,395.00
	2026-00000066	15092 - M-B Companies, Inc.	304	\$441,207.73	\$0.00	\$441,207.73
	2026-00000076	14287 - CIT Trucks, LLC	304	\$208,162.84	\$198,162.84	\$10,000.00
	2026-00000076	14287 - CIT Trucks, LLC	304	\$159,499.19	\$150,499.19	\$9,000.00
	2026-00000076	14287 - CIT Trucks, LLC	304	\$159,499.19	\$150,499.19	\$9,000.00
	2026-00000076	14287 - CIT Trucks, LLC	304	\$159,499.19	\$150,499.19	\$9,000.00
	2026-00000076	14287 - CIT Trucks, LLC	304	\$159,499.19	\$150,499.19	\$9,000.00
	2026-00000077	5540 - The Tree House, Inc.	300	\$96.25	\$0.00	\$96.25
	2026-00000077	5540 - The Tree House, Inc.	300	\$125.43	\$0.00	\$125.43
	2026-00000077	5540 - The Tree House, Inc.	300	\$125.43	\$0.00	\$125.43
	2026-00000077	5540 - The Tree House, Inc.	300	\$125.43	\$0.00	\$125.43
	2026-00000078	3578 - Warehouse Direct, Inc.	300	\$2,000.00	\$0.00	\$2,000.00
	2026-00000091	9287 - Rush Truck Centers of Illinois, Inc.	304	\$1,495.06	\$0.00	\$1,495.06
	2026-00000091	9287 - Rush Truck Centers of Illinois, Inc.	304	\$266.00	\$0.00	\$266.00
	2026-00000092	1195 - R.J. O'Neil, Inc.	300	\$3,209.00	\$0.00	\$3,209.00
	2026-00000092	1195 - R.J. O'Neil, Inc.	300	\$1,750.00	\$0.00	\$1,750.00
	2026-00000103	1360 - Feece Oil Company	304	\$3,968.00	\$0.00	\$3,968.00
	2026-00000104	1168 - Jaeger, J Patrick	300	\$48,000.00	\$4,000.00	\$44,000.00
	2026-00000115	1216 - Waste Management of Illinois - West	300	\$11,400.00	\$0.00	\$11,400.00
	2026-00000116	5933 - Urban Elevator Service, LLC	300	\$4,245.00	\$317.49	\$3,927.51
	2026-00000117	9876 - Eco Clean Maintenance, Inc.	300	\$45,000.00	\$3,006.00	\$41,994.00
	2026-00000118	1191 - Alarm Detection Systems, Inc.	300	\$10,500.00	\$0.00	\$10,500.00
	2026-00000119	3509 - DS Services of America, Inc. dba Primo Wat	300	\$3,000.00	\$277.44	\$2,722.56
	2026-00000124	2225 - Cintas Corporation	300	\$5,500.00	\$335.80	\$5,164.20
	2026-00000125	2225 - Cintas Corporation	304	\$20,000.00	\$1,205.46	\$18,794.54
	2026-00000126	1633 - Culligan Tri City Soft Water	300	\$2,496.00	\$0.00	\$2,496.00
KDOT: IL 47/US 30 at Waterpark Way to Jericho Rd	TBD	IDOT	305	\$58,885.20	\$0.00	\$58,885.20
12-00192-04-BR; Const & Maint Overpass Agreement	TBD	UPRR	302	\$156,185.00	\$0.00	\$156,185.00
19-00514-00-WR; Randallwidell72.Const	TBD	Martam	558	\$4,801,581.14	\$0.00	\$4,801,581.14
19-00511-00-CH; RandallHoppsReal.ROW	TBD	Various ROW	302	\$862,920.00	\$0.00	\$862,920.00
4 Body & Equip packages with installation	TBD	Henderson Truck Equipment	304	\$668,884.00	\$0.00	\$668,884.00
12-00192-04-BR; Kirk over UP	TBD	ROW - Undesser	302	\$102,500.00	\$0.00	\$102,500.00
Unleaded Fuel	TBD	Mansfield	304	\$80,000.00	\$0.00	\$80,000.00
120042600FL.Maint (Brundige Rd_Amendment to Res. 15-50)	TBD	UPPR & Blackberry Township	304	\$64,685.40	\$0.00	\$64,685.40
120042600FL.Maint (LaFox RdAmendment to Res. 15-51)	TBD	UPPR	304	\$72,275.40	\$0.00	\$72,275.40
25-00584-00-CH; BurlingSilvGlen.P1	TBD	GFT Infrastructure	302	\$379,682.00	\$0.00	\$379,682.00
19-00511-00-CH, ROW	TBD	Fox Ridge Homeowners Assoc	302	\$73,900.00	\$0.00	\$73,900.00
				<b>\$157,359,653.42</b>	<b>\$75,121,608.31</b>	<b>\$82,238,045.11</b>

SS.

COUNTY OF KANE )

**RESOLUTION NO. TMP-26-082**

**AUTHORIZING THREE (3) PROCUREMENT CARDS ISSUED TO THE KANE  
COUNTY DIVISION OF TRANSPORTATION AND THE TRANSACTION  
LIMITS THEREOF**

WHEREAS, the Kane County Board approved Resolution #22-21 on January 11, 2022, amending the Kane County Financial Policies regarding the use and administration of Kane County procurement cards; and

WHEREAS, the amended Financial Policies regarding procurement cards require each department head to obtain the advice and consent of their standing committee regarding the number of procurement cards issued within their department and the single and monthly transaction limits set for each card; and

WHEREAS, the Financial Policies regarding procurement cards require the number of procurement cards issued and the transaction limits established for each card to be reviewed annually by the standing committee to which the cardholder's department head reports as well as by the Finance Committee; and

WHEREAS, the Transportation and the Finance Committees of the Kane County Board have reviewed the three (3) procurement cards issued to the Kane County Division of Transportation, along with the single and monthly transaction limits established for each procurement card, copies of which are attached hereto as Exhibit "1" for reference.

NOW, THEREFORE, BE IT RESOLVED by the Transportation and the Finance Committees of the Kane County Board that the three (3) procurement cards, and their single and monthly transaction limits, a copy of which is attached as Exhibit 1, have been reviewed by each respective committee and are hereby approved.

Passed by the Transportation Committee on January 20, 2026 and by the Finance Committee on January 28, 2026.

Vern Tepe  
Transportation Committee Chair  
Kane County, Illinois

Bill Lenert  
Finance Committee Chair  
Kane County, Illinois

Vote:

**2026 Kane County Division of Transportation**  
**P-Card Holder and Transaction Limits**

<b>Name</b>	<b>Department</b>	<b>Single Purchase</b>	<b>Credit Limit</b>
Mike Zakosek	Kane County Division of Transportation	\$5,000.00	\$15,000.00
Mike Way	Kane County Division of Transportation	\$5,000.00	\$15,000.00
Heidi Files	Kane County Division of Transportation	\$5,000.00	\$15,000.00



## RESOLUTION / ORDINANCE EXECUTIVE SUMMARY ADDENDUM

### **Title**

Authorizing Three (3) Procurement Cards Issued to the Kane County Division of Transportation and the Transaction Limits Thereof

### **Committee Flow:**

Transportation Committee, Finance and Budget Committee

### **Contact:**

Ashley Young, 630.406.7302

### **Budget Information:**

Was this item budgeted? N/A	Appropriation Amount: \$ N/A
If not budgeted, explain funding source: N/A	
Was this item passed through the appropriate committee? N/A	

### **Summary:**

Per the Procurement Card (p-card) policy, each year the number of p-cards issued and the transaction limits established for each County department/office shall be approved annually by the standing committee to which the department/office reports and by the Finance Committee.

This resolution authorizes the number of procurement cards (P-card) issued to the Kane County Division of Transportation (KDOT) and the cards monthly and single purchase transaction limits. KDOT has three (3) p-cards issued in the name of Mike Zakosek, Mike Way, and Heidi Files each with single purchase limits of \$5,000 and monthly transaction limits of \$15,000.

Staff recommends approval.

STATE OF ILLINOIS )

SS.

COUNTY OF KANE )

**REPORT NO. TMP-26-046**

**MAINTENANCE REPORT**



## KANE COUNTY DIVISION OF TRANSPORTATION

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### **Maintenance Department Monthly Report – January 20, 2026**

#### Maintenance Activities

- Winter operation – snow and ice removal
- Tree trimming/brush cutting
- Roadway surface patching
- Anti-icing bridge decks

As of January 8th, we have been out 20 times this season with an estimated salt usage of 4100 tons.

This time last year, we had been out 12 times and used about 1600 tons of salt.

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Attachments: None

Detailed information available from: Michael Way, Maintenance Superintendent  
630-406-7359

STATE OF ILLINOIS )

SS.

COUNTY OF KANE )

## RESOLUTION NO. TMP-26-042

### APPROVING ADOPT-A-HIGHWAY APPLICANTS

WHEREAS, the Illinois Highway Code of the Illinois Compiled Statutes (605 ILCS 120/1 et seq.) provides for the establishment of Adopt a Highway Programs by counties and various units of government throughout the State of Illinois to support anti-litter efforts by allowing groups of private citizens to adopt a segment of highway for the purpose of litter and refuse collection; and

WHEREAS, the County has enacted and otherwise established, pursuant to Kane County Board Ordinance No. 13-267, the Kane County Adopt-A-Highway Program in conformance with the Illinois Highway Code, which program is intended to assist the County in its efforts to remove refuse and litter from County highway right of way and otherwise beautify the County Highway System; and

WHEREAS, those groups whose names are set forth in the list attached (a copy of which is on file in the office of the Kane County Clerk) have submitted applications for participation in the Kane County Adopt-A-Highway Program; and

WHEREAS, each of the groups' applications have been reviewed and approved by the County Engineer of Kane County and have subsequently been approved by the Transportation Committee of the Kane County Board; and

WHEREAS, the approval of the applicants for participation in the Kane County Adopt-A-Highway Program will facilitate the County's litter collection efforts on County highways and will aid in the beautification of all County highways whether in urban or rural areas of the County.

NOW, THEREFORE, BE IT RESOLVED by the Kane County Board that the applicant(s) listed in Exhibit A for participation in the Kane County Adopt-A-Highway Program are hereby approved.

Passed by the Kane County Board on February 10, 2026.

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

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Corinne M. Pierog MA, MBA  
Chairman, County Board  
Kane County, Illinois

**EXHIBIT A**

<u>Applicants (NEW)</u>	<u>Road</u>	<u>Distance</u>
In Memory of Matt Nicolosi	Plank Road from Waughon Rd to Main Street	1 Mile (Both Sides)
Team Prime	Walker Road from IL Route 72 to Allen Road	1.5 Miles (Both Sides)
Ryder's Don't Play MC	Montgomery Road from River Road to Douglas Avenue	1 Mile (Both Sides)



## RESOLUTION / ORDINANCE EXECUTIVE SUMMARY ADDENDUM

### Title

Approving Adopt-A-Highway Applicants

### **Committee Flow:**

Transportation Committee, Executive Committee, County Board

### **Contact:**

Michael Way, 630.406.7359

### **Budget Information:**

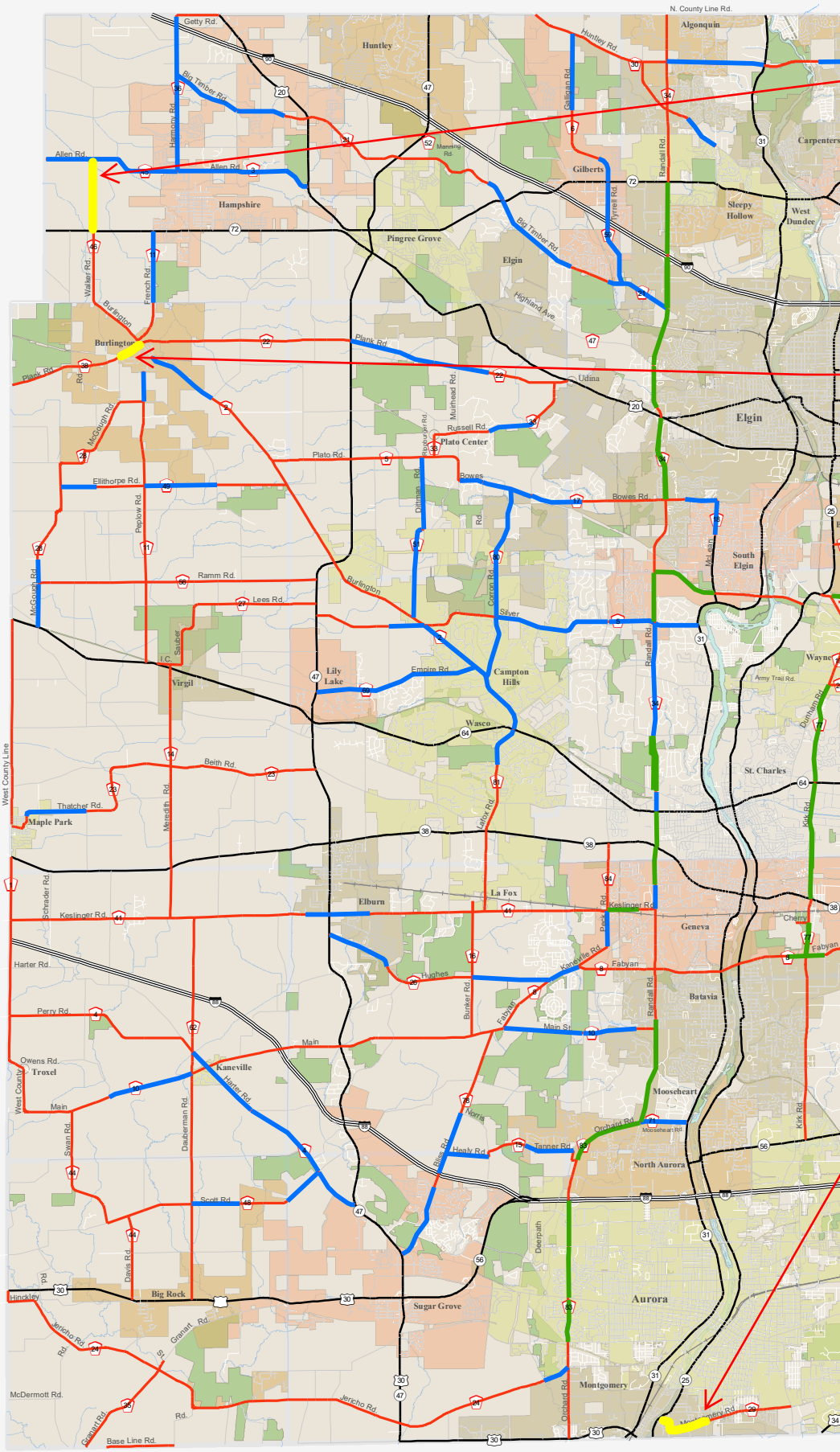
Was this item budgeted? N/A	Appropriation Amount: \$N/A
If not budgeted, explain funding source: N/A	
Was this item passed through the appropriate committee? Yes	

### **Summary:**

Pursuant to Kane County Board Ordinance No. 13-267, Kane County Adopt-A-Highway Program, staff requests consideration of the attached resolution which approves the following Adopt-A-Highway applicant(s).

#### NEW APPLICANT:

1. In Memory of Matt Nicolosi  
Plank Road from Waughon Road to Main Street  
1 Mile (Both Sides)
2. Team Prime  
Walker Road from IL Route 72 to Allen Road  
1.5 Miles (Both Sides)
3. Ryder's Don't Play MC  
Montgomery Road from River Road to Douglas Avenue  
1 Mile (Both Sides)



**Team Prime**  
Walker Road from  
IL Route 72 to Allen Road  
1.5 Miles (Both Sides)



**In Memory of Matt Nicolesi**  
Plank Road from Waughan Rd  
to Main Street  
1 Mile (Both Sides)

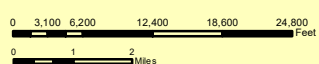
**Ryder's Don't Play MC**  
Montgomery Road from River  
Road to Douglas Avenue  
1 Mile (Both Sides)

- Half Route
- Full Route
- KDOT Jurisdiction

**Legend**

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

# Adopt-A-Highway Map January 5, 2026



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## RESOLUTION / ORDINANCE EXECUTIVE SUMMARY ADDENDUM

### **Title**

Approvoving an Agreement with Genuine Parts Company D/B/A NAPA Auto Parts of Atlanata, Georgia for Non-OEM Parts and Supplies for for the Kane County Division of Transportation

### **Committee Flow:**

Transportation Committee, Executive Committee, County Board

### **Contact:**

Michael Way 630.406.7359

### **Budget Information:**

Was this item budgeted? Yes	Appropriation Amount: \$75,000.00
If not budgeted, explain funding source: N/A	
Was this item passed through the appropriate committee? Yes	

### **Summary:**

Vendor: Napa Auto Parts

Appropriation: Vehicles:     \$60,000  
                  Equipment:    \$15,000

Comments: Kane County Division of Transportation staff worked with the Purchasing Department to find a contract with Napa Auto Parts via Sourcewell contract 100124-GPC for the purchase of non-OEM parts and supplies for vehicles and equipment. The amount is based on an accumulation of twelve (12) months of purchasing records for the Kane County Division of Transportation. This is in the FY26 Transportation Budget.

Staff recommends approval.

**MASTER AGREEMENT #100124****CATEGORY: Aftermarket Vehicle Parts and Supplies****SUPPLIER: Genuine Parts Company dba NAPA Auto Parts**

This Master Agreement (Agreement) is between Sourcewell, a Minnesota service cooperative located at 202 12th Street Northeast, P.O. Box 219, Staples, MN 56479 (Sourcewell) and Genuine Parts Company dba NAPA Auto Parts, 2999 Wildwood Parkway, Atlanta, GA 30339 (Supplier).

Sourcewell is a local government and service cooperative created under the laws of the State of Minnesota (Minnesota Statutes Section 123A.21) offering a Cooperative Purchasing Program to eligible participating government entities.

Under this Master Agreement entered with Sourcewell, Supplier will provide Included Solutions to Participating Entities through Sourcewell's Cooperative Purchasing Program.

**Article 1:  
General Terms**

The General Terms in this Article 1 control the operation of this Master Agreement between Sourcewell and Supplier and apply to all transactions entered by Supplier and Participating Entities. Subsequent Articles to this Master Agreement control the rights and obligations directly between Sourcewell and Supplier (Article 2), and between Supplier and Participating Entity (Article 3), respectively. These Article 1 General Terms control over any conflicting terms. Where this Master Agreement is silent on any subject, Participating Entity and Supplier retain the ability to negotiate mutually acceptable terms.

- 1) **Purpose.** Pursuant to Minnesota law, the Sourcewell Board of Directors has authorized a Cooperative Purchasing Program designed to provide Participating Entities with access to competitively awarded cooperative purchasing agreements. To facilitate the Program, Sourcewell has awarded Supplier this cooperative purchasing Master Agreement following a competitive procurement process intended to meet compliance standards in accordance with Minnesota law and the requirements contained herein.
- 2) **Intent.** The intent of this Master Agreement is to define the roles of Sourcewell, Supplier, and Participating Entity as it relates to Sourcewell's Cooperative Purchasing Program.
- 3) **Participating Entity Access.** Sourcewell's Cooperative Purchasing Program Master Agreements are available to eligible public agencies (Participating Entities). A Participating Entity's authority to access Sourcewell's Cooperative Purchasing Program is determined through the laws of its respective jurisdiction.
- 4) **Supplier Access.** The Included Solutions offered under this Agreement may be made available to any Participating Entity. Supplier understands that a Participating Entity's use of this Agreement is at the Participating Entity's sole convenience. Supplier will educate its sales and service forces about Sourcewell eligibility requirements and required documentation. Supplier will be responsible for ensuring sales are with Participating Entities.



- 5) **Term.** This Agreement is effective upon the date of the final signature below. The term of this Agreement is four (4) years from the effective date. The Agreement expires at 11:59 P.M. Central Time on January 10, 2029, unless it is cancelled or extended as defined in this Agreement.
- a) **Extensions.** Sourcewell and Supplier may agree to up to three (3) additional one-year extensions beyond the original four-year term. The total possible length of this Agreement will be seven (7) years from the effective date.
- b) **Exceptional Circumstances.** Sourcewell retains the right to consider additional extensions as required under exceptional circumstances.
- 6) **Survival of Terms.** Notwithstanding the termination of this Agreement, the obligations of this Agreement will continue through the performance period of any transaction entered between Supplier and any Participating Entity before the termination date.
- 7) **Scope.** Supplier is awarded a Master Agreement to provide the solutions identified in (Solicitation #100124) to Participating Entities. In Scope solutions include:
- a) Aftermarket repair, replacement, and maintenance parts, supplies, and services for gasoline, diesel, compressed natural gas (CNG), propane, hybrid, and electric automobiles, sport utility vehicles (SUV), light duty trucks, medium duty trucks, heavy duty and vocational trucks, buses, and motorcycles.
- 8) **Included Solutions.** Supplier's Proposal to the above referenced RFP is incorporated into this Master Agreement. Only those Solutions included within Supplier's Proposal and within Scope (Included Solutions) are included within the Agreement and may be offered to Participating Entities.
- 9) **Indefinite Quantity.** This Master Agreement defines an indefinite quantity of sales to eligible Participating Entities.
- 10) **Pricing.** Pricing information (including Pricing and Delivery and Pricing Offered tables) for all Included Solutions within Supplier's Proposal is incorporated into this Master Agreement.
- 11) **Not to Exceed Pricing.** Suppliers may not exceed the prices listed in the current Pricing List on file with Sourcewell when offering Included Solutions to Participating Entities. Participating Entities may request adjustments to pricing directly from Supplier during the negotiation and execution of any transaction.
- 12) **Open Market.** Supplier's open market pricing process is included within its Proposal.
- 13) Supplier Representations:**
- i) **Compliance.** Supplier represents and warrants it will provide all Included Solutions under this Agreement in full compliance with applicable federal, state, and local laws and regulations.

ii) **Licenses.** As applicable, Supplier will maintain a valid status on all required federal, state, and local licenses, bonds, and permits required for the operation of Supplier's business with Participating Entities. Participating Entities may request all relevant documentation directly from Supplier.

iii) **Supplier Warrants.** Supplier warrants that all Included Solutions furnished under this Agreement are free from liens and security interests, and are subject to the terms of written warranties of the manufacturer of the applicable product within the Included Solutions, and Supplier shall use reasonable commercial efforts to assist the Participating Entity in processing all warranty claims that the Participating Entity may have against a manufacturer. The manufacturer's warranty will be the sole and exclusive remedy of the Participating Entity in connection with any claims concerning the Included Solutions supplied hereunder. ALL OTHER WARRANTIES, BOTH EXPRESS AND IMPLIED, INCLUDING ANY IMPLIED WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE, ARE HEREBY EXCLUDED. Copies of the manufacturers' warranties are available to the Participating Entity upon request. Supplier will pass through all available warranty benefits from the applicable manufacturer to the Participating Entity to the extent permitted by contract or law.

14) **Bankruptcy Notices.** Supplier certifies and warrants it is not currently in a bankruptcy proceeding. Supplier has disclosed all current and completed bankruptcy proceedings within the past seven years within its Proposal. Supplier must provide notice in writing to Sourcewell if it enters a bankruptcy proceeding at any time during the term of this Agreement.

15) **Debarment and Suspension.** Supplier certifies and warrants that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from programs operated by the State of Minnesota, the United States federal government, or any Participating Entity. Supplier certifies and warrants that neither it nor its principals have been convicted of a criminal offense related to the subject matter of this Agreement. Supplier further warrants that it will provide immediate written notice to Sourcewell if this certification changes at any time during the term of this Agreement.

16) **Provisions for non-United States federal entity procurements under United States federal awards or other awards (Appendix II to 2 C.F.R. § 200).** Participating Entities that use United States federal grant or other federal funding to purchase solutions from this Agreement may be subject to additional requirements including the procurement standards of the Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards, 2 C.F.R. § 200. Participating Entities may have additional requirements based on specific funding source terms or conditions. Within this Section, all references to "federal" should be interpreted to mean the United States federal government. The following list only applies when (i) a Participating Entity accesses Supplier's Included Solutions with United States federal funds and (ii) Supplier has provided its prior written consent.

i) **EQUAL EMPLOYMENT OPPORTUNITY.** Except as otherwise provided under 41 C.F.R. § 60, all agreements that meet the definition of "federally assisted construction contract" in 41 C.F.R. § 60-1.3 must include the equal opportunity clause provided under 41 C.F.R. § 60-1.4(b), in accordance with Executive Order 11246, "Equal Employment Opportunity" (30 FR 12319, 12935, 3 C.F.R. §, 1964-1965 Comp., p. 339), as amended by Executive Order 11375, "Amending Executive Order 11246 Relating to Equal Employment Opportunity," and implementing

regulations at 41 C.F.R. § 60, “Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor.” The equal opportunity clause is incorporated herein by reference.

ii) **DAVIS-BACON ACT, AS AMENDED (40 U.S.C. § 3141-3148).** When required by federal program legislation, all prime construction contracts in excess of \$2,000 awarded by non-federal entities must include a provision for compliance with the Davis-Bacon Act (40 U.S.C. § 3141-3144, and 3146-3148) as supplemented by Department of Labor regulations (29 C.F.R. § 5, “Labor Standards Provisions Applicable to Contracts Covering Federally Financed and Assisted Construction”). In accordance with the statute, contractors must be required to pay wages to laborers and mechanics at a rate not less than the prevailing wages specified in a wage determination made by the Secretary of Labor. In addition, contractors must be required to pay wages not less than once a week. The non-federal entity must place a copy of the current prevailing wage determination issued by the Department of Labor in each solicitation. The decision to award a contract or subcontract must be conditioned upon the acceptance of the wage determination. The non-federal entity must report all suspected or reported violations to the federal awarding agency. The contracts must also include a provision for compliance with the Copeland “Anti-Kickback” Act (40 U.S.C. § 3145), as supplemented by Department of Labor regulations (29 C.F.R. § 3, “Contractors and Subcontractors on Public Building or Public Work Financed in Whole or in Part by Loans or Grants from the United States”). The Act provides that each contractor or subrecipient must be prohibited from inducing, by any means, any person employed in the construction, completion, or repair of public work, to give up any part of the compensation to which he or she is otherwise entitled. The non-federal entity must report all suspected or reported violations to the federal awarding agency. Supplier must comply with all applicable Davis-Bacon Act provisions.

iii) **CONTRACT WORK HOURS AND SAFETY STANDARDS ACT (40 U.S.C. § 3701-3708).** Where applicable, all contracts awarded by the non-federal entity in excess of \$100,000 that involve the employment of mechanics or laborers must include a provision for compliance with 40 U.S.C. §§ 3702 and 3704, as supplemented by Department of Labor regulations (29 C.F.R. § 5). Under 40 U.S.C. § 3702 of the Act, each contractor must be required to compute the wages of every mechanic and laborer on the basis of a standard work week of 40 hours. Work in excess of the standard work week is permissible provided that the worker is compensated at a rate of not less than one and a half times the basic rate of pay for all hours worked in excess of 40 hours in the work week. The requirements of 40 U.S.C. § 3704 are applicable to construction work and provide that no laborer or mechanic must be required to work in surroundings or under working conditions which are unsanitary, hazardous or dangerous. These requirements do not apply to the purchases of supplies, materials, or articles ordinarily available on the open market, or contracts for transportation or transmission of intelligence. This provision is hereby incorporated by reference into this Agreement. Supplier certifies that during the term of an award for all Agreements by Sourcwell resulting from this procurement process, Supplier must comply with applicable requirements as referenced above.

iv) **RIGHTS TO INVENTIONS MADE UNDER A CONTRACT OR AGREEMENT.** If the federal award meets the definition of “funding agreement” under 37 C.F.R. § 401.2(a) and the recipient or subrecipient wishes to enter into a contract with a small business firm or nonprofit organization regarding the substitution of parties, assignment or performance of experimental, developmental, or research work under that “funding agreement,” the recipient or subrecipient

must comply with the requirements of 37 C.F.R. § 401, "Rights to Inventions Made by Nonprofit Organizations and Small Business Firms Under Government Grants, Contracts and Cooperative Agreements," and any implementing regulations issued by the awarding agency. Supplier certifies that during the term of an award for all Agreements by Sourcwell resulting from this procurement process, Supplier must comply with applicable requirements as referenced above.

v) **CLEAN AIR ACT (42 U.S.C. § 7401-7671Q.) AND THE FEDERAL WATER POLLUTION CONTROL ACT (33 U.S.C. § 1251-1387).** Contracts and subgrants of amounts in excess of \$150,000 require the non-federal award to agree to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act (42 U.S.C. § 7401- 7671q) and the Federal Water Pollution Control Act as amended (33 U.S.C. § 1251- 1387). Violations must be reported to the Federal awarding agency and the Regional Office of the Environmental Protection Agency (EPA). Supplier certifies that during the term of this Agreement it will comply with applicable requirements as referenced above.

vi) **DEBARMENT AND SUSPENSION (EXECUTIVE ORDERS 12549 AND 12689).** A contract award (see 2 C.F.R. § 180.220) must not be made to parties listed on the government wide exclusions in the System for Award Management (SAM), in accordance with the OMB guidelines at 2 C.F.R. § 180 that implement Executive Orders 12549 (3 C.F.R. § 1986 Comp., p. 189) and 12689 (3 C.F.R. § 1989 Comp., p. 235), "Debarment and Suspension." SAM Exclusions contains the names of parties debarred, suspended, or otherwise excluded by agencies, as well as parties declared ineligible under statutory or regulatory authority other than Executive Order 12549. Supplier certifies that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation by any federal department or agency.

vii) **BYRD ANTI-LOBBYING AMENDMENT, AS AMENDED (31 U.S.C. § 1352).** Suppliers must file any required certifications. Suppliers must not have used federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, a member of Congress, officer or employee of Congress, or an employee of a member of Congress in connection with obtaining any federal contract, grant, or any other award covered by 31 U.S.C. § 1352. Suppliers must disclose any lobbying with non-federal funds that takes place in connection with obtaining any federal award. Such disclosures are forwarded from tier to tier up to the non-federal award. Suppliers must file all certifications and disclosures required by, and otherwise comply with, the Byrd Anti-Lobbying Amendment (31 U.S.C. § 1352).

viii) **RECORD RETENTION REQUIREMENTS.** To the extent applicable, Supplier must comply with the record retention requirements detailed in 2 C.F.R. § 200.333. The Supplier further certifies that it will retain all records as required by 2 C.F.R. § 200.333 for a period of 3 years after grantees or subgrantees submit final expenditure reports or quarterly or annual financial reports, as applicable, and all other pending matters are closed.

ix) **ENERGY POLICY AND CONSERVATION ACT COMPLIANCE.** To the extent applicable, Supplier must comply with the mandatory standards and policies relating to energy efficiency which are contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act.

- x) **BUY AMERICAN PROVISIONS COMPLIANCE.** To the extent applicable, Supplier must comply with all applicable provisions of the Buy American Act. Purchases made in accordance with the Buy American Act must follow the applicable procurement rules calling for free and open competition.
- xi) **ACCESS TO RECORDS (2 C.F.R. § 200.336).** Supplier agrees that duly authorized representatives of a federal agency must have access to any books, documents, papers and records of Supplier that are directly pertinent to Supplier's discharge of its obligations under this Agreement for the purpose of making audits, examinations, excerpts, and transcriptions. The right also includes timely and reasonable access to Supplier's personnel for the purpose of interview and discussion relating to such documents.
- xii) **PROCUREMENT OF RECOVERED MATERIALS (2 C.F.R. § 200.322).** A non-federal entity that is a state agency or agency of a political subdivision of a state and its contractors must comply with Section 6002 of the Solid Waste Disposal Act, as amended by the Resource Conservation and Recovery Act. The requirements of Section 6002 include procuring only items designated in guidelines of the Environmental Protection Agency (EPA) at 40 C.F.R. § 247 that contain the highest percentage of recovered materials practicable, consistent with maintaining a satisfactory level of competition, where the purchase price of the item exceeds \$10,000 or the value of the quantity acquired during the preceding fiscal year exceeded \$10,000; procuring solid waste management services in a manner that maximizes energy and resource recovery; and establishing an affirmative procurement program for procurement of recovered materials identified in the EPA guidelines.
- xiii) **FEDERAL SEAL(S), LOGOS, AND FLAGS.** The Supplier cannot use the seal(s), logos, crests, or reproductions of flags or likenesses of Federal agency officials without specific pre-approval.
- xiv) **NO OBLIGATION BY FEDERAL GOVERNMENT.** The U.S. federal government is not a party to this Agreement or any purchase by a Participating Entity and is not subject to any obligations or liabilities to the Participating Entity, Supplier, or any other party pertaining to any matter resulting from the Agreement or any purchase by an authorized user.
- xv) **PROGRAM FRAUD AND FALSE OR FRAUDULENT STATEMENTS OR RELATED ACTS.** The Contractor acknowledges that 31 U.S.C. § 38 (Administrative Remedies for False Claims and Statements) applies to the Supplier's actions pertaining to this Agreement or any purchase by a Participating Entity.
- xvi) **FEDERAL DEBT.** The Supplier certifies that it is non-delinquent in its repayment of any federal debt. Examples of relevant debt include delinquent payroll and other taxes, audit disallowance, and benefit overpayments.
- xvii) **CONFLICTS OF INTEREST.** The Supplier must notify the U.S. Office of General Services, Sourcewell, and Participating Entity as soon as possible if this Agreement or any aspect related to the anticipated work under this Agreement raises an actual or potential conflict of interest (as described in 2 C.F.R. Part 200). The Supplier must explain the actual or potential conflict in writing in sufficient detail so that the U.S. Office of General Services, Sourcewell, and Participating Entity are able to assess the actual or potential conflict; and provide any additional information as necessary or requested.

xviii) **U.S. EXECUTIVE ORDER 13224.** The Supplier, and its subcontractors, must comply with U.S. Executive Order 13224 and U.S. Laws that prohibit transactions with and provision of resources and support to individuals and organizations associated with terrorism.

xix) **PROHIBITION ON CERTAIN TELECOMMUNICATIONS AND VIDEO SURVEILLANCE SERVICES OR EQUIPMENT.** To the extent applicable, Supplier certifies that during the term of this Agreement it will comply with applicable requirements of 2 C.F.R. § 200.216.

xx) **DOMESTIC PREFERENCES FOR PROCUREMENTS.** To the extent applicable, Supplier certifies that during the term of this Agreement, Supplier will comply with applicable requirements of 2 C.F.R. § 200.322.

## **Article 2: Sourcewell and Supplier Obligations**

The Terms in this Article 2 relate specifically to Sourcewell and its administration of this Master Agreement with Supplier and Supplier's obligations thereunder.

- 1) **Authorized Sellers.** Supplier must provide Sourcewell a current means to validate or authenticate Supplier's authorized dealers, distributors, or resellers which may complete transactions of Included Solutions offered under this Agreement. Sourcewell may request updated information in its discretion, and Supplier agrees to provide requested information within a reasonable time.
- 2) **Product and Price Changes Requirements.** Supplier may request Included Solutions changes, additions, or deletions at any time. All requests must be made in writing by submitting a Sourcewell Price and Product Change Request Form to Sourcewell. At a minimum, the request must:
  - Identify the applicable Sourcewell Agreement number;
  - Clearly specify the requested change;
  - Provide sufficient detail to justify the requested change;
  - Individually list all Included Solutions affected by the requested change, along with the requested change (e.g., addition, deletion, price change); and
  - Include a complete restatement of Pricing List with the effective date of the modified pricing, or product addition or deletion. The new pricing restatement must include all Included Solutions offered, even for those items where pricing remains unchanged.

A fully executed Sourcewell Price and Product Change Request Form will become an amendment to this Agreement and will be incorporated by reference.

- 3) **Authorized Representative.** Supplier will assign an Authorized Representative to Sourcewell for this Agreement and must provide prompt notice to Sourcewell if that person is changed. The Authorized Representative will be responsible for:
  - Maintenance and management of this Agreement;
  - Timely response to all Sourcewell and Participating Entity inquiries; and
  - Participation in reviews with Sourcewell.

Sourcewell's Authorized Representative is its Chief Procurement Officer.



- 4) **Performance Reviews.** Supplier will perform a minimum of one review with Sourcewell per agreement year. The review will cover transactions to Participating Entities, pricing and terms, administrative fees, sales data reports, performance issues, supply chain issues, customer issues, and any other necessary information.
- 5) **Sales Reporting Required.** Supplier is required as a material element to this Master Agreement to report all completed transactions with Participating Entities utilizing this Agreement. Failure to provide complete and accurate reports as defined herein will be a material breach of the Agreement and Sourcewell reserves the right to pursue all remedies available at law including cancellation of this Agreement.
- 6) **Reporting Requirements.** Supplier must provide Sourcewell an activity report of all transactions completed utilizing this Agreement. Reports are due at least once each calendar quarter (Reporting Period). Reports must be received no later than 45 calendar days after the end of each calendar quarter. Supplier may report on a more frequent basis in its discretion. Reports must be provided regardless of the amount of completed transactions during that quarter (i.e., if there are no sales, Supplier must submit a report indicating no sales were made).

The Report must contain the following fields:

- Participating Entity Name (e.g., City of Staples Highway Department);
- Participating Entity Physical Street Address;
- Participating Entity City;
- Participating Entity State/Province;
- Participating Entity Zip/Postal Code;
- Sourcewell Participating Entity Account Number;
- Transaction Description;
- Transaction Purchased Price;
- Sourcewell Administrative Fee Applied; and
- Date Transaction was invoiced/sale was recognized as revenue by Supplier.

If collected by Supplier, the Report may include the following fields as available:

- Participating Entity Contact Name;
- Participating Entity Contact Email Address;
- Participating Entity Contact Telephone Number;

- 7) **Administrative Fee.** In consideration for the support and services provided by Sourcewell, Supplier will pay an Administrative Fee to Sourcewell on all completed transactions to Participating Entities utilizing this Agreement. Supplier will include its Administrative Fee within its proposed pricing. Supplier may not directly charge Participating Entities to offset the Administrative Fee.
- 8) **Fee Calculation.** Supplier's Administrative Fee payable to Sourcewell will be calculated as a stated percentage (listed in Supplier's Proposal) of all completed transactions utilizing this Master Agreement within the preceding Reporting Period. For certain categories, a flat fee may be proposed. The Administrative Fee will be stated in Supplier's Proposal.

- 9) **Fee Remittance.** Supplier will remit fee to Sourcewell no later than 45 calendar days after the close of the preceding calendar quarter in conjunction with Supplier's Reporting Period obligations defined herein. Payments should note the Supplier's name and Sourcewell-assigned Agreement number in the memo; and must be either mailed to Sourcewell above "Attn: Accounts Receivable" or remitted electronically to Sourcewell's banking institution per Sourcewell's Finance department instructions.
- 10) **Noncompliance.** Sourcewell reserves the right to seek all remedies available at law for unpaid or underpaid Administrative Fees due under this Agreement. Failure to remit payment, delinquent payments, underpayments, or other deviations from the requirements of this Agreement may be deemed a material breach and may result in cancellation of this Agreement and disbarment from future Agreements.
- 11) **Audit Requirements.** Pursuant to Minn. Stat. § 16C.05, subdivision 5, the books, records, documents, and accounting procedures and practices relevant to this Agreement are subject to examination by Sourcewell and the Minnesota State Auditor for a minimum of six years from the end of this Agreement. Supplier agrees to fully cooperate with Sourcewell in auditing transactions under this Agreement to ensure compliance with pricing terms, correct calculation and remittance of Administrative Fees, and verification of transactions as may be requested by a Participating Entity or Sourcewell.
- 12) **Assignment, Transfer, and Administrative Changes.** Supplier may not assign or otherwise transfer its rights or obligations under this Agreement without the prior written consent of Sourcewell. Such consent will not be unreasonably withheld. Sourcewell reserves the right to unilaterally assign all or portions of this Agreement within its sole discretion to address corporate restructurings, mergers, acquisitions, or other changes to the Responsible Party and named in the Agreement. Any prohibited assignment is invalid. Upon request Sourcewell may make administrative changes to agreement documentation such as name changes, address changes, and other non-material updates as determined within its sole discretion.
- 13) **Amendments.** Any material change to this Agreement must be executed in writing through an amendment and will not be effective until it has been duly executed by the parties.
- 14) **Waiver.** Failure by Sourcewell to enforce any right under this Agreement will not be deemed a waiver of such right in the event of the continuation or repetition of the circumstances giving rise to such right.
- 15) **Complete Agreement.** This Agreement represents the complete agreement between the parties for the scope as defined herein. Supplier and Sourcewell may enter into separate written agreements relating specifically to transactions outside of the scope of this Agreement.
- 16) **Relationship of Sourcewell and Supplier.** This Agreement does not create a partnership, joint venture, or any other relationship such as employee, independent contractor, master-servant, or principal-agent.
- 17) **Indemnification.** Supplier must indemnify, defend, save, and hold Sourcewell, including their agents and employees, harmless from any claims or causes of action, including reasonable attorneys' fees incurred by Sourcewell, arising out of any negligent act or omission or intentional misconduct in the



performance of this Agreement by the Supplier or its agents or employees; this indemnification includes injury or death to person(s) or property alleged to have been caused by such negligence or intentional misconduct. Sourcewell's responsibility will be governed by the State of Minnesota's Tort Liability Act (Minnesota Statutes Chapter 466) and other applicable law.

18) **Data Practices.** Supplier and Sourcewell acknowledge Sourcewell is subject to the Minnesota Government Data Practices Act, Minnesota Statutes Chapter 13. As it applies to all data created and maintained in performance of this Agreement, Supplier may be subject to the requirements of this chapter.

19) **Grant of License.**

a) **During the term of this Agreement:**

i) **Supplier Promotion.** Sourcewell grants to Supplier a royalty-free, worldwide, non-exclusive right and license to use the trademark(s) provided to Supplier by Sourcewell in advertising, promotional materials, and informational sites for the purpose of marketing Sourcewell's Agreement with Supplier.

ii) **Sourcewell Promotion.** Supplier grants to Sourcewell a royalty-free, worldwide, non-exclusive right and license to use Supplier's trademarks in advertising, promotional materials, and informational sites for the purpose of marketing Supplier's Agreement with Sourcewell.

b) **Limited Right of Sublicense.** The right and license granted herein includes a limited right of each party to grant sublicenses to their respective subsidiaries, distributors, dealers, resellers, marketing representatives, partners, or agents (collectively "Permitted Sublicensees") in advertising, promotional, or informational materials for the purpose of marketing the Parties' relationship. Any sublicense granted will be subject to the terms and conditions of this Article. Each party will be responsible for any breach of this section by any of their respective sublicensees.

c) **Use; Quality Control.**

i) Neither party may alter the other party's trademarks from the form provided and must comply with removal requests as to specific uses of its trademarks or logos.

ii) Each party agrees to use, and to cause its Permitted Sublicensees to use, the other party's trademarks only in good faith and in a dignified manner consistent with such party's use of the trademarks. Each party may make written notice to the other regarding misuse under this section. The offending party will have 30 days of the date of the written notice to cure the issue or the license/sublicense will be terminated.

d) **Termination.** Upon the termination of this Agreement for any reason, each party, including Permitted Sublicensees, will have 30 days to remove all Trademarks from signage, websites, and the like bearing the other party's name or logo (excepting Sourcewell's pre-printed catalog of suppliers which may be used until the next printing). Supplier must return all marketing and promotional materials, including signage, provided by Sourcewell, or dispose of it according to Sourcewell's written directions.

- 20) **Venue and Governing law between Sourcewell and Supplier Only.** The substantive and procedural laws of the State of Minnesota will govern this Agreement between Sourcewell and Supplier. Venue for all legal proceedings arising out of this Agreement between Sourcewell and Supplier will be in court of competent jurisdiction within the State of Minnesota. This section does not apply to any dispute between Supplier and Participating Entity. This Agreement reserves the right for Supplier and Participating Entity to negotiate this term to within any transaction documents.
- 21) **Severability.** If any provision of this Agreement is found by a court of competent jurisdiction to be illegal, unenforceable, or void then both parties will be relieved from all obligations arising from that provision. If the remainder of this Agreement is capable of being performed, it will not be affected by such determination or finding and must be fully performed.
- 22) **Insurance Coverage.** At its own expense, Supplier must maintain valid insurance policy(ies) during the performance of this Agreement with insurance company(ies) licensed or authorized to do business in the State of Minnesota having an "AM BEST" rating of A- or better, with coverage and limits of insurance not less than the following:
- a) **Commercial General Liability Insurance.** Supplier will maintain insurance covering its operations, with coverage on an occurrence basis, and must be subject to terms no less broad than the Insurance Services Office ("ISO") Commercial General Liability Form CG0001 (2001 or newer edition), or equivalent. At a minimum, coverage must include liability arising from premises, operations, bodily injury and property damage, independent contractors, products-completed operations including contractual liability, blanket contractual liability, and personal injury and advertising injury. All required limits, terms and conditions of coverage must be maintained during the term of this Agreement.
    - \$1,500,000 each occurrence Bodily Injury and Property Damage
    - \$1,500,000 Personal and Advertising Injury
    - \$2,000,000 aggregate for products liability-completed operations
    - \$2,000,000 general aggregate
  - b) **Certificates of Insurance.** Prior to execution of this Agreement, Supplier must furnish to Sourcewell a certificate of insurance, as evidence of the insurance required under this Agreement. Prior to expiration of the policy(ies), renewal certificates must be mailed to Sourcewell, 202 12th Street Northeast, P.O. Box 219, Staples, MN 56479 or provided to in an alternative manner as directed by Sourcewell. The certificates must be signed by a person authorized by the insurer(s) to bind coverage on their behalf. Failure of Supplier to maintain the required insurance and documentation may constitute a material breach.
  - c) **Additional Insured Endorsement and Primary and Non-contributory Insurance Clause.** Supplier agrees to list Sourcewell, including its officers, agents, and employees, as an additional insured under the Supplier's commercial general liability insurance policy with respect to liability arising out of activities, "operations," or "work" performed by or on behalf of Supplier, and products and completed operations of Supplier to the extent of Supplier's indemnity obligations herein. The policy provision(s) or endorsement(s) must further provide that coverage is primary and not excess over or contributory with any other valid, applicable, and collectible insurance or self-insurance in force for the additional insureds but only to the extent of Supplier's indemnity obligations herein.

- d) **Waiver of Subrogation.** Supplier waives and must require (by endorsement or otherwise) all its insurers to waive subrogation rights against Sourcewell and other additional insureds for losses paid under the insurance policies required by this Agreement or other insurance applicable to the Supplier or its subcontractors. The waiver must apply to all deductibles and/or self-insured retentions applicable to the required or any other insurance maintained by the Supplier or its subcontractors. Where permitted by law, Supplier must require similar written express waivers of subrogation and insurance clauses from each of its subcontractors.
- e) **Umbrella/Excess Liability/SELF-INSURED RETENTION.** The limits required by this Agreement can be met by either providing a primary policy or in combination with umbrella/excess liability policy(ies), or self-insured retention.
- 23) **Termination for Convenience.** Sourcewell or Supplier may terminate this Agreement upon 60 calendar days' written notice to the other Party. Termination pursuant to this section will not relieve the Supplier's obligations under this Agreement for any transactions entered with Participating Entities through the date of termination, including reporting and payment of applicable Administrative Fees.
- 24) **Termination for Cause.** Sourcewell may terminate this Agreement upon providing written notice of material breach to Supplier. Notice must describe the breach in reasonable detail and state the intent to terminate the Agreement. Upon receipt of Notice, the Supplier will have 30 calendar days in which it must cure the breach. Termination pursuant to this section will not relieve the Supplier's obligations under this Agreement for any transactions entered with Participating Entities through the date of termination, including reporting and payment of applicable Administrative Fees.

### **Article 3: Supplier Obligations to Participating Entities**

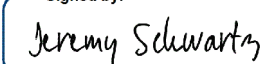
The Terms in this Article 3 relate specifically to Supplier and a Participating Entity when entering transactions utilizing the General Terms established in this Master Agreement. Article 1 General Terms control over any conflict with this Article 3. Where this Master Agreement is silent on any subject, Participating Entity and Supplier retain the ability to negotiate mutually acceptable terms.


- 1) **Quotes to Participating Entities.** Suppliers are encouraged to provide all pricing information regarding the total cost of acquisition when quoting to a Participating Entity. Suppliers and Participating Entities are encouraged to include all cost specifically associated with or included within the Suppliers proposal and Included Solutions within transaction documents.
- 2) **Shipping, Delivery, Acceptance, Rejection, and Warranty.** Supplier's proposal may include proposed terms relating to shipping, delivery, inspection, and acceptance/rejection and other relevant terms of tendered Solutions. Supplier and Participating Entity may negotiate final terms appropriate for the specific transaction relating to non-appropriation, shipping, delivery, inspection, acceptance/rejection of tendered Solutions, and warranty coverage for Included Solutions. Such terms may include, but are not limited to, costs, risk of loss, proper packaging, inspection rights and timelines, acceptance or rejection procedures, and remedies as mutually agreed include notice requirements, replacement, return or exchange procedures, and associated costs.

- 3) **Applicable Taxes.** Participating Entity is responsible for notifying supplier of its tax-exempt status and for providing Supplier with any valid tax-exemption certification(s) or related documentation.
- 4) **Ordering Process and Payment.** Supplier's ordering process and acceptable forms of payment are included within its Proposal. Participating Entities will be solely responsible for payment to Supplier and Sourcewell will have no liability for any unpaid invoice of any Participating Entity.
- 5) **Transaction Documents.** Participating Entity may require the use of its own forms to complete transactions directly with Supplier utilizing the terms established in this Agreement. Supplier's standard form agreements may be offered as part of its Proposal. Supplier and Participating Entity may complete and document transactions utilizing any type of transaction documents as mutually agreed. In any transaction document entered utilizing this Agreement, Supplier and Participating Entity must include specific reference to this Master Agreement by number and to Participating Entity's unique Sourcewell account number.
- 6) **Additional Terms and Conditions Permitted.** Participating Entity and Supplier may negotiate and include additional terms and conditions within transaction documentation as mutually agreed. Such terms may supplant or supersede this Master Agreement when necessary and as solely determined by Participating Entity. Sourcewell has expressly reserved the right for Supplier and Participating Entity to address any necessary provisions within transaction documents not expressly included within this Master Agreement, including but not limited to transaction cancellation, dispute resolution, governing law and venue, non-appropriation, insurance, defense and indemnity, force majeure, and other material terms as mutually agreed.
- 7) **Subsequent Agreements and Survival.** Supplier and Participating Entity may enter into a separate agreement to facilitate long-term performance obligations utilizing the terms of this Master Agreement as mutually agreed. Such agreements may provide for a performance period extending beyond the full term of this Master Agreement as determined in the discretion of Participating Entity.
- 8) **Participating Addendums.** Supplier and Participating Entity may enter a Participating Addendum or similar document extending and supplementing the terms of this Master Agreement to facilitate adoption as may be required by a Participating Entity.

Sourcewell

Genuine Parts Company  
dba NAPA Auto Parts

Signed by:  
  
By: C0FD2A139D06489...  
Jeremy Schwartz  
Title: Chief Procurement Officer  
Date: 1/9/2025 | 5:34 AM CST

DocuSigned by:  
  
By: A34FEA2A641D422...  
Bret Robyck  
Title: Sr. Vice President  
Date: 1/8/2025 | 3:33 PM CST



# RFP 100124 - Aftermarket Vehicle Parts and Supplies

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## Vendor Details

Company Name: Genuine Parts Company dba NAPA auto Parts

Does your company conduct business under any other name? If yes, please state: NAPA Auto Parts

Address: 2999 Wildwood Parkway  
Atlanta, Georgia 30339

Contact: Don Lachance

Email: don\_lachance@genpt.com

Phone: 404-386-4157

Fax: 404-386-4157

HST#: 580254510

## Submission Details

Created On: Tuesday August 13, 2024 07:35:16

Submitted On: Friday September 27, 2024 14:12:03

Submitted By: Don Lachance

Email: don\_lachance@genpt.com

Transaction #: 7c568b36-caba-405c-ad6c-adc50f0b6edb

Submitter's IP Address: 136.228.217.83

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## Specifications

**Table 1: Proposer Identity & Authorized Representatives (Not Scored)**

**General Instructions** (applies to all Tables) Sourcewell prefers a brief but thorough response to each question. Do not merely attach additional documents to your response without also providing a substantive response. Do not leave answers blank; respond "N/A" if the question does not apply to you (preferably with an explanation).

Table 1 Specific Instructions. Sourcewell requires identification of all parties responsible for providing Solutions under a resulting master agreement(s) (Responsible Supplier). Proposers are strongly encouraged to include all potential Responsible Suppliers including any corporate affiliates, subsidiaries, D.B.A., and any other authorized entities within a singular proposal. All information required under this RFP must be included for each Responsible Supplier as instructed. Proposers with multiple Responsible Supplier options may choose to respond individually as distinct entities, however each response will be evaluated individually and only those proposals recommended for award may result in a master agreement award. Unawarded entities will not be permitted to later be added to an existing master agreement through operation of Proposer's corporate organization affiliation.

Line Item	Question	Response *	
1	Provide the legal name of the Proposer authorized to submit this Proposal.	Genuine Parts Company dba NAPA Auto Parts 2999 Wildwood Parkway Atlanta Georgia 30339	*
2	In the event of award, is this entity the Responsible Supplier that will execute the master agreement with Sourcewell? Y or N.	Yes	*
3	Identify all subsidiaries, D.B.A., authorized affiliates, and any other entity that will be responsible for offering and performing delivery of Solutions within this Proposal (i.e. Responsible Supplier(s) that will execute a master agreement with Sourcewell).	NAPA Auto Parts locations Nationwide. All 6000 NAPA Auto Parts Stores will delivery solutions for this contract. Genuine Parts Company dba NAPA Auto Parts Headquarters will facilitate the management of the administrative fees, reports and legal documents needed for the contract.	*
4	Provide your CAGE code or Unique Entity Identifier (SAM):	DZ8RD2EBBMK5	*
5	Provide your NAICS code applicable to Solutions proposed.	423120	
6	Proposer Physical Address:	Genuine Parts Company 2999 Wildwood Parkway Atlanta Ga. 30339	*
7	Proposer website address (or addresses):	www.genpt.com	*
8	Proposer's Authorized Representative (name, title, address, email address & phone) (The representative must have authority to sign the "Proposer's Assurance of Compliance" on behalf of the Proposer):	Bret Robyck Sr. Vice President 2999 Wildwood Parkway Atlanta Ga. 30339 Bret_Robyck@genpt.com 678-934-5166	*
9	Proposer's primary contact for this proposal (name, title, address, email address & phone):	Don Lachance National Sales manager Government Fleet 2999 Wildwood Parkway Atlanta Ga. 30339 Don_lachance@genpt.com 404-386-4157	*
10	Proposer's other contacts for this proposal, if any (name, title, address, email address & phone):	N/A	*

**Table 2A: Financial Viability and Marketplace Success (50 Points)**

Line Item	Question	Response *
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11	Provide a brief history of your company, including your company's core values, business philosophy, and industry longevity related to the requested Solutions.	<p>Genuine Parts Company, founded in 1928, is a Fortune 200 (NYSE: GPC) service organization engaged in the distribution of automotive replacement parts, industrial replacement parts and electrical/electronic materials.</p> <p>In 1928, Carlyle Fraser founded GPC with the purchase of Motor Parts Depot in Atlanta, Georgia for \$40,000. He then renamed the parts store Genuine Parts Company. The original GPC store had annual sales of \$75,000 and had only six employees.</p> <p>Over the last 96 years, GPC, in relationship with NAPA, has grown rapidly as the number of independent car repair garage shops has increased. From the beginning, GPC stressed swift, reliable service to outflank the competition.</p> <p>GPC has continued to grow through the acquisition of other companies in the automotive and industrial industries. Today, the Company serves tens of thousands of customers from more than 3,600 operations in the United States, Canada, Mexico, Australia, New Zealand, Indonesia, Singapore, France, the U.K., Germany, Poland, the Netherlands, Belgium, and China and has approximately 50,000 employees and annual revenues exceeding \$21 billion.</p> <p>With more than 96 years of distribution expertise, GPC's commitment, and reputation for just-in-time service position us as a critical partner in our customers' success.</p>	*
12	What are your company's expectations in the event of an award?	<p>Our expectations are to engage our 6,000+ company owned and independent NAPA stores and 52 distribution centers across the US to train their sales team on the benefits of our Sourcewell contract and how to reach out to current and potential members regarding their aftermarket parts needs. Additionally, we plan to service Sourcewell members with national coverage (U.S.) in the category by providing them new equipment to meet their shop equipment needs.</p> <p>NAPA Canada is under the GPC umbrella, but operates as a separate entity. We feel that Canadian Sourcewell Members can utilize this response. Pricing will be different in terms of the currency and other variables. NAPA Canada also partners with Rural Municipalities Association (RMA), a sister cooperative, on certain contracts in Canada.</p> <p>Between NAPA US and NAPA Canada, we attend dozens of industry events each year that allow us to promote our solutions and our contracting options through Sourcewell. The Sourcewell partnership will be a large part of our marketing and promotional focus over the life of the contract.</p>	*
13	Demonstrate your financial strength and stability with meaningful data. This could include such items as financial statements, SEC filings, credit and bond ratings, letters of credit, and detailed reference letters. Upload supporting documents (as applicable) in the document upload section of your response. DO NOT PROVIDE ANY TAX INFORMATION OR PERSONALLY IDENTIFIABLE INFORMATION.	GPC has had 96 years of profitable growth and 65 years straight of increased dividends to our Stock Holders. Our company results are made public and are posted under the Investor page at <a href="http://www.genpt.com">www.genpt.com</a> . We have also included our 2023 Annual Report in the attached documents for this RFP.	*
14	What is your US market share for the Solutions that you are proposing?	NAPA Auto parts has a 9% market share of the overall Automotive parts sales in the US.	*
15	What is your Canadian market share for the Solutions that you are proposing?	NAPA Auto parts has approximately 6% of the Canadian Automotive parts market.	*
16	Disclose all current and completed bankruptcy proceedings for Proposer and any included possible Responsible Party within the past seven years. Proposer must provide notice in writing to Sourcewell if it enters a bankruptcy proceeding at any time during the pendency of this RFP evaluation.	None, There have been no Bankruptcy proceedings for Genuine Parts Company dba NAPA Auto Parts	*



17	How is your organization best described: is it a manufacturer, a distributor/dealer/reseller, or a service provider? Answer the question that best applies to your organization, either a) or b). a) If your company is best described as a distributor/dealer/reseller (or similar entity), provide your written authorization to act as a distributor/dealer/reseller for the manufacturer of the products proposed in this RFP. If applicable, is your dealer network independent or company owned? b) If your company is best described as a manufacturer or service provider, describe your relationship with your sales and service force and with your dealer network in delivering the products and services proposed in this RFP. Are these individuals your employees, or the employees of a third party?	Our company is both a distributor/dealer/reseller and a service provider with respect to this contract and is authorized to act as such for the products and services proposed in this RFP. a) Distributor/Dealer/Reseller: GPC/NAPA has an internal supply chain of NAPA branded aftermarket parts and supplies that we distribute through our 52 distribution centers and 6,000+ retail stores in the US and eight distribution centers and 600+ retail locations in Canada. These stores are a mix of company-owned and independent locations that exclusively are authorized to distribute aftermarket NAPA branded parts. The NAPA catalog of parts contains more than 565,000 SKUs of automotive parts, supplies, tools and equipment. Our network of 52 distribution centers and 6,000 retail stores (4100 independent and 1,900 company) are the only authorized distributor and reseller of the parts that we propose in this RFP. Our 4,100 independent stores will all be bound by this agreement and will be authorized to sell per our Sourcwell contract, should we be awarded. b) Not only is NAPA a distributor of parts, but we leverage our distribution chain that gives nightly access to inventory at all distribution centers, parts delivery services, and our relationships with vendors that allow Sourcwell customers to order directly when needed to support their fleets.	*
18	If applicable, provide a detailed explanation outlining the licenses and certifications that are both required to be held, and actually held, by your organization (including third parties and subcontractors that you use) in pursuit of the business contemplated by this RFP.	GPC has all the licenses necessary to purchase, warehouse, transport and distribute for the commerce contemplated in this RFP. We hold these licenses and certifications in Canada, all 50 States in the US, Guam, Mexico, Australia, and Europe for the products we distribute and services we provide throughout these countries.	*
19	Disclose all current and past debarments or suspensions for Proposer and any included possible Responsible Party within the past seven years. Proposer must provide notice in writing to Sourcwell if it enters a debarment or suspension status any time during the pendency of this RFP evaluation.	GPC has not been suspended or disbarred from the delivery of parts or services outlined in this RFP.	*
20	Describe any relevant industry awards or recognition that your company has received in the past five years.	In 2021 NAPA Auto Parts automotive division and our Integration business operations combined to win the 2021 Legacy award with Sourcwell.  In 2019, Jett Kuntz, Vice President of NAPA IBS, was awarded the Sourcwell Pioneer award at Sourcwell's H20 conference for his vision, commitment and drive to grow our current contracts with Sourcwell. In the last five years, our contracts have grown exponentially through Jett's and the NAPA Fleet team's commitment to cooperative purchasing. In their press release announcing the award, Sourcwell stated: "Jett has supported Sourcwell's mission beyond cooperative purchasing. He shows great respect for other people in a manner that is rarely as authentic and genuine. He is committed to the cause, confident in supporting what they commit to, and willing to go where others cannot see a way. And like the other Sourcwell Pioneers, he has always been willing to share information and ideas with fellow vendors to help them grow their contracts. He was part of our 1st Vendor Advisory Committee and remains an active committee member helping guide our growth and represent the vendor voice as we plan for Sourcwell's future." Our parts supply business is also awarded with the successes of our customers. Over the past decades our NAPA customers have received hundreds of local and national awards. In Government Fleet Magazine's 2019 Leading Fleet Awards, dozens of fleet organizations received awards of operational excellence and have attributed part of their success to NAPA. These awards are given to the best fleets for their use of industry best practices, forward-thinking initiatives and in many cases revolutionary contracting solutions. This is one of the highest honors in government fleet business.	*
21	What percentage of your sales are to the governmental sector in the past three years?	In the past three years, we have exceeded 15% percent of our Automotive Fleet Parts Group sales in the government sector.	*
22	What percentage of your sales are to the education sector in the past three years?	Of our government business, approximately 12 percent of our sales are in the education market (K-12, Higher Education).	*

23	List all state, cooperative purchasing agreements that you hold. What is the annual sales volume for each of these agreement over the past three years?	Sourcewell-Aftermarket Parts and IBS \$160,000,000 NASPO ValuePoint -Aftermarket Parts, Tools & Equipment \$56,000,000 E&I Educational Cooperative \$1,000,000 Texas BuyBoard - Aftermarket Parts Oils & Lubricants \$1,000,000 Axia \$1,000,000 ST of GA \$15,000,000 St of TN \$6,000,000 ST of WA \$10,500,000 ST of NJ \$6,800,000 ST of MA \$6,500,000 ST of VA \$4,500,000 ST of LA \$4,600,000 ST of CA \$5,800,000 ST of WV \$4,000,000 ST of CT \$3,000,000	*
24	List any GSA contracts or Standing Offers and Supply Arrangements (SOSA) that you hold. What is the annual sales volume for each of these contracts over the past three years?	GPC/NAPA holds no GSA schedules at this time.	*

**Table 2B: References/Testimonials**

**Line Item 25.** Supply reference information from three customers who are eligible to be Sourcewell participating entities.

Entity Name *	Contact Name *	Phone Number *	
State of California	Yolanda Tutt Department of General Services Procurement Division	279-946-8401	*
State of Georgia	Mary Zirock Chief Procurement Officer	404-631-1218 mzirock@dot.ga.gov	*
City of Sacramento, CA	Mark Stevens Fleet Manager	916-808-5869 mstevens@cityofsacramento.org	*

**Table 3: Ability to Sell and Deliver Solutions (150 Points)**

Describe your company's capability to meet the needs of Sourcewell participating entities across the US and Canada, as applicable. Your response should address in detail at least the following areas: locations of your network of sales and service providers, the number of workers (full-time equivalents) involved in each sector, whether these workers are your direct employees (or employees of a third party), and any overlap between the sales and service functions.

Line Item	Question	Response *	
26	Sales force.	Total Estimated U.S. & Canada GPC Employees = 51,000 We have a national Sourcewell sales initiative managed through Don Lachance, NAPA's government fleet sales manager. Our 52 distribution centers also have dedicated Territory Sales Managers, Commercial Sales Managers and Wholesale Managers, comprising 400+ sellers directly in the market. Finally, our 6,000+ NAPA stores have their own direct sales teams to help promote Sourcewell opportunities. All in, NAPA has more than 7,000 people who have a responsibility to promote and sell the Sourcewell contract in the U.S. and Canada.	*

27	Describe the network of Authorized Sellers who will deliver Solutions, including dealers, distributors, resellers, and other distribution methods.	<p>GPC in 2024 owns and operates 52 distribution centers located throughout the United States that have return privileges with most of their suppliers, which protects GPC from inventory obsolescence.</p> <p>These distribution centers are located in 40 states and service approximately 1,900 domestic company-owned NAPA AUTO PARTS stores located in 45 states and approximately 4,100 independently owned NAPA AUTO PARTS stores located in all 50 states. NAPA stores, in turn, sell to a wide variety of customers in the automotive aftermarket. Collectively, these independent automotive parts stores account for approximately 55% of the total U.S. APG sales and 20% of GPC's overall total sales.</p> <p>When a Sourcewell member customer orders a part, directly or online, the first resource to fulfill that request will be the nearest NAPA servicing store. If the part is in stock, it will be delivered to the customer within an agreed upon time frame, and maybe included in a daily/nightly shuttle delivery. If the part is not in stock at the nearest store, secondary and tertiary NAPA stores will be sourced from and the part will be included in a one-off or scheduled delivery. In situations where the part is not available at any nearby NAPA stores, our Distribution Centers carry millions of dollars of inventory that can be used to fulfill the request. As a final resort, we can always contact the part manufacturer directly to explore direct sourcing options. In all situations, there is a local team of sourcing experts who are dedicated to fulfilling all requests by Sourcewell members</p>	*
28	Service force.	<p>As mentioned in our response to Question #26, we have more than 51,000 people dedicated to ensuring the parts Sourcewell customers need are available and delivered on time across the US and Canada.</p> <p>From a product availability standpoint, having 52 DCs enables NAPA to provide product as close to the customer as possible in most states including Alaska, Hawaii, and most US Territories. This is facilitated through the DC delivery process of deliveries to all 6000 stores a minimum of 5 times per week. NAPA uses a process of vehicle registration and product data to stock our DCs and stores by ZIP code. This ensures that we have a market specific product mix in each of our stores. NAPA 's DCs have on average \$6 -\$ IOM in inventory. Store sizes vary in size and scope, but with 6,000 in the US alone, we have one of the best store footprints in the automotive aftermarket. NAPA has 6000 thousand stores with between 2 and 6 delivery vehicles per store servicing the Sourcewell members and hundreds of tractor trailers delivering to the stores each night.</p> <p>Our personnel in each distribution center provide a comprehensive mixture of sales and product specialists that are available to service Sourcewell members. The list below illustrates the positions and the individuals focused on the sales and services contemplated in this RFP:</p> <ul style="list-style-type: none"> <li>• Sales Manager</li> <li>• District Manager</li> <li>• Wholesale Manager</li> <li>• Business development Managers</li> <li>• Major Account Government Sales Manager</li> <li>• Territory Sales Managers 3 to 5</li> <li>• Business Development managers (Outside Sales Representative) one per GPC owned store, 2 to 25, depending on the number of company-owned stores</li> <li>• Store Sales Counter people</li> <li>• Independent NAPA store owners, outside sales, and counter people</li> </ul> <p>In total, there are nearly 10,000 people involved in the distribution of parts to, and customer satisfaction of, all of our Sourcewell member partners.</p> <p>The following is a look at the overall process flow for selling and managing Sourcewell contracts, along with which teams are involved at each stage:</p> <ol style="list-style-type: none"> <li>1. NAPA HQ team sets standard operating procedures.</li> <li>2. Sales force promotes the contract to customers.</li> <li>3. Service force executes contracts and opens and manages sites.</li> <li>4. Marketing team conducts regular business reviews to promote contract retention.</li> <li>5. HQ team ensures compliance, reporting and overall growth</li> </ol>	*
29	Describe the ordering process. If orders will be handled by distributors, dealers or others, explain the respective roles of the Proposer and others.	All orders will go through the local servicing NAPA stores. Via Electronic ordering, phone, fax or a walk in visit to our NAPA store. Orders and returns will follow the same process through the servicing NAPA store.	*

30	Describe in detail the process and procedure of your customer service program, if applicable. Include your response-time capabilities and commitments, as well as any incentives that help your providers meet your stated service goals or promises.	<p>Our customer service program begins when the customer places an order and stays involved throughout the lifecycle of each order and the overall contract. When customers place an order directly with their servicing NAPA store, online via NAPA ProLink, or through a punch-out in their enterprise system, customer service functionality is built into the process to address questions and issues as they arise. When it comes to delivery times, NAPA's standard metrics are as follows:</p> <ul style="list-style-type: none"> <li>• In-Stock Parts Ordered Delivered within 60 minutes or less</li> <li>• Non-Stocked Parts Ordered Delivered the next day</li> <li>• Rare or Special Parts Ordered Delivered within 2 days</li> </ul> <p>NAPA has a special delivery feature that other providers do not offer. In the case of a special order part that is not available at local stores or distribution centers, Sourcewell members can access ordering from the manufacturer directly through NAPA Xpress, a function of our ProLink online cataloging portal.</p> <p>For example, if a city requires a one-off starter for an uncommon police vehicle and the local NAPA store and distribution center network does not have the part in stock, they can use NAPA Xpress to connect to that starter's manufacturer and have the part shipped directly to them, even next day, via UPS.</p> <p>NAPA Xpress is also available when ordering from a store via phone – the ordering member just needs to request direct to customer shipping.</p> <p>Finally, our customer service program continues after the purchase to support warranty claims on qualified products, as well as core credit and return processing. In the case of such types of return transactions, NAPA's local team is there to facilitate the process with the local NAPA DC or directly with product manufacturers to get each Sourcewell member the parts they need and the credits they are owed.</p>	*
31	Describe your ability and willingness to provide your products and services to Sourcewell participating entities.	<p>GPC/NAPA is a current Sourcewell contract holder and is able and willing to provide all parts and services expressed in this RFP. We have a mix of company-owned and independent NAPA stores across the country that are fully bought in on participating in any agreement that arises from this proposal. While it is up to the individual independent stores to decide whether or not to participate, any store that elects to do so will generally do so under the terms proposed and agreed upon here.</p> <p>We have outlined our service and distribution network in several questions so far, so we would like to discuss our ability to promote this contract, if awarded. We have learned that educating our dealer locations on the specifics of the Sourcewell contract and their responsibilities to seek out lists of target Sourcewell contracting agencies is the first line of success for NAPA and Sourcewell.</p> <p>We also have a headquarters support network that helps us stay on track with our commitments to Sourcewell and its members by monitoring contract activity and promoting the cooperative purchasing message across our entire enterprise.</p> <p>The ability to provide these products and services starts and ends with effective communication and execution of the program to our 6,000 stores that deliver the value to Sourcewell members daily.</p>	*
32	Describe your ability and willingness to provide your products and services to Sourcewell participating entities in Canada.	<p>NAPA Auto Parts (UAP Inc.) has a wealth of resources, both in the field and in the office across Canada to implement large agreements such as requested by Sourcewell. We have resources at our head office in Montreal as well as in each region including the Pacific/West, Ontario, Quebec and the Atlantic. NAPA will allocate the necessary resources to ensure Sourcewell's needs are met.</p> <p>Across Canada, we have over 4,800 full-time direct employees servicing our stores, distribution centers and offices. We have a mix of company-owned and independent NAPA stores across the country that are fully bought in on participating in any agreement that arises from this proposal. While it is up to the individual independent stores to decide whether or not to participate, any store that elects to do so will generally do so under the terms proposed and agreed upon here.</p> <p>The NAPA Auto Parts Division is a network made up of automotive parts and accessories stores and paint and body product stores. We have nearly 600 NAPA Auto Parts stores across Canada and over 50 NAPA CMAX Paint and Body Shop Supply Stores.</p> <p>It also includes 8 distribution centers across Canada including the Atlantic, Quebec, Ontario, West and Pacific regions. Including 1 logistic center in Long Sault, Ontario. Napa will be supporting the Sourcewell contract amongst 4 regions across Canada: Atlantic, Quebec, Ontario and the Western region. NAPA Canada also partners with Rural Municipalities Association (RMA), a sister cooperative, on certain contracts in Canada.</p>	*
33	Identify any geographic areas of the United States or Canada that you will NOT be fully serving through the proposed agreement.	<p>NAPA has a strong presence in every region and is fully capable of serving the entire US and Canadian geographical locations described in this RFP of current and future members and represented associations. NAPA has a national presence from coast to coast across both the US and Canada. Thanks to our 6,000-store US and 600-store Canadian network and our strategic distribution center locations, we can meet all members' needs in a short amount of time, wherever they are operating</p>	*
34	Identify any account type of Participating Entity which will not have full access to your Solutions if awarded an agreement, and the reasoning for this.	<p>NAPA stores will cover all 50 states and all areas in those states with same to next day service. NAPA also services all 10 provinces in Canada through this contract with 600 NAPA Canada/UAP stores that can offer the same services at the Canadian pricing provided in this RFP</p>	*

35	Define any specific requirements or restrictions that would apply to our participating entities in Hawaii and Alaska and in US Territories.	There are no general contract restrictions that apply to any location in the US that NAPA services, including Hawaii, Alaska and US Territories.	*
36	Will Proposer extend terms of any awarded master agreement to nonprofit entities?	Depending on the entity and there qualifications as a non-profit we can extend terms to non-profits but many Master agreements do not offer contract abilities and pricing to non-profits as Sourcewell does. We rely on Sourcewell for most of our Non-profit Master agreements.	*

**Table 4: Marketing Plan (100 Points)**

Line Item	Question	Response *	
37	Describe your marketing strategy for promoting this opportunity. Upload representative samples of your marketing materials (if applicable) in the document upload section of your response.	<p>NAPA's general marketing program strategy to promote the contract nationally will be to provide a full array of marketing flyers, sales sheets, and announcements through announcement bulletin utilization for both the new award and updates during the contract period. The implementation of those aspects will bring visibility to the Sourcewell member in our stores through the mobilization of our field sales force.</p> <p>Specific training videos have already been put in place in support of the contract we currently have to train sales management, store owners, outside salespeople, and store employees. This training will directly increase the marketability of the contract throughout our sales organization. Co-branding of our logos will be incorporated on these pieces to inform the recipients of our "regular" marketing collateral to inform that NAPA is a Sourcewell contract holder. If awarded, Sourcewell contract details will be communicated through our national bulletin process.</p> <p>This program bulletin communicates to all 6,000 stores, Field Sales Management, and all direct sales teams the specifics of the new contract, the contract pricing, and the intent of the program through the contract award.</p> <p>Once published, the bulletin will be available through our internal website entitled NAPA Connect. This site is where all stores and field management go to see and understand all the national account programs that NAPA provides to its stores. If awarded, Sourcewell will continue to be classified in our national account programs.</p> <p>NAPA has a great deal of system or legacy knowledge built into our culture based on the number of years that we have enjoyed the contractual relationship, but our communication will not take that for granted.</p> <p>NAPA has a national team dedicated to marketing and growing our most important contracts, including everything Sourcewell. In addition to training this team on selling the value of our Sourcewell contract, we have headquarters-driven digital and print marketing efforts as well. Below are several examples of our available marketing materials and efforts and samples will be provided as attached documents.</p> <ul style="list-style-type: none"> <li>• Salesforce.com – customer relationship management software that has been customized to track communications, lead progress, contract status, success metrics and more for Sourcewell prospects and existing customers. This allows our sales team to sell the program more efficiently.</li> <li>• Print Materials – marketing materials available to our sales team and customers include Sourcewell customer case studies, Sourcewell benefits and process flyers, customer information packet content and more.</li> <li>• Presentation Materials – our team has access to a predeveloped suite of digital content and presentation materials (PowerPoint slides) that promote the benefits of implementing Sourcewell contracts.</li> <li>• Video Content – we are in the process of developing specific video content that discusses Sourcewell opportunities with existing IBS customers using the contract. These videos will be available for use in presentations, on our website, on social media and more.</li> <li>• Fleet Industry Events – NAPA sales and marketing experts attend more than 50 industry events across the US and Canada each year and we make specific efforts to promote the Sourcewell contract at each one where it applies. Some of the most significant industry events we attend on a regular basis include: National Events <ul style="list-style-type: none"> <li>o NAFA I&amp;E <a href="http://www.NAFA.org">www.NAFA.org</a></li> <li>o Government Fleet Expo (GFX) <a href="http://www.governmentfleetexpo.com">www.governmentfleetexpo.com</a></li> <li>o Fleet-Con presented by Fleet Pros <a href="http://www.FleetPros.org">www.FleetPros.org</a></li> </ul> Regional Events <ul style="list-style-type: none"> <li>o Florida Association of Government Fleet Administrators (FLAGFA) <a href="http://www.FLAGFA.org">www.FLAGFA.org</a></li> <li>o Georgia Association of Pupil Transportation (GAPT) <a href="http://www.GAPTonline.org">www.GAPTonline.org</a></li> </ul> </li> </ul>	*



38	Describe your use of technology and digital data (e.g., social media, metadata usage) to enhance marketing effectiveness.	NAPA Marketing employs a team of experts dedicated to effectively driving web traffic to various NAPA websites that promote our products and contract opportunities. The team uses search engine optimization strategies, including site metadata, to reach the widest possible audience of qualified decision makers for Sourcewell entity prospects and current members. Social media, such as LinkedIn, is an avenue we use to both network with fleet decision makers who we can educate about Sourcewell and promote events that we will be participating in. We further participate on event websites, in digital newsletters and email blasts and mobile apps. We also promote customer and vendor awards that tie into our Sourcewell offering to grow awareness and interest in the contract. All social media efforts are tracked so we can optimize our performance with respect to driving interest in this contract.	*
39	In your view, what is Sourcewell's role in promoting agreements arising out of this RFP? How will you integrate a Sourcewell-awarded agreement into your sales process?	We feel it is our job to educate our sales team on Sourcewell and make it an integral part of the way they sell our aftermarket solutions to governments. The materials and tools we provide to our team have been developed specifically to this end and every applicable customer we meet with is presented the Sourcewell contract option. While we will continue to drive the success of this partnership, there are clearly defined ways in which Sourcewell can help the marketing effort:  <ul style="list-style-type: none"> <li>• Marketing Materials – Sourcewell can provide materials that help train our specialists and educate our customers on the benefits and procurement process of using Sourcewell contracts.</li> <li>• Continuing Education – provide our team with access to Sourcewell knowledge through online training, live and digital seminars, trade show involvement and personal consulting via phone calls with your team.</li> <li>• Government Contacts – supply direct access to government fleet and procurement decisionmakers who have expressed interest to you in the Sourcewell contract.</li> <li>• Legislation – continue to drive legislative approval across the US and Canada for the ability to adopt Sourcewell contracts</li> </ul>	*
40	Are your Solutions available through an e-procurement ordering process? If so, describe your e-procurement system and how governmental and educational customers have used it.	Yes, our products are available through e-procurement and other digital platforms and we have a large number of government customers using these ordering vehicles today. The following are a few of the most common digital methods used to order from us: <ul style="list-style-type: none"> <li>• NAPA Online: Our primary online ordering portal, <a href="http://www.NAPALine.com">www.NAPALine.com</a> offers a catalog of more than 560,000 parts and supplies that are available to Sourcewell members today. Ordering online allows stock and hot-shot orders to be placed by an agency and fulfilled through the local servicing NAPA store or distribution center in the most timely way possible.</li> <li>• NAPA ProLink: NAPA ProLink is another exclusive online ordering and messaging system for customer shops to order NAPA branded parts from our stores or distribution centers. It gives the customer direct digital access to our catalog of more than 560,000 SKUs, all available on this contract.</li> <li>• Enterprise E-Procurement: NAPA has the capability to provide digital cataloging through punchouts and EDI interfaces placed directly within a customer's enterprise procurement system. On our e-commerce website, <a href="http://www.NAPAIBIZ.com">www.NAPAIBIZ.com</a>, we show companies that use large eProcurement programs how to register with NAPA to access our NAPA catalog. Platforms supported include Ariba, SAP, Oracle, Epicor, Katera, Jaggaer, Proactis/Perfect Commerce, Coupa and more. We also offer digital warehousing solutions with JD Edwards and Manhattan products.</li> </ul>	*

**Table 5A: Value-Added Attributes (100 Points)**

Line Item	Question	Response *	
41	Describe any product, equipment, maintenance, or operator training programs that you offer to Sourcewell participating entities. Include details, such as whether training is standard or optional, who provides training, and any costs that apply.	Product training on all diagnostics available through NAPA AutoTech program and available online at <a href="http://www.NAPATraining.com">www.NAPATraining.com</a> . This is a fee-based training comprehensive program for classroom and web. Training / maintenance offered by most NAPA suppliers, much at no cost. No training is standard as expertise will vary from one employee to another, all training is to be scheduled and discussed. All NAPA Tools & Equipment suppliers offer suggested maintenance procedures for products sold. This would include proper installations, safety procedures and contacts for on-site installations. NAPA provides training on many levels. Technician Training: <ul style="list-style-type: none"> <li>a. Designed for the professional technician.</li> <li>b. Provided by professional certified trainers</li> <li>c. Shop Management Training</li> <li>d. Designed for the professional technician, shop managers</li> <li>e. Provided by professional certified trainers</li> </ul>	*

42	Describe any technological advances that your proposed Solutions offer.	<p>NAPA's proposal covers multiple technological advances in the following:</p> <ul style="list-style-type: none"> <li>• Electronic Ordering</li> <li>• Product Information</li> <li>• Diagnostic Repair</li> <li>• eProcurement</li> <li>• Audit process</li> <li>• Mechanical Shop and Body Shop Estimators</li> <li>• System integration, Shop management integration, ordering - NAPA currently integrates with dozens of shop management programs</li> <li>• ProLink is one of the industry's best electronic ordering interfaces. It provides catalog lookups, part images, and job "kits", recalls last and common orders, and loads specific vehicles (which are perfect with fleets with the same type vehicles) and more.</li> <li>• ProLink shows parts price and availability at the local NAPA store, as well as the store's supplying DC ProLink can be used to compare contract price with that of list so that price verification can be utilized at the time of ordering eliminates the need for calling and faxing; ordering is done online.</li> </ul> <p>NAPA can work with government agencies to provide special pricing on Mitchell On Demand:</p> <ul style="list-style-type: none"> <li>• This is a web and PC based program that aids Sourcewell members to estimate repairs for authorization.</li> <li>• Provide OE repair procedures and diagnostic aids.</li> <li>• Track labor and supplies to a specific asset.</li> <li>• Color wiring diagrams</li> <li>• Technical specifications that include optional Medium and Heavy Duty applications</li> <li>• Flow Charts</li> <li>• Technical Service Bulletins</li> <li>• Maintenance Schedule</li> </ul>	*
43	Describe any "green" initiatives that relate to your company or to your Solutions, and include a list of the certifying agency for each.	<p>Our full Corporate Sustainability Plan will be provided as an attachment to this proposal. It is also available on our Sustainability page on <a href="http://www.genpt.com">www.genpt.com</a>.</p> <p>Environmental stewardship is an integral part of who we are and how we do business. Our commitment to protect and preserve the environment focuses on high-impact areas where we can make a measurable difference for our teammates, suppliers, customers, communities and investors.</p> <p>RCI-Safe Solutions -Our Sustainability partner - has officially launched GPC's sustainability awareness efforts. Look for GPC's new GROW program to highlight specific environmental efforts made by employees. The GROW program focuses on targeted campaigns that emphasize personal responsibility and spotlights GPC's environmental heroes. GROW promotes a renewed approach of how to Reduce, Reuse and Recycle.</p> <p>GPC has the following priorities in place in terms of our Green Program</p> <ul style="list-style-type: none"> <li>• Reduce Air Emissions/Efficient Delivery Routing</li> <li>• Identify Pollution Prevention Opportunities</li> <li>• Communicate the Message</li> <li>• Practice Water Conservation</li> <li>• Reduce Fuel Consumption</li> <li>• Minimize Operational Waste</li> <li>• Implement Energy Conservation</li> <li>• Provide Green Products and Services</li> </ul> <p>NAPA Markets and Sells Many Green Initiative Products</p> <ul style="list-style-type: none"> <li>• Smart Washers</li> <li>• Challenger Water In-Ground Lifts</li> <li>• 3M lead free wheel weight system</li> <li>• Schumacher solar battery charger/maintainers</li> <li>• Energy Logic - waste oil burners</li> <li>• Vortex waterborne auto paint - no solvents</li> <li>• Valvoline Next Gen oil - made with recycled oil</li> <li>• Recycled Batteries, remanufactured electrical and steering components</li> </ul> <p>NAPA also has a detailed sustainability plan that is monitored and reported on annually. One of the three pillars of this plan is environmental sustainability and some of the results we have achieved are as follow:</p> <p>NAPA Fleet Management</p> <ul style="list-style-type: none"> <li>• Recycles more than 20 tons of tires annually</li> <li>• Recycles more than 3,500 gallons of oil annually</li> </ul> <p>General Recycling</p> <ul style="list-style-type: none"> <li>• More than 7,800 lbs. of cardboard annually</li> <li>• More than 6,400 lbs. of other waste annually</li> </ul> <p>Energy Efficiency</p> <ul style="list-style-type: none"> <li>• More than 750 lighting retrofits completed that reduced more than 52 million lbs. of CO2</li> </ul>	*

44	Identify any third-party issued eco-labels, ratings or certifications that your company has received for the Solutions included in your Proposal related to energy efficiency or conservation, life-cycle design (cradle-to-cradle), or other green/sustainability factors.	<p>Please see our complete Sustainability guide attached to this RFP response.</p> <p>At this time, our sustainability reporting is aligned to SASB and TCFD frameworks. We continue monitoring the regulatory landscape in the U.S. and internationally, including the recent proposed rule from the U.S. Securities and Exchange Commission (SEC) to mandate standardized ESG disclosures for public companies, as well as the Corporate Sustainability Reporting Directive (CSRD) rules in Europe. We will update our approaches and reporting to comply with regulatory changes as they occur. sustainability page at <a href="http://www.genpt.com">www.genpt.com</a>.</p>	*
45	What unique attributes does your company, your products, or your services offer to Sourcewell participating entities? What makes your proposed solutions unique in your industry as it applies to Sourcewell participating entities?	<p>GPC has the capability to offer the following custom and unique value adds.</p> <ul style="list-style-type: none"> <li>• Integrated Business Solutions: existing Sourcewell Contract</li> <li>• Motion Industries</li> </ul> <p>~4,800,000 SKUs of MRO and Industrial components and supplies to 150,000 MRO and OEM Customers through 10 distribution centers, through ~470 branches and 53 Service Centers, <a href="http://www.motionindustries.com">www.motionindustries.com</a></p> <ul style="list-style-type: none"> <li>o NAPA Filters - <a href="http://www.napafilters.com">www.napafilters.com</a>,</li> <li>o NAPA Heavy Duty - <a href="http://www.napaonline.com">www.napaonline.com</a></li> <li>o NAPA Undercar, <a href="http://www.napaonline.com">www.napaonline.com</a></li> <li>o NAPA Electrical Sales and Under hood, <a href="http://www.napaonline.com">www.napaonline.com</a></li> <li>o Martin Senour~ Paint, <a href="http://www.martinsenour.com">www.martinsenour.com</a></li> <li>o Balkamp, <a href="http://www.balkamp.com">www.balkamp.com</a></li> <li>o NAPA Tools and Equipment, <a href="http://www.napaonline.com">www.napaonline.com</a></li> <li>o NAPA Brakes, <a href="http://www.napabrakes.com">www.napabrakes.com</a></li> <li>o NAPA Heating and Cooling, <a href="http://www.napabeltshose.com">www.napabeltshose.com</a></li> <li>• NAPA TRACS- Total Repair Automotive Computer System – powerful estimating, technical information and shop management solutions – <a href="http://www.napatracs.com">www.napatracs.com</a></li> <li>• IBIZ – described above <a href="http://www.napaibiz.com">www.napaibiz.com</a></li> <li>• NAPA AutoCare Centers, <a href="http://www.napaautocare.com">www.napaautocare.com</a></li> </ul> <p>Largest network of independently owned automotive technicians in the US. ~15,000 automobile, truck, and collision centers</p> <p>MIC- Market Place Inventory Classification</p> <p>This is the process that uses RL Polk data and additional registrations of fleet and leased vehicles in all NAPA markets to determine proper stocking levels in stores and DCs. This means less downtime at the Sourcewell Member's repair facility due to NAPA having more and more of the right parts on the shelves.</p> <p>Mitchell 1, and Mitchell On Demand - Described above – <a href="http://www.mitchell1.com">www.mitchell1.com</a></p> <p>As mentioned, one of the most unique features of our service is the ability to integrate a customer's fleet software/work order management system into our inventory platform. This kind of integration seamlessly shares data between the two interfaces and allows work order, parts order, vehicle status, billing, reporting and other data to pass automatically between the two. This increases technician productivity and data accuracy by letting the customer know exactly where their parts are and attaching every part ordered to a specific unit and work order. Some of our integrations even perform automated invoice reconciliation, extending the benefits beyond the shop and into customer administrative and accounting departments. Some examples of our most successful integrations with third-party software systems available today include AssetWorks (FA, M5), Faster, RTA, Dossier, Chevin and many more.</p>	*



**Table 5B: Value-Added Attributes**

Line Item	Question	Certification	Offered	Comment
46	Select any Women or Minority Business Entity (WMBE), Small Business Entity (SBE), or veteran owned business certifications that your company or hub partners have obtained. Upload documentation and a listing of dealerships, HUB partners or re-sellers if available. Select all that apply.		<input type="radio"/> Yes <input checked="" type="radio"/> No	<p>Genuine Parts Company is a publicly traded corporation. Thus, we are not a WMBE or SBE. However, expanding opportunities for small and women and minority owned businesses is important at NAPA. A strength of the NAPA capabilities for this RFP is that we are not all corporate stores centered around a large corporate office, but we are a collection of thousands of small businesses that can support the Sourcewell contract and its members' purchasing goals.</p> <p>Our main distribution and sales channel to Sourcewell members and prospective members will be through our 6,000 retail outlets, 4,500 of which are independently owned and operated NAPA Automotive and Truck Parts stores. Based on the size and geography of these locations, many may be qualified as SBEs, WBEs, DBEs and some in HUB Zones.</p> <p>As a corporation overall, we still maintain strict guidelines on diversity and inclusion in our operations.</p> <p>Our commitment to—and appreciation for—diversity and inclusion at Genuine Parts Company is a part of everything we do. You can see it every time we interact with customers, collaborate with colleagues and partner with members of the community.</p> <p>Across our Company, we value diversity and benefit from the exceptional insights, talents and experiences of our workforce. We believe that by embracing the differences and similarities of each individual, the work environment improves for our employees and enhances our overall business performance</p>
47		Minority Business Enterprise (MBE)	<input type="radio"/> Yes <input checked="" type="radio"/> No	
48		Women Business Enterprise (WBE)	<input type="radio"/> Yes <input checked="" type="radio"/> No	
49		Disabled-Owned Business Enterprise (DOBE)	<input type="radio"/> Yes <input checked="" type="radio"/> No	
50		Veteran-Owned Business Enterprise (VBE)	<input type="radio"/> Yes <input checked="" type="radio"/> No	
51		Service-Disabled Veteran-Owned Business (SDVOB)	<input type="radio"/> Yes <input checked="" type="radio"/> No	
52		Small Business Enterprise (SBE)	<input type="radio"/> Yes <input checked="" type="radio"/> No	
53		Small Disadvantaged Business (SDB)	<input type="radio"/> Yes <input checked="" type="radio"/> No	
54		Women-Owned Small Business (WOSB)	<input type="radio"/> Yes <input checked="" type="radio"/> No	

**Table 6: Pricing (400 Points)**

Provide detailed pricing information in the questions that follow below.

Line Item	Question	Response *	
55	Describe your payment terms and accepted payment methods.	Payment Terms are net 30 days, Payment methods are Check, ACH, or credit card	*

56	Describe any leasing or financing options available for use by educational or governmental entities.	NA	*
57	Describe any standard transaction documents that you propose to use in connection with an awarded agreement (order forms, terms and conditions, service level agreements, etc.). Upload all template agreements or transaction documents which may be proposed to Participating Entities.	A copy of our Invoice document that is used on all transactions has been uploaded to the Documents section of this RFP. Standard documents or forms for ordering are also offered on our Prolink site for electronic ordering, and are included in the Prolink site that the customer will use and have a secure login and password specific to each user. NAPA can adapt and customize the process per the request of the entity.	*
58	Do you accept the P-card procurement and payment process? If so, is there any additional cost to Sourcewell participating entities for using this process?	Yes, NAPA accepts P-card payment with no additional charge to the end user.	*
59	Describe your pricing model (e.g., line-item discounts or product-category discounts). Provide detailed pricing data (including standard or list pricing and the Sourcewell discounted price) on all of the items that you want Sourcewell to consider as part of your RFP response. If applicable, provide a SKU for each item in your proposal. Upload your pricing materials (if applicable) in the document upload section of your response.	NAPA's pricing model is a product category discount off list price. As NAPA has with previous contracts, we will continue to offer a competitive nationwide ceiling price for Sourcewell members. NAPA's list prices on individual products shall increase and decrease throughout the term of the contract. The pricing profile/methodology category Discount percentage shall, however, remain firm. NAPA passes on both price increases and decreases it receives from its suppliers on to the Members. NAPA cannot provide written notice to Sourcewell every time an individual product increases in price. The attached Sourcewell 9074 Price Profile will be implemented at the store level to all members that choose to utilize the Sourcewell contract. This pricing will be available at all company-owned and independent NAPA stores across the US. The pricing provided by NAPA Canada differs from that provided by NAPA US but is based off of a similar model and will apply across Canada as the US pricing does across the US. A copy of the List less Discount sheet attached.	*
60	Quantify the pricing discount represented by the pricing proposal in this response. For example, if the pricing in your response represents a percentage discount from MSRP or list, state the percentage or percentage range.	As a list less discount percentage for parts by category for over 560,000 parts the discount range is 46% to 72% off list price depending on the item category.	*
61	Describe any quantity or volume discounts or rebate programs that you offer.	Special volume discounts and/or rebates may be offered on an individual basis, depending on the individual circumstances and the potential volume of the Sourcewell member. NAPA may offer special one-off pricing for volume or stocking orders if requested by the Sourcewell member. These prices will be handled on an individual basis and they will not exceed the contract price.	*
62	Propose a method of facilitating "sourced" products or related services, which may be referred to as "open market" items or "non-contracted items". For example, you may supply such items "at cost" or "at cost plus a percentage," or you may supply a quote for each such request.	NAPA agrees to deliver from time-to-time sourced goods and services to be sourced and shall include all actual net costs including our actual cost and inbound shipping, plus a maximum 25 percent additional margin. This cost plus will be calculated and agreed upon between the Sourcewell member and the local NAPA store on a case-by-case basis	*
63	Identify any element of the total cost of acquisition that is NOT included in the pricing submitted with your response. This includes all additional charges associated with a purchase that are not directly identified as freight or shipping charges. For example, list costs for items like pre-delivery inspection, installation, set up, mandatory training, or initial inspection. Identify any parties that impose such costs and their relationship to the Proposer.	Generally, parts and equipment are provided at the cost specified in our pricing list. NAPA does not charge Sourcewell members freight costs for standard stocking parts. Additional costs may be incurred for items outside of hard parts, such as special order shipping, training, equipment installation, etc. but these are typically nonstandard line items.	*
64	If freight, delivery, or shipping is an additional cost to the Sourcewell participating entity, describe in detail the complete freight, shipping, and delivery program.	As stated in Question 63, freight is not charged on NAPA parts, barring special requests or orders. However, if a part needs to be expedited for an emergency situation, the process is very simple. The agency lets us know the timeframe of the need, NAPA reaches out to our freight partners to estimate the cost, NAPA informs the agency of the charge and, with approval from the customer, we will agree to ship the part. In this case, the freight charge will be added to the invoice for that part as a separate line item for complete transparency.	*

65	Specifically describe freight, shipping, and delivery terms or programs available for Alaska, Hawaii, Canada, or any offshore delivery.	<p>As we have a local presence in Alaska and Hawaii, there are no different terms or programs for these regions than in the continental US. Customer delivery distance from the servicing store will affect freight charges, but not differently in those regions. Exchange and returns are the same.</p> <p>In Canada, deliveries of products will be made free of charge. Freight charges may apply to garage equipment and emergency orders of automotive parts and accessories in which case Sourcewell members will have first agreed to the additional freight charges.</p> <p>Additional shipping costs are determined on case-by-case basis and are dependant on the items being shipped. It typically affects larger items (i.e. hoists) where costs are determined at the time of sale.</p> <p>NAPA works with our supplier network to provide a delivery method to "Drop Ship". In certain circumstances, such as large quantities or large products, it is a method we can offer to Sourcewell members. Offshore shipping will be established as "as needed" and agreed to by the NAPA store and the Sourcewell Member</p>	*
66	Describe any unique distribution and/or delivery methods or options offered in your proposal.	<p>NAPA has a special delivery feature that is exclusive to NAPA stores. In the case of a special order part that is not available at local stores or distribution centers, Sourcewell members can access ordering from the manufacturer directly through NAPA Xpress, a function of our ProLink online cataloging portal.</p> <p>For example, if a city requires a one-off starter for an uncommon police vehicle and the local NAPA store and distribution center network does not have the part in stock, they can use NAPA Xpress to connect to that starter's manufacturer and have the part shipped directly to them, even next day, via UPS.</p> <p>NAPA Xpress is also available when ordering from a store via phone – the ordering member just needs to request direct to customer shipping. The huge advantage of this program for Sourcewell members is that it harnesses access to inventories not only at local NAPA stores and distribution networks across the entire country, but through our manufacturers as well, all with one click or call</p>	*
67	Specifically describe any self-audit process or program that you plan to employ to verify compliance with your proposed agreement with Sourcewell. This process includes ensuring that Sourcewell participating entities obtain the proper pricing.	<p>NAPA self-audits both our contract pricing to Sourcewell members and our sales reporting and administrative fee paid to Sourcewell each quarter.</p> <p>Contract Price Compliance Self Audit: NAPA has developed programming that will at the end of every quarter take the sales by Sourcewell members and compare them to the profile price. This new programming will enable for exception reporting to be accomplished so that NAPA will ensure that each equipment order is in contract compliance.</p> <p>Quarterly Sales Reporting and Administrative Fee Self Audit: To ensure that NAPA reports all sales under the contract each quarter and that NAPA remits the proper administrative fee to Sourcewell, a quarterly process has been instigated to ensure that all entities under contract have been flagged and reported appropriately</p>	*
68	If you are awarded an agreement, provide a few examples of internal metrics that will be tracked to measure whether you are having success with the agreement.	Currently and if awarded NAPA uses a special system called TAMS within all 6000 NAPA stores that is turned on for each Sourcewell entity that utilizes this contract. They are given an account# and registered in our RAM system to track all daily sales transactions that are placed. All sales are measured month to date and year to date over previous time periods to track success and growth.	*
69	Provide a proposed Administration Fee payable to Sourcewell. The Fee is in consideration for the support and services provided by Sourcewell. The proposed Administrative Fee will be payable to Sourcewell on all completed transactions to Participating Entities utilizing this Agreement. The Administrative Fee will be calculated as a stated percentage, or flat fee as may be applicable, of all completed transactions utilizing this Master Agreement within the preceding Reporting Period defined in the agreement.	<p>U.S. Operations: NAPA will pay Sourcewell 2% of net qualified purchases for the entire contract period (if awarded). NAPA shall issue contract fees to Sourcewell on a quarterly basis based on total qualified net sales of all registered Sourcewell members that NAPA US operations sell to for that period. The 2% administrative fee on all purchases shall be paid to Sourcewell within forty-five (45) days after the end of each calendar quarter.</p> <p>Canadian Operations: On any direct Sourcewell contracts in Canada, not involving any other associations or cooperative contracts, NAPA Canada will pay Sourcewell the same 2 percent administrative fee on all qualified NAPA parts purchases. The administrative fee on all purchases shall be paid to Sourcewell within forty-five (45) days after the end of each calendar quarter</p>	*

Table 7: Pricing Offered

Line Item	The Pricing Offered in this Proposal is: *	Comments	
70	The pricing offered is as good as or better than pricing typically offered through existing cooperative contracts, state contracts, or agencies.	Yes, The pricing offered in this proposal is as good or better than than pricing typically offered through existing cooperative contracts.	*

**Table 8A: Depth and Breadth of Offered Solutions (200 Points)**

Line Item	Question	Response *
71	Provide a detailed description of all the Solutions offered, including used, offered in the proposal.	<p>NAPA distributes replacement parts (other than body parts) for substantially all motor vehicle makes and models in service in the United States, including imported vehicles, trucks, SUVs, buses, motorcycles, recreational vehicles and farm vehicles. In addition, GPC distributes replacement parts for small engines, farm equipment and heavy-duty equipment.</p> <p>Our inventories also include accessory items for such vehicles and equipment, and supply items used by a wide variety of government customers in the automotive aftermarket, such as cities, counties, states, K-12 districts and higher education institutions. We offer light-, medium- and heavy-duty parts for municipal departments like police, fire, sanitation and public works as well as people transportation parts used in universities and public transit agencies. No matter the part, we are able to provide the supply chain to get Sourcewell members the products they need when they need them.</p> <p>Please see our NAPA product line card included as a supplemental upload titled: Marketing Materials.</p> <p>NAPA has 52 distribution centers that service 6,000+ retail stores nationwide. They contain more than \$1 billion of fleet parts and other replenishment inventory for our network nationally. NAPA stocks more than 560,000 aftermarket parts and items with same day and next day delivery. We can provide inventory, distribution, and local support in any area of the US and our network is available 365 days each year to get Sourcewell members parts efficiently.</p> <p>Our network starts with the 4,100 local, small business NAPA stores that support your members in the areas where they operate. This helps us place a strong emphasis on supporting local businesses. In addition, we have the strength of our 1,500-store corporate-owned distribution network backing up the NAPA program across the country. These stores have the financial support of NAPA headquarters and are key hubs in providing reliable staffing and distribution to Sourcewell members. All our stores, regardless of ownership, can source and stock the products that your agencies need.</p> <p>Within these stores are tens of thousands of fully trained employees who are familiar with the processes of servicing large cooperative and other major accounts. They provide full support to government agencies ordering from them today and are ready to take on the increased business that this contract would bring. When it comes to ordering, parts orders may be placed via phone, email, walk-in or electronically depending on the individual agencies' preferences and capabilities. Advance orders may either be held for will-call pickups or delivered via an agreed upon supply schedule. Our program is designed to allow each Sourcewell member the ability to do business in the ways that suit them best. Sales receipts for all orders include all the information that would be provided on an invoice, including account number, item descriptions, quantities, price, PO# if requested by the individual member and date and time of order.</p> <p>NAPA offers custom orders and can source almost any OEM or Aftermarket part worldwide. Our store create custom hoses and hydraulics for an array of vehicles. Some NAPA stores still offer machine services to refurbish some parts.</p>
72	Within this RFP category there may be subcategories of solutions. List subcategory titles that best describe your products and services.	<p>NAPA is able to provide all product categories listed in Table 14B, including:</p> <ul style="list-style-type: none"> <li>• Air conditioning, heating, cooling, and climate control</li> <li>• Alternators, starters, batteries, electrical, and ignition systems</li> <li>• Bearings - ball and roller</li> <li>• Belts, hoses, gaskets, and seals</li> <li>• Brakes</li> <li>• Bumpers, body, cab, and chassis parts</li> <li>• Emission and exhaust</li> <li>• Engine and drive train</li> <li>• Filters - oil, fuel, air, and transmission</li> <li>• Oils and lubricants - regular and synthetic</li> <li>• Pumps - fuel and water</li> <li>• Safety and security systems</li> <li>• Interior and exterior parts and accessories</li> <li>• Lamps, lighting, mirrors, and wiring</li> <li>• Pumps - fuel and water</li> <li>• Suspension, shocks, struts, and steering</li> <li>• Wipers and washers</li> <li>• Heating and cooling (engine)</li> <li>• Vehicle paint and primer</li> <li>• Tools and equipment</li> <li>• Heavy Duty parts</li> </ul>

**Table 8B: Depth and Breadth of Offered Solutions**

**General Instructions** (applies to all Tables) Sourcewell prefers a brief but thorough response to each question. Do not merely attach additional documents to your response without also providing a substantive response. Do not leave answers blank; respond "N/A" if the question does not apply to you (preferably with an explanation).

Line Item	Category or Type	Offered *	Comments	
73	Air conditioning, heating, and other climate control	<input checked="" type="radio"/> Yes <input type="radio"/> No	NAPA stocks several different kinds of products in this category at all 6000 NAPA Auto Parts Store Nationwide	*
74	Electrical (alternators, starters, batteries, ignition systems, etc.)	<input checked="" type="radio"/> Yes <input type="radio"/> No	NAPA stocks several different kinds of products in this category at all 6000 NAPA Auto Parts Store Nationwide. Including New and Remanufactured products.	*
75	Automotive bearings (wheel, roller ball, etc.)	<input checked="" type="radio"/> Yes <input type="radio"/> No	NAPA stocks several different kinds of products in this category at all 6000 NAPA Auto Parts Store Nationwide	*
76	Automotive belts, hoses, gaskets, and seals	<input checked="" type="radio"/> Yes <input type="radio"/> No	NAPA stocks high quality Gates Brand Belts and Belts in all stores and all Distribution centers.	*
77	System components (brakes, rotors, calipers, lines, ABS, etc.)	<input checked="" type="radio"/> Yes <input type="radio"/> No	NAPA stocks several different kinds and levels of Brakes, Pads and Rotors in this category at all 6000 NAPA Auto Parts Store Nationwide and offers good better and best options for the user as well as Heavy duty truck parts.	*
78	Body and crash (parts, bumpers, cab, chassis, door, panels, etc.)	<input checked="" type="radio"/> Yes <input type="radio"/> No	NAPA stocks several different kinds of products in this category at all 6000 NAPA Auto Parts Store Nationwide	
79	Exhaust systems and emission parts	<input checked="" type="radio"/> Yes <input type="radio"/> No	NAPA stocks several different kinds of products in this category at all 6000 NAPA Auto Parts Store Nationwide.	
80	Engine and drive train (Internal Combustion Engine)	<input checked="" type="radio"/> Yes <input type="radio"/> No	NAPA stocks several different kinds of products in this category at all 6000 NAPA Auto Parts Store Nationwide.	
81	Engine and drive train (Hybrid, EV, etc.)	<input checked="" type="radio"/> Yes <input type="radio"/> No	NAPA stocks several different kinds of products in this category at all 6000 NAPA Auto Parts Store Nationwide.	
82	Engine heating and cooling	<input checked="" type="radio"/> Yes <input type="radio"/> No	NAPA stocks several different kinds of products in this category at all 6000 NAPA Auto Parts Store Nationwide.	
83	Filters (oil, fuel, air, transmission, etc.)	<input checked="" type="radio"/> Yes <input type="radio"/> No	NAPA stocks several different kinds of products in this category at all 6000 NAPA Auto Parts Store Nationwide. NAPA also offers Good better and best items in this category and recommends using Fleet focused products for best durability.	
84	Oils and lubricants (regular, synthetic, blend)	<input checked="" type="radio"/> Yes <input type="radio"/> No	NAPA stocks several different kinds of products in this category at all 6000 NAPA Auto Parts Store Nationwide as well as NAPA branded oils and lubricants.	
85	Pumps (fuel, fluids, water, etc.)	<input checked="" type="radio"/> Yes <input type="radio"/> No	NAPA stocks several different kinds of products in this category at all 6000 NAPA Auto Parts Store Nationwide. New and Remanufactured pumps are available.	

- [Pricing](#) - NAPA Pricing Category Description 9074-Sourcwell.docx - Tuesday September 17, 2024 12:22:53
- [Financial Strength and Stability](#) - GPC 2023 Annual Report (1).pdf - Tuesday September 17, 2024 12:00:57
- [Marketing Plan/Samples](#) - Sourcwell Announcement Government Agencies (2).pdf - Tuesday September 17, 2024 12:07:27
- [WMBE/MBE/SBE or Related Certificates](#) - 2023 GPC Sustainability Report\_FINAL.pdf - Tuesday September 17, 2024 12:02:24
- [Standard Transaction Document Samples](#) - Order invoice Sample-NAPA.pdf - Friday September 27, 2024 14:04:20
- [Requested Exceptions](#) - RFP\_100124\_Master\_Agreement\_Aftermarket\_Vehicle\_Parts\_\_Supplies (1).docx - Wednesday August 21, 2024 10:42:12
- [Upload Additional Document](#) - 2023 GPC Sustainability Report\_FINAL.pdf - Tuesday September 17, 2024 11:53:34



## Addenda, Terms and Conditions

### PROPOSER AFFIDAVIT OF COMPLIANCE

I certify that I am an authorized representative of Proposer and have authority to submit the foregoing Proposal:

1. The Proposer is submitting this Proposal under its full and complete legal name, and the Proposer legally exists in good standing in the jurisdiction of its residence.

2. The Proposer warrants that the information provided in this Proposal is true, correct, and reliable for purposes of evaluation for award.

3. The Proposer certifies that:

(1) The prices in this Proposal have been arrived at independently, without, for the purpose of restricting competition, any consultation, communication, or agreement with any other Proposer or competitor relating to-

(i) Those prices;

(ii) The intention to submit an offer; or

(iii) The methods or factors used to calculate the prices offered.

(2) The prices in this Proposal have not been and will not be knowingly disclosed by the Proposer, directly or indirectly, to any other Proposer or competitor before award unless otherwise required by law; and

(3) No attempt has been made or will be made by Proposer to induce any other concern to submit or not to submit a Proposal for the purpose of restricting competition.

4. To the best of its knowledge and belief, and except as otherwise disclosed in the Proposal, there are no relevant facts or circumstances which could give rise to an organizational conflict of interest. An organizational conflict of interest is created when a current or prospective supplier is unable to render impartial service to Sourcewell due to the supplier's: a. creation of evaluation criteria during performance of a prior agreement which potentially influences future competitive opportunities to its favor; b. access to nonpublic and material information that may provide for a competitive advantage in a later procurement competition; c. impaired objectivity in providing advice to Sourcewell.

5. Proposer will provide to Sourcewell Participating Entities Solutions in accordance with the terms, conditions, and scope of a resulting master agreement.

6. The Proposer possesses, or will possess all applicable licenses or certifications necessary to deliver Solutions under any resulting master agreement.

7. The Proposer will comply with all applicable provisions of federal, state, and local laws, regulations, rules, and orders.

8. Proposer its employees, agents, and subcontractors are not:

1. Included on the "Specially Designated Nationals and Blocked Persons" list maintained by the Office of Foreign Assets Control of the United States Department of the Treasury found at: <https://www.treasury.gov/ofac/downloads/sdnlist.pdf>;
2. Included on the government-wide exclusions lists in the United States System for Award Management found at: <https://sam.gov/SAM/>; or
3. Presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from programs operated by the State of Minnesota; the United States federal government, as applicable; or any Participating Entity. Vendor certifies and warrants that neither it nor its principals have been convicted of a criminal offense related to the subject matter of this solicitation.

☒ By checking this box I acknowledge that I am bound by the terms of the Proposer's Affidavit, have the legal authority to submit this Proposal on behalf of the Proposer, and that this electronic acknowledgment has the same legal effect, validity, and enforceability as if I had hand signed the Proposal. This signature will not be denied such legal effect, validity, or enforceability solely because an electronic signature or electronic record was used in its formation. - Bret Robyck, Sr. Vice President, Genuine Parts Company dba NAPA Auto Parts



The Proposer declares that there is an actual or potential Conflict of Interest relating to the preparation of its submission, and/or the Proposer foresees an actual or potential Conflict of Interest in performing the obligations contemplated in the solicitation proposal.

☐ Yes    ☒ No

The Bidder acknowledges and agrees that the addendum/addenda below form part of the Bid Document.

Check the box in the column "**I have reviewed this addendum**" below to acknowledge each of the addenda.

File Name	I have reviewed the below addendum and attachments (if applicable)	Pages
<b>Addendum_6_Aftermarket Vehicle Parts and Supplies_RFP100124_DRAFT</b> Wed September 18 2024 09:27 AM	<input checked="" type="checkbox"/>	1
<b>Addendum_5_Aftermarket Vehicle Parts and Supplies_RFP100124_DRAFT</b> Mon September 9 2024 04:03 PM	<input checked="" type="checkbox"/>	2
<b>Addendum_4_Aftermarket Vehicle Parts and Supplies_RFP100124</b> Wed September 4 2024 01:26 PM	<input checked="" type="checkbox"/>	1
<b>Addendum_3_Aftermarket Vehicle Parts and Supplies_RFP100124</b> Mon August 19 2024 07:25 AM	<input checked="" type="checkbox"/>	2
<b>Addendum_2_Aftermarket Vehicle Parts and Supplies_RFP100124</b> Fri August 16 2024 07:54 AM	<input checked="" type="checkbox"/>	1
<b>Addendum_1_Aftermarket Vehicle Parts and Supplies_RFP100124</b> Wed August 14 2024 08:43 AM	<input checked="" type="checkbox"/>	2

86	Safety and security systems	<input checked="" type="radio"/> Yes <input type="radio"/> No	NAPA stocks several different kinds of products in this category at all 6000 NAPA Auto Parts Store Nationwide.
87	Vehicle interior/exterior parts and accessories	<input checked="" type="radio"/> Yes <input type="radio"/> No	NAPA stocks several different kinds of products in this category at all 6000 NAPA Auto Parts Store Nationwide.
88	Electrical systems (lamps, lighting, mirrors, wiring, etc.)	<input checked="" type="radio"/> Yes <input type="radio"/> No	NAPA stocks several different kinds of products in this category at all 6000 NAPA Auto Parts Store Nationwide.
89	Stabilization system components (suspension, shocks, struts, leaf, camber, swing arm, ball/UV joints, etc.)	<input checked="" type="radio"/> Yes <input type="radio"/> No	NAPA stocks several different kinds of products in this category at all 6000 NAPA Auto Parts Store Nationwide.
90	Control systems components (transmission, differential, traction, etc.)	<input checked="" type="radio"/> Yes <input type="radio"/> No	NAPA stocks several different kinds of products in this category at all 6000 NAPA Auto Parts Store Nationwide.
91	Windshield (wipers and windshield washer components)	<input checked="" type="radio"/> Yes <input type="radio"/> No	NAPA stocks several different kinds of products in this category at all 6000 NAPA Auto Parts Store Nationwide.
92	Vehicle paint and primer	<input checked="" type="radio"/> Yes <input type="radio"/> No	NAPA stocks several different kinds of products in this category at all 6000 NAPA Auto Parts Store Nationwide.
93	Tires, OEM vehicle parts, and garage and fleet maintenance equipment, tools, and supplies as described in RFP	<input checked="" type="radio"/> Yes <input type="radio"/> No	NAPA stocks several different kinds of products in this category at all 6000 NAPA Auto Parts Store Nationwide.

### Exceptions to Terms, Conditions, or Specifications Form

Only those Proposer Exceptions to Terms, Conditions, or Specifications that have been accepted by Sourcwell have been incorporated into the contract text.

### Documents

#### Ensure your submission document(s) conforms to the following:

1. Documents in PDF format are preferred. Documents in Word, Excel, or compatible formats may also be provided.
2. Documents should NOT have a security password, as Sourcwell may not be able to open the file. It is your sole responsibility to ensure that the uploaded document(s) are not either defective, corrupted or blank and that the documents can be opened and viewed by Sourcwell.
3. Sourcwell may reject any response where any document(s) cannot be opened and viewed by Sourcwell.
4. If you need to upload more than one (1) document for a single item, you should combine the documents into one zipped file. If the zipped file contains more than one (1) document, ensure each document is named, in relation to the submission format item responding to. For example, if responding to the Marketing Plan category save the document as "Marketing Plan."

**NAPA Auto Parts # 100124-GPC**

Pricing for contract #100124-GPC offers Sourcewell participating agencies the following discounts:

- A range of 46%-72% off list price depending on the item category.

STATE OF ILLINOIS )  
COUNTY OF KANE ) SS.

**REPORT NO. TMP-26-044**  
**PLANNING & PROGRAMMING REPORT**

## KANE COUNTY DIVISION OF TRANSPORTATION

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### Planning & Programming Department Monthly Report – January 20, 2026

#### Kane Kendall Council of Mayors

KKCOM received 55 applications for its STP-L Call for Projects, requesting a total of approximately \$77 million in federal funding. These requests will compete for roughly \$12 million available for programming in both 2030 and 2031, making the program highly competitive for transportation infrastructure funding in Kane and Kendall counties. Staff are currently scoring projects and will post the recommended program on March 2, followed by a 30-day public comment period. The Transportation Policy Committee and Full Council will vote in the spring, with final approval by two CMAP committees this summer.

Kane County DOT submitted two applications for the Tyrrell Road and Galligan Road projects, requesting the maximum of \$2.5 million per project for 2030.

#### Funding Applications

The County's Unified Work Program (UWP) application for the Public Right-of-Way ADA Self-Evaluation and Transition Plan update has received final approval from CMAP's MPO Policy Committee. The County has been awarded \$261,017 to retain a consultant to complete this work. Consultant selection is anticipated in early 2027, with a project kickoff in July 2027 using State FY 2028 funding. The scope will include an ADA compliance assessment of curb ramps, sidewalks, shared-use paths, and pedestrian traffic control equipment.

In addition, staff will submit an application on January 16 to the RTA's Access to Transit Program for sidewalk gap closures and pedestrian intersection improvements at Randall Road and Point Boulevard, adjacent to the I-90 Park-and-Ride. This project is a component of the Randall Road Multi-Modal initiative and is estimated at approximately \$1 million, with the grant covering up to 90 percent of eligible costs. Funding award announcements are expected in the spring.

#### Impact Fee program

Development of the 2027 Road Impact Fee Program Update is progressing on schedule, with the land use assumptions phase nearing completion. The next Impact Fee Advisory Committee (IFAC) meeting will be held on January 21, at which IFAC will review the land use assumptions and forward a recommendation to the County Board. By that time, the County will have held two required public hearings on the land use assumptions, supported by strong online engagement, including 96 virtual visitors to the public engagement platform in November and 52 in January. Adoption of the land use assumptions will allow the County to proceed with the travel demand modeling and Comprehensive Road Improvement Plan (CRIP) update.

Staff is currently reviewing several development projects for impact fee assessment, including new commercial and industrial sites in Geneva, Aurora, and North Aurora. In cases where permits were issued without payment, staff has initiated the violation process and coordinated with the Assistant State's Attorney to ensure compliance, with two in process located in St. Charles and Huntley.

### Ride in Kane

Beginning January 1, 2026, Ride in Kane is operating under a universal set of service parameters for all eligible Kane County seniors and individuals with disabilities, ensuring equal access to transportation services regardless of municipality or prior sponsor. This countywide framework replaces multiple sponsor-specific rules with a single, consistent set of eligibility and trip standards, improving scheduling efficiency and reducing administrative complexity. The change enhances customer experience, minimizes service gaps, provides clearer guidance for call center staff and partner agencies, and positions the program for long-term sustainable funding as the region moves toward greater coordination and consolidation of dial-a-ride programs.

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Attachments: Kane Kendall Council of Mayors Newsletter

Detailed information available from: Heidi Files, Chief of Planning & Programming  
630-444-3142

# Newsletter

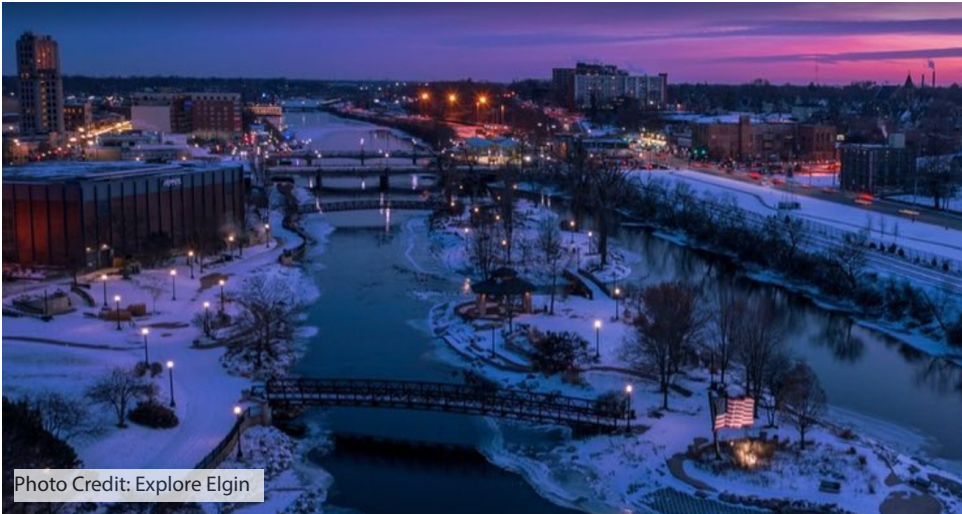


Photo Credit: Explore Elgin

## FUNDING UPDATES

### Kane Kendall Council of Mayors STP-L Call for Projects

KKCOM received a total of 56 STP-L applications to fill FFYs 2030 and 2031. Scoring is underway and the draft recommended program will be posted on March 2. Then, a 30-day public comment period will be open until April 1. The recommended program will be considered by the KKCOM Transportation Policy Committee and Full Council followed by the CMAP Transportation Committee and the CMAP MPO Policy Committee for final approval in June 2026.

### RTA Access to Transit

The RTA's [Access to Transit](#) program is open until **January 16 at noon**. This program funds design and construction of small-scale capital projects (under \$1M) that improve access to the regional transit system for pedestrians and bicyclists. The RTA will host a second open house Q&A session on Wednesday, January 7 from 9:30 to 10:30 a.m: [Open House Registration](#).

### IDOT Section 130 and ICC CSIP Program

IDOT has released [Circular Letter 2025-16](#) announcing two NOFOs related to rail-highway safety. The FY 2027 and FY 2028 Local Rail-Highway Grade Crossing Safety Program (Section 130 Funds) managed by IDOT is open until **January 30**. Separately, the Illinois Commerce Commission (ICC) opened their FY 2027-2031 Crossing Safety Improvement Program (CSIP) through **January 15**. These programs have separate, but overlapping scopes and coverage.

### BUILD FY2026 NOFO

USDOT has released a NOFO for the Better Utilizing Investments to Leverage Development (BUILD) program: [BUILD NOFO](#). This program (previously known as TIGER and RAISE) is open now through **February 24 at 4:00 p.m.** CT. The BUILD program is designed for projects with significant local or regional impact, especially those with multi-modal and multi-jurisdictional focuses. Applications for planning grants and capital grants can be submitted on Valid Eval: [Application Details](#).



Photo Credit: Village of Oswego

## In this Issue

- 1 FUNDING UPDATES  
SAVE THE DATE
- 2 KANE COUNTY UPDATES  
PARTNER UPDATES
- 3 CMAP NEWS
- 4 KKCOM COUNCIL INFORMATION  
KKCOM STAFF  
KKCOM CONTACT INFORMATION

### SAVE THE DATE

January 8	MPO Policy Committee
January 13	Council of Mayors Executive Committee
January 14	CMAP Board
January 22	KKCOM TPC
February 5	STP Project Selection Committee
February 5	CMAQ & TAP Project Selection Committee
February 11	CMAP Board
February 27	CMAP Transportation Committee

### HAPPY NEW YEAR

KKCOM Staff wishes everyone and their families a safe and healthy New Year!!!





Paratransit Vehicle  
Photo Credit: Ride in Kane

## SAFE STREETS FOR ALL AWARDS

USDOT announced the awards for the [FY 2025 cycle of Safe Streets for All](#). Almost \$1 Billion was awarded for implementation, planning, and demonstration grants for 521 communities. In the CMAP region, McHenry County will receive \$2,250,000 for a roundabout project. The FY2026 NOFO is expected to be announced spring of 2026: [SS4A Upcoming](#).

# KANE COUNTY UPDATES

## Kane County 2027 Impact Fee Program Update

Kane County is in the process of updating its [Impact Fee Program](#), which includes the Comprehensive Road Improvement Plan (CRIP) and the Impact Fee Ordinance. A public hearing regarding the plan's land use assumptions will be held Tuesday, January 14 from 4-7 p.m. in the Kane County Government Center Auditorium and online. The County encourages participation from residents, municipal staff, and other stakeholders. Additionally, a Virtual Public Hearing will be available on the [plan's engagement site](#) until January 15.

## Ride In Kane New Parameters

KDOT has been working with Pace, the RTA, and local sponsors to transition the Ride in Kane Program to a countywide coordinated program which will provide equal access for all eligible Kane County residents and a more streamlined system for riders to register. Prior to the update, the program was administered by over 18 community sponsors with separate parameters and eligible trip types. The enhanced program will feature one system, one set of rules, and the same travel destinations for all eligible residents across Kane County. Service is available for seniors over 65, people with disabilities, and veterans traveling to select facilities. Kane County will serve as the grant recipient and program administrator, while Pace Suburban Bus will continue to operate the dial-a-ride service and will manage a new unified rider registration system and call center. The program's funding includes a 50 percent operating subsidy from Pace Bus, with the remaining 50 percent funded with ARPA funds for veterans trips and Section 5310 funds through the RTA for other trips. All trips outside Kane County must start or end within Kane County and may travel to any municipality that is partly within Kane County. Information about eligibility, registration, and fares is available at the [Ride in Kane website](#). Details can also be found in the updated [Ride in Kane Rider's Guide](#).

# PARTNER UPDATES

## Governor Pritzker Signs Transit Bill

On December 16, Governor JB Pritzker signed SB2111. This landmark transit funding and reform bill replaces the RTA with the Northern Illinois Transit Authority (NITA) and provides approximately \$1.2 billion in new funding for the CTA, Metra, and Pace. The RTA will be replaced by NITA on June 1, 2026 and the new 20-member board will be seated by September 2026. The RTA has released a [preliminary summary of SB2111](#) which includes an implementation timeline with key deadlines and milestones for the transition of the agency and development of programs identi-

## RTA Budget Approves Transit Budgets

The RTA Board of Directors has [voted to approve](#) the 2026 regional transit operating budget and 2026-2030 capital program. This budget ensures continuity across the region with no fare increases and no service cuts, but also supports Service Board improvements while positioning the system for larger changes ahead.

## SAFE STREETS FOR ALL WEBINAR

DuPage County hosted a webinar regarding Safe Streets for All funding and implementation guidance. This information is applicable to all municipalities that are included in the six county-level safety action plans that CMAP approved last summer. The webinar is available to view online: [SS4A Webinar](#).

## QUARTERLY STATUS UPDATES

CMAP is working on transferring Quarterly Status Updates to the eTIP platform. Due to this, the December QSU's will be completed in the usual manner, but will be delayed until January. The March 2026 QSU's will be completed on eTIP. More information will be provided at the January 22 TPC meeting. We apologize for the delay.

## ILLINOIS TOLLWAY 2026 BUDGET

The Illinois Tollway Board of Directors has approved a [balanced budget](#) of \$1.79 billion. This includes \$1.26 billion in capital spending to fund both the Move Illinois capital program and Bridging the Future capital plan. There is no increase planned in 2026 for passenger vehicle tolls.

## IDOT 2025 SUMMARY

IDOT released an [end-of-year memo](#) highlighting the agency's accomplishments throughout 2025 including releasing the largest multi-year construction program in state history in October. Through six years of Rebuild Illinois, the State has accomplished almost \$20.8 billion of improvements to numerous transportation facilities. More details on the progress of Rebuild Illinois can be found on IDOT's [interactive dashboard](#).



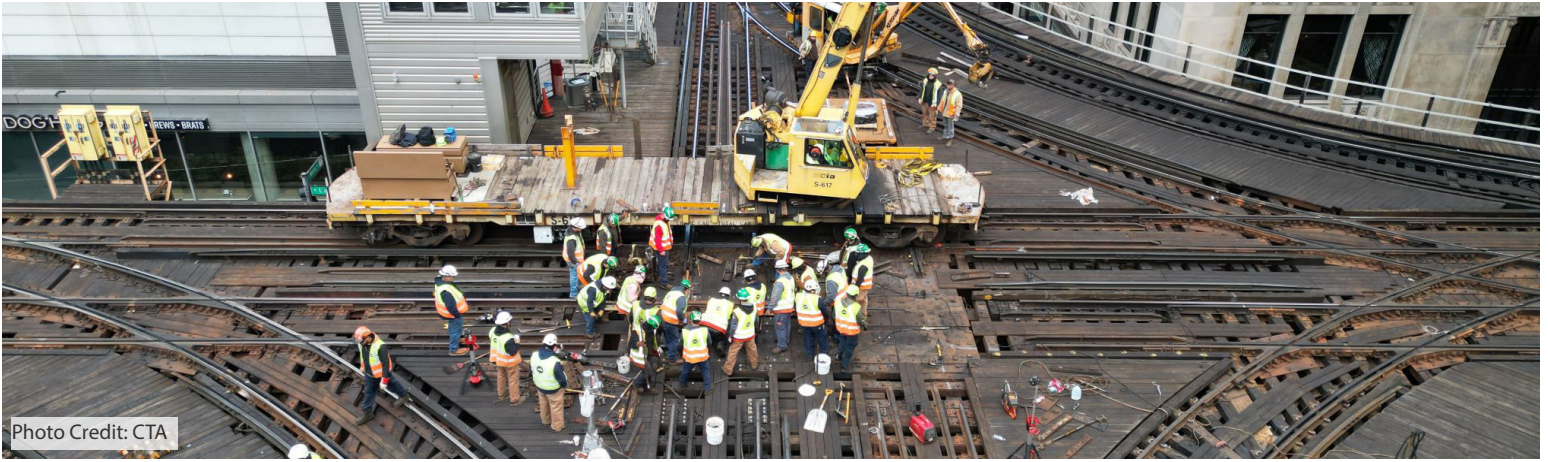


Photo Credit: CTA

# CMAP NEWS

## Regional Water Workshops

CMAP is launching a new five-part virtual workshop series titled “Shared Waters, Shared Future: Northeastern Illinois Regional Water Supply Sustainability Workshops.” These workshops are a partnership between CMAP, the Illinois-Indiana Sea Grant, and the Illinois Department of Natural Resource’s Office of Water. Topics and details are available online and include water governance, water sustainability, and groundwater impact: [Water Workshops](#). Sessions will be hosted virtually and will feature community leaders, water utilities, planners, policy makers, and residents. Registration is now open for each of the five workshops which will take place between February to November: [Webinar Registration](#). The first session, Collaborating with Water Utilities and Local Governments, will be held on February 18 from 9 a.m. to 12 p.m.

## State of the Region Snapshots

As part of the launch of CMAP’s Century Plan at the State of the Region event, CMAP shared State of the Region Snapshots. These snapshots include details about the region’s population, workforce, travel, and economic trends and more: [State of the Region Snapshots](#). More information on the development of the Century Plan is available online: [Century Plan](#).

## Regional Transportation Plan Policy Briefs

In support of the development of the 2026 Regional Transportation Plan, CMAP has worked with a consultant to develop four policy briefs on different transportation topics: [Asset Management](#), [Emerging Technologies](#), [Innovative Finance and Project Delivery](#), and [Intercity Rail and Bus](#). These topics are identified as priority areas for CMAP and partner agencies and expand on themes identified in previous planning efforts including the ON TO 2050 Plan.

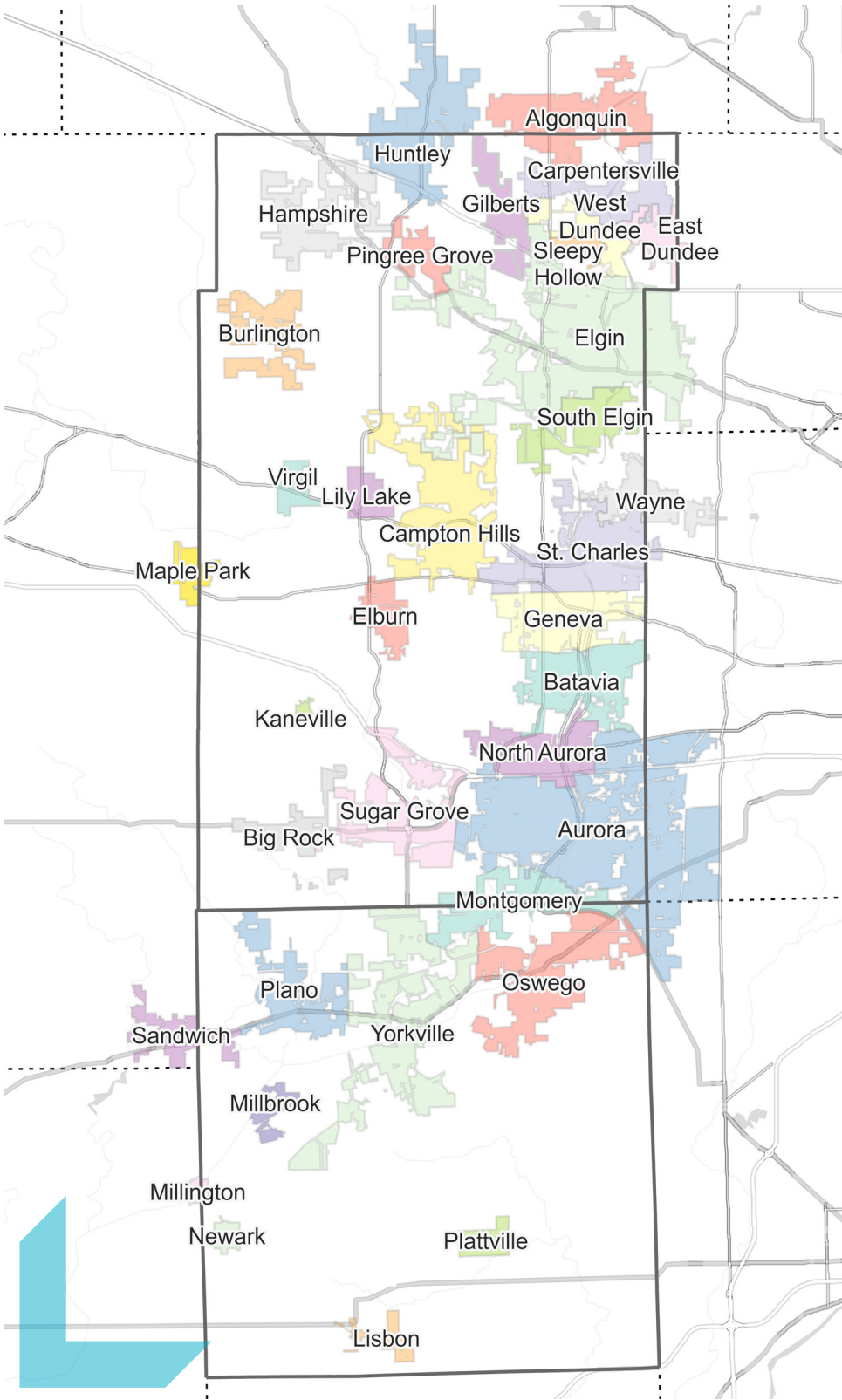
## 2026 RTP: Financial Forecast

CMAP continues to advance the [2026 Regional Transportation Plan](#) (RTP) through extensive research, data analysis, and public engagement. To meet federal requirements for fiscal constraint, CMAP is developing long-range financial forecasts for the RTP to estimate baseline revenues and expenditures and identify additional reasonably expected revenues. Working with a [financial plan resource group](#), CMAP has refined transparent and accurate forecasting methods to guide investment priorities through 2050. A forthcoming Financial Plan Risk Assessment will evaluate key uncertainties and identify realistic and resilient mitigation strategies.

Through coordination with partner agencies, CMAP has identified 137 regional capital projects (RCPs) for possible inclusion in the RTP. A [draft RCP Benefits Report](#) summarizing the benefits that each proposed project offers to the region is now available. The RCP candidates can also be viewed in an [interactive map](#). CMAP will continue to update and refine this report.

## Northeastern Illinois Development Database

Since 1987, CMAP (and its predecessor agency) has tracked significant developments and redevelopments in the region to inform the local forecast model, which predicts household and job placements. For the first time this year, CMAP made that data publicly accessible through the Northeastern Illinois Development Database interactive map. Using the map, municipalities can view and submit proposed, in-progress, or completed developments. The data is also available on the CMAP Data Hub. Thanks to municipalities around the region, more than 400 developments were added to the database. Municipalities can view and contribute to the database online: [Development Database](#).



## COUNCIL MEMBERS

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**Mayor Jeffery Schielke**, City of Batavia

### Vice Chairman

**President John Skillman**, Village of Carpentersville

### Municipal Members

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**Mayor John Laesch**, City of Aurora

**President Matt Fitzpatrick**, Village of Big Rock

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**President Barbara Wojnicki**, Village of Campton Hills

**President Daniel Pearson**, Village of East Dundee

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**President Ryan Kauffman**, Village of Oswego

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**Mayor Mike Rennels**, City of Plano

**Mayor June McCord**, Village of Plattville

**Mayor Todd Latham**, City of Sandwich

**President Courtney Boe**, Village of Sleepy Hollow

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**President Susan Stillwell**, Village of Sugar Grove

**President Jamie LeBlanc**, Village of Virgil

**President Eileen Phipps**, Village of Wayne

**President Christopher Nelson**, Village of West Dundee

**Mayor John Purcell**, City of Yorkville

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**Chairman Matt Kellogg**, Kendall County Board

**Mike Zakosek**, County Engineer, Kane County DOT

**Francis Klaas**, County Engineer, Kendall County HD

## KKCOM STAFF



**HEIDI FILES**  
EXECUTIVE  
DIRECTOR



**HEIDI  
LICHTENBERGER**  
COUNCIL DIRECTOR



**GEORGE  
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**GRETCHEN  
KLOCK**  
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## CONTACT INFO

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STATE OF ILLINOIS )

SS.

COUNTY OF KANE )

**REPORT NO. TMP-26-045**

**PERMITTING REPORT**

## KANE COUNTY DIVISION OF TRANSPORTATION

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### Permitting Department Monthly Report –January 20, 2026

#### **PERMITTING**

Attached are spreadsheets showing issued permits for the past year. Also attached are the comparison graphs for access, utility and moving permits showing the number of permits issued for FY2025 versus FY2024. Below is a list of on-going access permit projects:

1. Fabyan Pkwy & Kautz Rd Extension (City of Geneva) – Design underway for the extension of Kautz Road from IL Route 38 south to Fabyan Parkway. Plan reviews ongoing.
2. Kirk Rd & Division St (east leg) – (City of Geneva) – Plan reviews ongoing.
3. Randall Rd & IL Route 72 (SE quadrant) – Reviews ongoing for traffic impact study and concept site plan for a residential development with a proposed right-in/right-out access to Randall Road.
4. Big Timber & Rt 47 Right turn lane – Cambridge Lakes North (Village of Pingree Grove) Plan reviews ongoing.
5. Big Timber – E of US Rt 20 -- Minor Use Access permit issued. Construction ongoing.
6. Kirk Rd & Fox Valley Ice Arena access (east leg) – KDOT awaiting updated plans to start plan reviews.
7. Big Timber & Madeline (City of Elgin) – Construction complete. Signals activated.
8. Peck Rd – Prairie Grove Drive Subdivision (City of Geneva) -- Plan reviews ongoing.
9. Galligan Rd – Julie Drive (Village of Gilberts) The Conservancy Subdivision – Plan reviews ongoing.
10. Keslinger-Bunker-LaFox (Village of Campton Hills) La Fox of Campton Hills Subdivision – Traffic Impact Study (TIS) and plan reviews ongoing.
11. Keslinger – E. Maplewood Circle (Village of Elburn) Elburn Station Subdivision – A full and a right-in/right-out access – plan reviews ongoing.

#### **ACCESS CONSIDERATIONS / AGREEMENTS (IN DEVELOPMENT)**

1. Kirk Road / Division Street (City of Geneva) – New IGA for the east leg of the intersection (Bullock Campus)
2. Big Timber Road / IL Route 47 (Village of Pingree Grove) – New IGA for the intersection of Big Timber / Providence (Cambridge Lakes North)
3. Harmony Road -- Melms Road to Kelley Road (Village of Hampshire) – New IGA for the Harmony Road corridor for multiple access points (Prairie Ridge North)
4. Fabyan Parkway / Kautz Road (City of Geneva) – New IGA for the Kautz Road extension access to Fabyan Parkway (Geneva Industrial Development).
5. Kirk Road / Fox Valley Ice Arena (City of Geneva) – New IGA for the east leg of the intersection.
6. Orchard Road (Jericho Road to US Route 30) – New IGA for access along the corridor.
7. Randall Rd – N of Miller (Village of Carpentersville) IGA Amendment for Right-Out access on west side of Randall Rd.

This report is submitted for information purposes and staff recommends that it be placed on file.

---

Attachments: Permitting spreadsheets and charts

Detailed information available from: Doris Hohertz, P.E., Chief of Permitting, 630-406-7309

FY 2025 (Dec. 2024 thru Nov. 2025)				FY 2026 (Dec. 2025 thru Nov. 2026)			
Month	Access	Utility	Moving	Month	Access	Utility	Moving
<b>December, 2024</b>	<b>12</b>	<b>5</b>	<b>174</b>	<b>December, 2025</b>	<b>0</b>	<b>16</b>	<b>199</b>
January	16	31	193	January	0	0	0
February	17	37	181	February	0	0	0
March	11	16	230	March	0	0	0
April	4	14	321	April	0	0	0
May	3	19	381	May	0	0	0
June	3	25	390	June	0	0	0
July	3	16	373	July	0	0	0
August	8	22	348	August	0	0	0
September	2	35	453	September	0	0	0
October	4	12	433	October	0	0	0
November	3	26	324	November	0	0	0
<b>Total thru December 2024</b>	<b>12</b>	<b>5</b>	<b>174</b>	<b>Total thru December 2025</b>	<b>0</b>	<b>16</b>	<b>199</b>

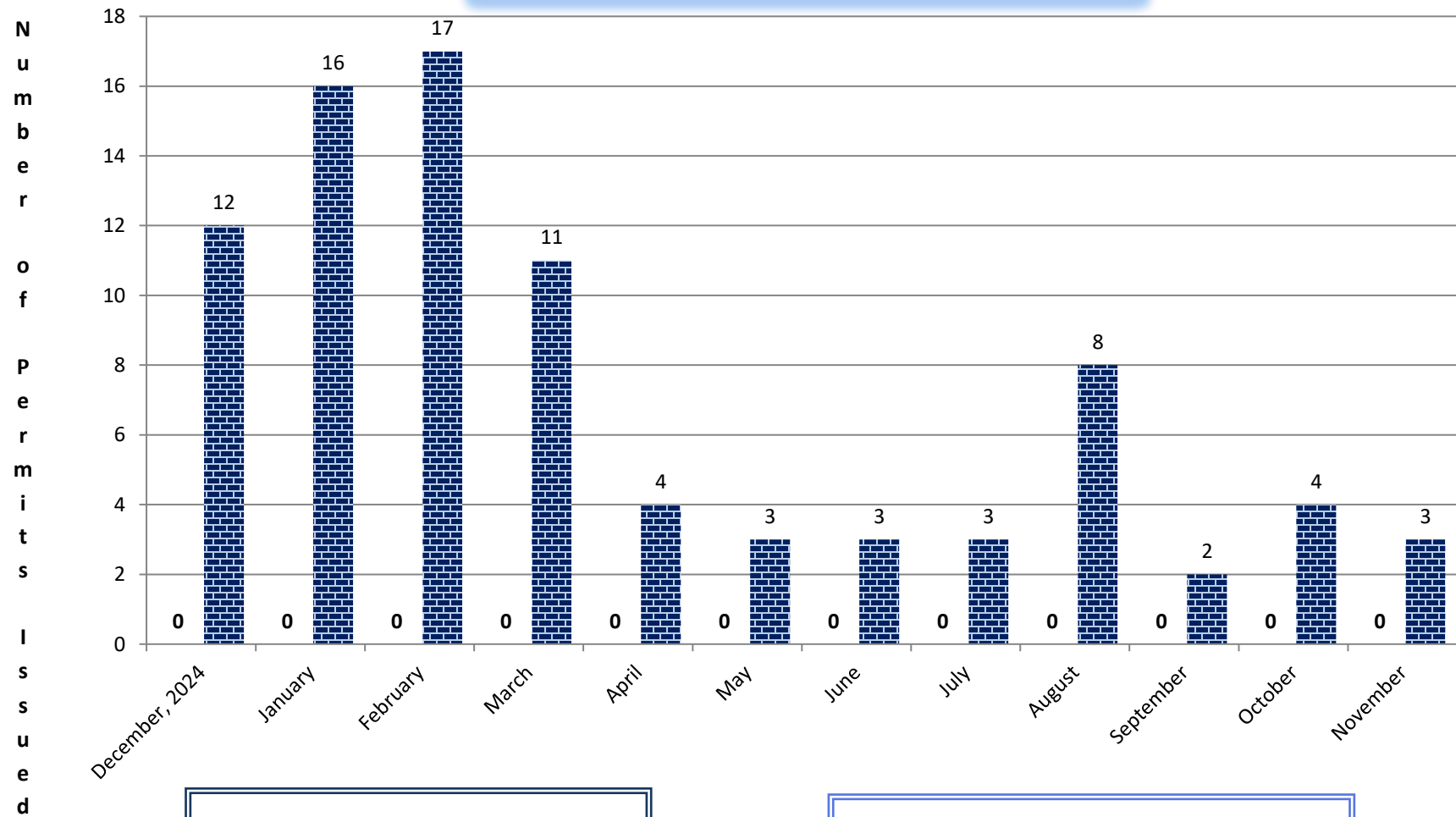
YTD Change %	- 100 %	+ 220 %	+ 14 %
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## Issued Permits

<div> <b>Fiscal Year 2025</b> <b>PERMITS ISSUED</b> <b>FY 2025 REVENUE \$ COLLECTED</b> </div>															
Month	Utility	Temp	Major	Minimum	Detour	Events	Ag	R.O.W.	Subdivison	Water Draw	Stormwater	MP-Cty	MP-TWP	Moving \$	Access \$
<b>Dec. 2024</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>142</b>	<b>32</b>	<b>\$14,685.00</b>	<b>\$16,950.00</b>
Jan. 2025	31	0	0	0	1	0	0	15	0	0	0	154	39	\$17,075.00	\$18,400.00
Feb	37	0	0	0	0	0	0	17	0	0	0	157	24	\$16,045.00	\$15,050.00
Mar	16	1	0	0	0	5	0	5	0	0	0	207	23	\$17,490.00	\$10,450.00
Apr	14	1	0	0	0	0	0	3	0	0	0	243	78	\$27,920.00	\$21,600.00
May	19	0	0	1	0	0	0	2	0	0	0	291	90	\$36,565.00	\$5,295.37
June	25	1	0	1	0	0	1	0	0	0	0	314	76	\$34,730.00	\$4,570.00
July	16	2	0	0	0	0	0	1	0	0	0	322	51	\$30,705.00	\$2,220.00
Aug	22	1	0	0	0	1	1	5	0	0	0	290	58	\$31,655.00	\$4,430.00
Sept	35	0	0	1	0	0	0	1	0	0	0	379	74	\$37,440.00	\$5,527.19
Oct	12	0	0	0	0	0	0	4	0	0	0	363	70	\$40,000.00	\$5,893.37
Nov	2	0	0	1	1	0	0	1	0	0	0	282	42	\$32,010.00	\$4,519.63
<b>Total thru Dec. 2024</b>	<b>234</b>	<b>6</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>6</b>	<b>2</b>	<b>66</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3144</b>	<b>657</b>	<b>\$336,320.00</b>	<b>\$114,905.56</b>
<div> <b>Fiscal Year 2026</b> <b>PERMITS ISSUED</b> <b>FY 2026 REVENUE \$ COLLECTED</b> </div>															
Month	Utility	Temp	Major	Minimum	Detour	Events	Ag	R.O.W.	Subdivison	Water Draw	Stormwater	MP-Cty	MP-TWP	Moving \$	Access \$
<b>Dec. 2025</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>171</b>	<b>28</b>	<b>\$18,725.00</b>	<b>\$2,672.61</b>
Jan. 2026	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0.00	\$0.00
Feb	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0.00	\$0.00
Mar	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0.00	\$0.00
Apr	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0.00	\$0.00
May	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0.00	\$0.00
June	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0.00	\$0.00
July	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0.00	\$0.00
Aug	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0.00	\$0.00
Sept	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0.00	\$0.00
Oct	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0.00	\$0.00
Nov	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0.00	\$0.00
<b>Total thru Dec. 2025</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>171</b>	<b>28</b>	<b>\$18,725.00</b>	<b>\$2,672.61</b>

**Access/ROW Permit Comparison Chart**

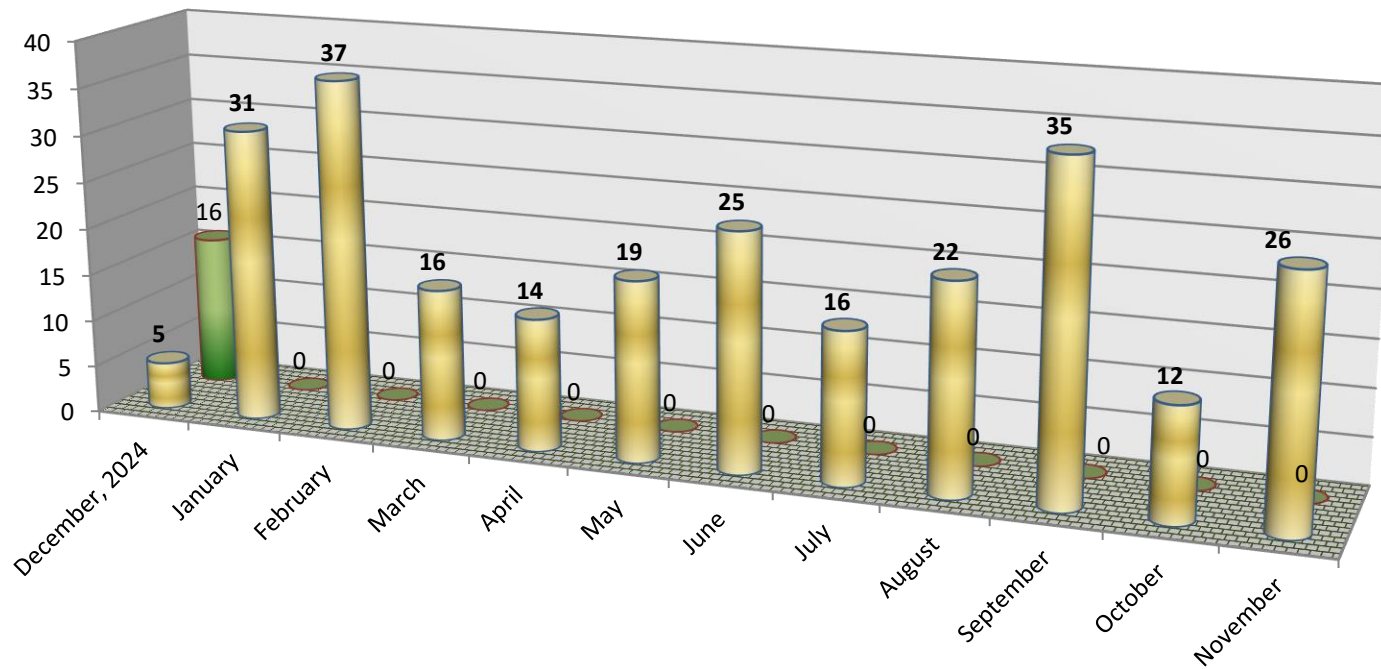


**December 2024 Total = 12 Issued**

**December 2025 Total = 0 Issued**

## Utility Permit Comparison Chart

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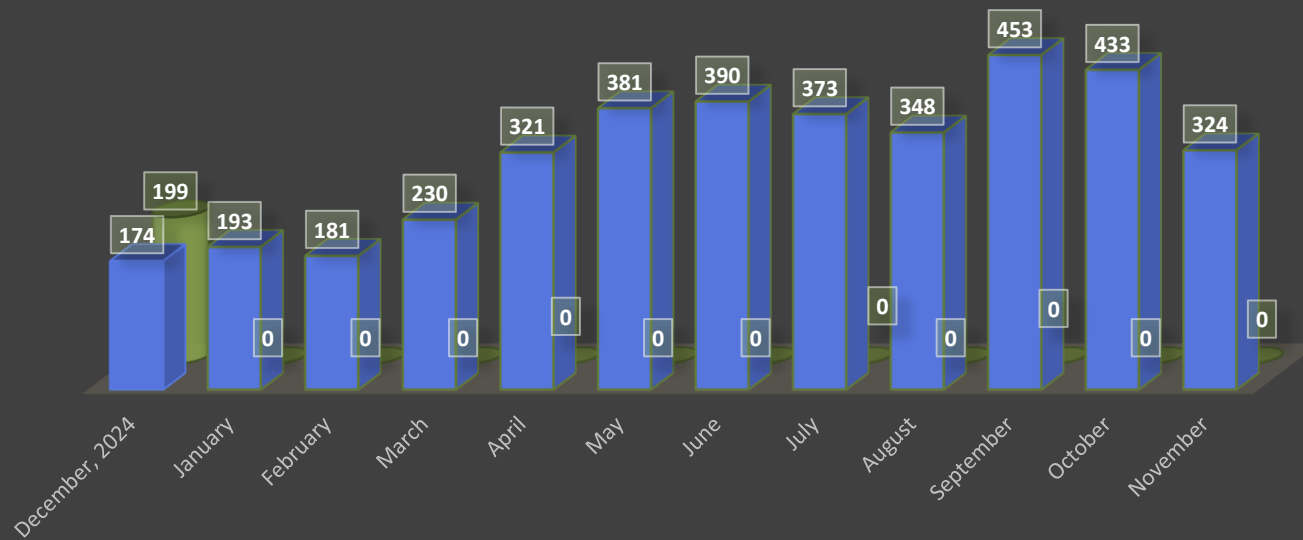
**December 2024 Total = 5 Issued**

**December 2025 Total = 16 Issued**



## MOVING PERMIT COMPARISON CHART

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**December 2024 Total = 174 Issued**

**December 2025 Total = 199 Issued**

## Permit Activity Report

Permit Company:

Road Name:

GIS Feature: ALL

Permit Number:

Reviewer: ALL

Permit Number	Permit Status	Permittee Company	Road Name	Reviewer
AAH-2023-00001	Open	C.A.R.E.S.	Big Timber Rd (Co Hwy 21)	Dustin Sundquist
AAH-2023-00005	Open	TROOP 38	Bowes Rd (Co Hwy 17)	Dustin Sundquist
AAH-2024-00009	Open	KANE COUNTY DOT	County Line Rd (Co Hwy 1)	Dustin Sundquist
AAH-2025-00022	Open	ST. CHARLES NORTH BOYS SWIM & DIVE	Stearns Rd (Co Hwy 37)	Dustin Sundquist
AAH-2025-00023	Open	ST CHARLES TOWNSHIP GOP	Randal road (Co Hwy 34)	Dustin Sundquist
AAH-2025-00024	Open	INDIVISIBLE CHAPTER IN ELGIN	Silver Glen (Co Hwy 5)	Dustin Sundquist
AAH-2025-00025	Open		Rt 38 - Plank Road (Co Hwy 22)	Dustin Sundquist
AAH-2025-00026	Open	TEAM PRIME GARAGE	WALKER RD	Dustin Sundquist
AAH-2025-00027	Open	RYDERS DON'T PLAY MC	Montgomery Rd (Co Hwy 29)	Dustin Sundquist
MAJ-2024-00002	Open	MIDWEST INDUSTRIAL FUNDS	Fabyan Pkwy(Co Hwy8) and Kautz Rd	Doris Hohertz
MAJ-2024-00004	Open	GILBERTS DEVELOPMENT FN LLC	Galligan Road (Co Hwy 6)	Doris Hohertz
MAJ-2025-00004	Open	HAMPSHIRE WEST, LLC	Big Timber Rd (Co Hwy 21)	Doris Hohertz
MAJ-2025-00005	Open	SHODEEN INC.	Keslinger Rd (Co Hwy 41)	Doris Hohertz
MAJ-2025-00006	Open	ANTUNES	Kirk Rd (Co Hwy 77)	Doris Hohertz
MAJ-2025-00007	Open	ALDI INC.	Kirk Road (Co Hwy 77)	Kurt Nika
MAJ-2025-00008	Open	CHASTAIN & ASSOCIATES LLC	Huntly Rd (Co Hwy 30) and Longmeadow Parkway (Co Hwy 86)	Doris Hohertz

MIN-2025-00007	Open	PARTNER	County Line Rd (Co Hwy 1)	Doris Hohertz
MNR-2024-00004	Open	1203 FABYAN PARKWAY	Fabyan Parkway (Co Hwy 8)	Doris Hohertz
MNR-2024-00005	Open	FD FUND II, LLC	Peck Rd (Co Hwy 84)	Doris Hohertz
PLTA20230000513-01	Open	ISD ENGINEERING	Kirk Rd (Co Hwy 77)	
PLTA20230000669	Open	ANTUNES	Kirk Rd (Co Hwy 77)	Doris Hohertz
ROW-2024-00027	Open	GSI FAMILY	Kirk Road (Co Hwy 77)	Doris Hohertz
ROW-2025-00003	Open	VILLAGE OF NORTH AURORA	Orchard Gateway (Co Hwy 83)	Doris Hohertz
ROW-2025-00012	Open	CHC CONSULTING, LLC	Dunham Rd (Co Hwy 19)	Doris Hohertz
ROW-2025-00019	Open	COM ED	French Rd (Co Hwy 11)	Doris Hohertz
ROW-2025-00027	Open	ATLAS TECHNICAL CONSULTANTS LLC	Randall Road (Co Hwy 34)	Ray Johnson
ROW-2025-00028	Open	SHACTEE ENGINEERING	Orchard Rd (Co Hwy 84)	
SUB-2023-00001	Open	WOODGATE PROPERTIES LLC	Woodgate Road	Kurt Nika
SUB-2025-00001	Open	RIDGEFIELD OF HUNTLEY, L.L.C.	Ridgefield Blvd	Kurt Nika
TMP-2023-00001	Open	GILBERTS DEVELOPMENT, LLC	Galligan Road (Co Hwy 6)	Kurt Nika
TMP-2024-00005	Open	MIDWEST INDUSTRIAL FUNDS	Fabyan Pkwy(Co Hwy8) and Kautz Rd	
TMP-2024-00008	Open	MWI PROPERTY GROUP	Fabyan Pkwy(Co Hwy8)	Doris Hohertz
TMP-2025-00008	Open	MODA HOMES, LLC	Galligan Rd (Co Hwy 6)	
UTL-2023-00027	Open	NICOR GAS	Orchard Rd (Co Hwy 83)	Doris Hohertz
UTL-2023-00078	Open	MCC TELEPHONY OF IL LLC DBA MEDIACOM	Fabyan Parkway (Co Hwy 8)	
UTL-2023-00094	Open	PRIMERA ENGINEERS, LTD.	Randall Road (Co Hwy 34)	Doris Hohertz
UTL-2023-00101	Open	NICOR GAS COMPANY	Army Trail (Co Hwy 20) & Dunham Rd.(Co Hwy 19)	Ray Johnson
UTL-2024-00002	Open	NICOR GAS COMPANY	Keslinger Rd (Co Hwy 41)	Tim Knight
UTL-2024-00033	Open	ESPO ENGINEERING	Fabyan Pkwy (Co Hwy 8)	Tim Knight
UTL-2024-00054	Open	KANE COUNTY DIVISION OF ENVIRONMENTAL AND WATER RESOURCES	Plank Rd (Co Hwy 22)	Tim Knight
UTL-2024-00089	Open	FARNSWORTH GROUP, INC.	Peck Road (Co Hwy 84)	Doris Hohertz
UTL-2024-00096	Open	TEBRUGGE ENGINEERING	Montgomery Road (Co Hwy 29)	Tim Knight

UTL-2024-00105EXT1	Open	ZAYO		Doris Hohertz
UTL-2024-00110EXT1	Open	ZAYO		Doris Hohertz
UTL-2024-00124	Open	ZAYO	Randall Rd (Co Hwy 34)	Ray Johnson
UTL-2024-00125	Open	ZAYO	Silver Glen Rd (Co Hwy 5)	
UTL-2024-00126	Open	ZAYO	Silver Glen Rd (Co Hwy 5)	Ray Johnson
UTL-2024-00127	Open	ZAYO	Army Trail Road Co Hwy 20)	Ray Johnson
UTL-2024-00128	Open	HBK ENGINEERING	Dunham Rd (Co Hwy 19)	Ray Johnson
UTL-2024-00129	Open	ZAYO	Kirk Road (Co Hwy 77)	Ray Johnson
UTL-2024-00130	Open	ZAYO	Kirk Road (Co Hwy 77)	Ray Johnson
UTL-2024-00131	Open	ZAYO	Kirk Road (Co Hwy 77)	Ray Johnson
UTL-2024-00132	Open	ZAYO	Kirk Road (Co Hwy 77)	Ray Johnson
UTL-2024-00133	Open	ZAYO	Kirk Road (Co Hwy 77)	Ray Johnson
UTL-2024-00134	Open	ZAYO	Kirk Rd (Co Hwy 77)	Ray Johnson
UTL-2024-00135	Open	ZAYO	Kirk Rd (Co Hwy 77)	Ray Johnson
UTL-2024-00136	Open	ZAYO	Kirk Rd (Co Hwy 77)	Ray Johnson
UTL-2024-00141EXT1	Open	ZAYO		Doris Hohertz
UTL-2024-00155	Open	ZAYO	Kirk Rd (Co Hwy 77)	Ray Johnson
UTL-2024-00161	Open	INTREN LLC	Plank Road (Co Hwy 22)	Tim Knight
UTL-2024-00165EXT1	Open	COMED		Doris Hohertz
UTL-2024-00176	Open	AT&T	Randall Rd (CH 34); Big Timber Rd (CH 21)	Tim Knight
UTL-2024-00178	Open	FEHR GRAHAM	Kirk Road (Co Hwy 77)	Doris Hohertz
UTL-2025-00020EXT2	Open	CITY OF AURORA		Doris Hohertz
UTL-2025-00023EXT1	Open	NICOR GAS COMPANY		Doris Hohertz
UTL-2025-00029EXT1	Open	COMED		Doris Hohertz
UTL-2025-00078	Open	HAMPSHIRE WEST, LLC	Big Timber Rd (Co Hwy 21)	Doris Hohertz
UTL-2025-00104	Open	COMED	Randall Rd (Co Hwy 34)	Doris Hohertz
UTL-2025-00111	Open	METRO FIBERNET, LLC	Randall Rd (Co Hwy 34)	Doris Hohertz
UTL-2025-00112EXT1	Open	NICOR GAS COMPANY		Doris Hohertz

UTL-2025-00118	Open	AT&T	Empire RD (Co Hwy 69)	Tim Knight
UTL-2025-00119	Open	ESPO ENGINEERING	Plato Rd (Co Hwy 32)	Tim Knight
UTL-2025-00123	Open	METRO FIBERNET, LLC	Randall Road (Co Hwy 34)	Tim Knight
UTL-2025-00126	Open	LEGION ENGINEERING	Plato Rd (Co Hwy 32)	Tim Knight
UTL-2025-00128	Open	MCC TELEPHONY OF IL LLC DBA MEDIACOM	Town Center Blvd	Tim Knight
UTL-2025-00132	Open	COMED	Randall Rd (Co Hwy 34) & Williamsburg Ave	Tim Knight
UTL-2025-00148	Open	VERIZON COMMUNICATIONS INC. / MCI COMMUNICATIONS SERVICES LLC	Plato Rd (Co Hwy 32)	Tim Knight
UTL-2025-00150	Open	ERVIN CABLE CONSTRUCTION	Main St. (Co Hwy 10)	Tim Knight
UTL-2025-00152	Open	ERVIN CABLE CONSTRUCTION	County Line Rd (Co Hwy 1)	Tim Knight
UTL-2025-00153	Open	ESPO ENGINEERING	Big Timber Rd (Co Hwy 21)	Tim Knight
UTL-2025-00155	Open	ERVIN CABLE CONSTRUCTION	Center St & Liberty St	Tim Knight
UTL-2025-00157	Open	HBK ENGINEERING	Randall Rd (Co Hwy 34)	Tim Knight
UTL-2025-00158	Open	NICOR GAS COMPANY	Harmony Rd Co Hwy 36	Doris Hohertz
UTL-2025-00159	Open	ATT ILLINOIS	FABYAN PKWY(Co Hwy 8) & KIRK RD(Co Hwy 77)	Doris Hohertz
UTL-2025-00160	Open	AT&T	Huntley Road (Co Hwy 30)	Ray Johnson
UTL-2025-00166	Open	COMED	Ketchum Rd	Tim Knight
UTL-2025-00167	Open	HBK ENGINEERING, LLC		Tim Knight
UTL-2025-00168	Open	AT&T	Kirk Rd (Co Hwy 77)	Tim Knight
UTL-2025-00169	Open	METRONET		Doris Hohertz
UTL-2025-00170	Open	ATT ILLINOIS	Fabyan Pkwy (Co Hwy 8)	Tim Knight
UTL-2025-00171	Open	COMCAST	Bowes Rd (Co Hwy 17)	Tim Knight
UTL-2025-00172	Open	NICOR GAS	French Rd (Co Hwy 11)	Tim Knight
UTL-2025-00175	Open		Bowes Rd (Co Hwy 17) and McLean Blvd (Co Hwy 18)	Doris Hohertz



## Permit Activity Report

Permit Status From: 10/01/2025

Permit Status To: 12/31/2025

Permit Status: Issued

Permittee Company:

Permit Expiration Date:

Road Name:

GIS Feature: ALL

Permit Number:

Reviewer: ALL

Permit Number	Permit Status	Permittee Company	Road Name	Reviewer	Permit Issued Date	Permit Exp Date
DET-2025-00001	Issued	UNION PACIFIC RAILROAD	Keslinger Rd (Co Hwy 41), County Line Rd, Main St, Liberty St, Broadway St, Thatcher Rd & Beith Rd	Doris Hohertz	11/13/2025	11/13/2026
MIN-2025-00006	Issued		Dittman Rd (Co Hwy 51)	Doris Hohertz	11/21/2025	11/21/2026
ROW-2024-00023	Issued	VILLAGE OF WEST DUNDEE	Huntley Road (Co Hwy 30)	Doris Hohertz	10/07/2025	10/07/2026
ROW-2025-00021	Issued	OBROCHTA RESIDENTIAL ACCESS	Fabyan Parkway (Co Hwy 8)	Doris Hohertz	10/24/2025	10/24/2026
ROW-2025-00022	Issued	FLOCK SAFETY	Dunham Rd (Co Hwy 19)	Tim Knight	10/21/2025	10/21/2026
ROW-2025-00023	Issued	FLOCK SAFETY	W Bartlett Rd (Co Hwy 61)	Tim Knight	11/12/2025	11/12/2026
ROW-2025-00026	Issued	GZA GEOENVIRONMENTAL, INC	Randall Road (Co Hwy 34)	Tim Knight	10/20/2025	10/20/2026
UTL-2023-00037	Issued	NICOR GAS COMPANY	Fabyan Parkway (Co Hwy 8)	Doris Hohertz	10/20/2025	01/20/2026
UTL-2024-00032	Issued	HAMPSHIRE WEST, LLC	Ridgecrest Blvd	Kurt Nika	11/10/2025	02/10/2026
UTL-2024-00115	Issued		Randall Rd (Co Hwy 34)	Ray Johnson	10/15/2025	01/15/2026

UTL-2024-00116	Issued	ZAYO	Randall Road (Co Hwy 34)	Ray Johnson	10/16/2025	01/16/2026
UTL-2024-00117	Issued	ZAYO	Randall Rd (Co Hwy 34)	Ray Johnson	11/11/2025	02/11/2026
UTL-2024-00118	Issued	ZAYO	Randall Rd (Co Hwy 34)	Ray Johnson	11/11/2025	02/11/2026
UTL-2024-00119	Issued		Randall Rd (Co Hwy 34)	Ray Johnson	11/11/2025	02/11/2026
UTL-2024-00120	Issued	ZAYO	Randall Rd (Co Hwy 34)	Ray Johnson	11/11/2025	02/11/2026
UTL-2024-00121	Issued	ZAYO	Randall Rd (Co Hwy 34)	Ray Johnson	12/15/2025	03/15/2026
UTL-2024-00122	Issued	ZAYO	Randall Rd (Co Hwy 34)	Ray Johnson	12/15/2025	03/15/2026
UTL-2024-00123	Issued	ZAYO	Randall Rd (Co Hwy 34)	Ray Johnson	12/15/2025	03/15/2026
UTL-2024-00137	Issued	ZAYO	Kirk Rd (Co Hwy 77)	Ray Johnson	11/23/2025	02/23/2026
UTL-2024-00138	Issued	ZAYO	Kirk Rd (Co Hwy 77)	Ray Johnson	11/23/2025	02/23/2026
UTL-2024-00139	Issued	ZAYO	Kirk Road (Co Hwy 77)	Ray Johnson	11/23/2025	02/23/2026
UTL-2024-00140	Issued	ZAYO	Kirk Rd (Co Hwy 77)	Ray Johnson	11/23/2025	02/23/2026
UTL-2024-00156	Issued	MCIMETRO ACCESS TRANSMISSION SERVICES LLC	Keslinger (Co Hwy 41)	Tim Knight	11/25/2025	02/25/2026
UTL-2024-00177	Issued	NICOR GAS / SOUTHERN COMPANY	Fabyan Pkwy (Co Hwy 8)	Tim Knight	10/09/2025	01/09/2026
UTL-2025-00006	Issued	NICOR GAS COMPANY	Randall Road (Co Hwy 34)	Tim Knight	10/09/2025	01/09/2026
UTL-2025-00033	Issued	COMMONWEALTH EDISON	Fabyan Pkwy (Co Hwy 8)	Tim Knight	12/19/2025	03/19/2026
UTL-2025-00066	Issued	COMMONWEALTH EDISON	Randall Rd (Co Hwy 34)	Tim Knight	10/21/2025	01/21/2026
UTL-2025-00074	Issued	AT&T	Randall Rd (Co Hwy 34)	Tim Knight	11/13/2025	02/13/2026
UTL-2025-00077	Issued	COMCAST CABLE	Bowes Rd (Co Hwy 17)	Tim Knight	11/14/2025	02/14/2026



UTL-2025-00090	Issued	MCC TELEPHONY OF IL LLC DBA MEDIACOM	Main Street Rd (Co Hwy 10)	Tim Knight	12/23/2025	03/23/2026
UTL-2025-00091	Issued	COMED	LaFox (Co Hwy 81)	Tim Knight	11/18/2025	02/18/2026
UTL-2025-00095	Issued	MIDWEST FIBER NETWORKS (MFN)	Randall Rd (Co Hwy 34)	Tim Knight	12/22/2025	03/22/2026
UTL-2025-00098	Issued	COMED	Randall Rd (Co Hwy 34)	Doris Hohertz	12/05/2025	03/05/2026
UTL-2025-00101	Issued	COMCAST CABLE	Longmeadow Parkway (Co Hwy 86)	Tim Knight	10/08/2025	01/08/2026
UTL-2025-00105	Issued	COMCAST CABLE	Randall Rd (Co Hwy 34)	Tim Knight	10/10/2025	01/10/2026
UTL-2025-00107	Issued	AT&T	Longmeadow Pkwy (Co Hwy 86)	Tim Knight	11/14/2025	02/14/2026
UTL-2025-00113	Issued	COMED	Randall Rd (Co Hwy 34)	Tim Knight	11/26/2025	02/26/2026
UTL-2025-00115	Issued	NICOR GAS	Keslinger Rd (Co Hwy 41)	Doris Hohertz	11/21/2025	02/21/2026
UTL-2025-00120	Issued	ATT ILLINOIS	Fabyan Pkwy (Co Hwy 8)	Tim Knight	11/17/2025	02/17/2026
UTL-2025-00124	Issued	COMED	Peplow Rd (Co Hwy 11)	Tim Knight	11/14/2025	02/14/2026
UTL-2025-00125	Issued	NICOR GAS	Montgomery Rd (Co Hwy 29)	Tim Knight	11/19/2025	02/19/2026
UTL-2025-00127	Issued	NICOR GAS	Keslinger Rd (Co Hwy 41)	Tim Knight	11/07/2025	02/07/2026
UTL-2025-00129	Issued	COMCAST	Randall Road (Co Hwy 34)	Doris Hohertz	10/24/2025	01/24/2026
UTL-2025-00130	Issued	CHRISTOPHER B. BURKE ENGINEERING LTD.	Randall Rd (Co Hwy 34)	Tim Knight	11/14/2025	02/14/2026
UTL-2025-00131	Issued	COMED	Allen Rd (Co Hwy 3)	Tim Knight	11/03/2025	02/03/2026
UTL-2025-00133	Issued	ATT ILLINOIS	Peck Rd (Co Hwy 84)	Tim Knight	10/28/2025	01/28/2026
UTL-2025-00134	Issued	AT&T	Randall Rd (Co Hwy 34) & Williamsburg Ave	Ray Johnson	11/06/2025	02/06/2026
UTL-2025-00135	Issued	SHACTEE ENGINEERING	Main St (Co Hwy 10)	Ray Johnson	10/28/2025	01/28/2026

UTL-2025-00136	Issued	COMED	CO Highway 71 Mooseheart Rd From Randall Rd to IL-31 CO Highway 41 Keslinger Rd From DeKalb/Kane County Line to Randall Rd CO Highway 78 Bliss Rd From IL-47 to Main St CO Highway 83 Orchard Rd From Kendall/Kane County Line to Randall Rd CO Highway 15 Tanner Rd From Bliss Rd to Orchard Rd	Diana Garza	10/24/2025	01/24/2026
UTL-2025-00137	Issued	COMED	CO Highway 21 Big Timber Rd From Harmony Rd to Randall Rd CO Highway 17 Bowes Rd From Muirhead Rd to McLean Rd CO Highway 18 McLean Rd From Bowes Rd to Spring St CO Highway 37 Sterns Rd From Randall Rd to Kane/Cook County Line CO Highway 5 Silver Glen Rd From IL-47 to IL-31 CO Highway 34 Randall Rd From US-20 to IL- 64 Tower Hill Road, Highland Drive, Hill Lane and Randall Road.	Diana Garza	10/24/2025	01/24/2026
UTL-2025-00139	Issued	METRONET	Orchard Rd (Co Hwy 83)	Ray Johnson	10/27/2025	01/27/2026
UTL-2025-00140	Issued	ESPO ENGINEERING	Kirk Rd (Co Hwy 77) Fox Chase Blvd & Majestic Oak Dr.	Ray Johnson	10/24/2025	01/24/2026
UTL-2025-00142	Issued	TELECOM ENGINEERING SERVICES INC.		Ray Johnson	12/08/2025	03/08/2026

UTL-2025-00144	Issued	METRONET	Orchard Rd (Co Hwy 83) Jericho Rd (Co Hwy 24) & Knell Rd	Ray Johnson	11/25/2025	02/25/2026
UTL-2025-00145	Issued	COMED	McGough (Co Hwy 28)	Ray Johnson	12/02/2025	03/02/2026
UTL-2025-00146	Issued	ATT ILLINOIS	Randall Rd (Co Hwy 34)	Tim Knight	11/24/2025	02/24/2026
UTL-2025-00147	Issued	COMED		Diana Garza	12/23/2025	03/23/2026
UTL-2025-00149	Issued	COMED	Kirk Rd (Co Hwy 77)	Tim Knight	12/09/2025	03/09/2026
UTL-2025-00151	Issued	MCIMETRO ACCESS TRANSMISSION SERVICES LLC	Big Timber Rd (Co Hwy 21)	Doris Hohertz	11/25/2025	02/25/2026
UTL-2025-00156	Issued	COMED	Meredith Rd (Co Hwy 14) & Keslinger Rd (Co Hwy 41)	Tim Knight	12/23/2025	03/23/2026
UTL-2025-00161	Issued	COMED	Randall Rd (Co Hwy 34), Mooseheart (Co Hwy 71)	Diana Garza	12/04/2025	03/04/2026
UTL-2025-00162	Issued	COMED	Galligan, Tyrrell, Randall	Diana Garza	12/16/2025	03/16/2026
UTL-2025-00163	Issued	COMED	Dittman Rd (Co Hwy 51)	Tim Knight	12/09/2025	03/09/2026
UTL-2025-00164	Issued	ATT ILLINOIS	Fabyan Parkway (Co Hwy 8)	Tim Knight	12/23/2025	03/23/2026





## RESOLUTION / ORDINANCE EXECUTIVE SUMMARY ADDENDUM

### **Title**

Approving an Intergovernmental Agreement Between the County of Kane and City of Geneva for Access to Kirk Road at Division Street

### **Committee Flow:**

Transportation Committee, Executive Committee, County Board

### **Contact:**

Doris Hohertz, Chief of Permitting, 630-406-7309

### **Budget Information:**

Was this item budgeted? N/A	Appropriation Amount: \$N/A
If not budgeted, explain funding source: N/A	
Was this item passed through the appropriate committee? Yes	

### **Summary:**

At the November, 2023 Transportation Committee meeting, Staff solicited Committee comments on the conceptual intergovernmental agreement (IGA) between Kane County and the City of Geneva. Based on that feedback/direction, KDOT staff worked with our counterparts at the City to prepare the attached IGA.

The IGA would formalize the access for the east leg of the Kirk Road & Division Street intersection. Division Street lies on the municipal boundary line between St. Charles (north side) and Geneva (south side). This access would primarily serve the 54-acre property "Bullock Campus site") at the southeast corner.

Staff recommends approval.

**INTERGOVERNMENTAL AGREEMENT BETWEEN  
THE CITY OF GENEVA AND THE COUNTY OF KANE  
REGARDING ACCESS AND IMPROVEMENTS TO  
KIRK ROAD AND DIVISION STREET**

This Agreement (hereinafter, the “Agreement”) entered into this \_\_\_\_ day of \_\_\_\_\_ 2026, by and between the County of Kane, a body corporate and politic of the State of Illinois (hereinafter, the “COUNTY”) and the City of Geneva, a municipal corporation of the State of Illinois (hereinafter, “GENEVA”). The COUNTY and GENEVA are sometimes hereinafter collectively referred to as the “Parties” and individually as a “Party”.

**WITNESSETH**

Whereas, GENEVA and the COUNTY are authorized to agree and cooperate amongst themselves pursuant to the provisions of the Illinois Constitution of 1970 and the Intergovernmental Cooperation Act (5 ILCS 220/1 et seq.) and

Whereas, the COUNTY has exclusive jurisdiction over Kane County Highway No. 77, also known as Kirk Road; and

Whereas, 605 ILCS 5/8-101 et. seq. of the Illinois compiled statutes authorizes the COUNTY to designate certain highways within its jurisdiction as “freeways” and, when so designated, authorizes the COUNTY to control access with respect to such designated highways; and

Whereas, the COUNTY has designated Kirk Road as a “freeway” as defined by the Illinois Highway Code and has adopted the Kane County Division of Transportation - Transportation Permit Regulations and Access Control Regulations (hereinafter, the “KDOT-TPR”) in an effort to regulate access to its freeways; and

Whereas, the property located along and adjoining the east side of Kirk Road, from a point south of its intersection with Division Street for a distance of approximately 1,900 feet, is within the corporate limits of the City of Geneva (hereinafter, the “Subject Area”) which is depicted in Exhibit “A” attached hereto and incorporated herein; and

Whereas, a portion of the Subject Area is being developed and GENEVA desires the COUNTY to permit modifications of the Kirk Road access points located within the Subject Area; and

Whereas, GENEVA desires the COUNTY to modify the existing signalized intersection to permit a Full Signalized Access Point on the east side of the Kirk Road and Division Street intersection; and

Whereas, the Parties desire to eliminate a Full Access Point on the east side of Kirk Rd at Geneva Drive which had been planned for under GENEVA's Comprehensive Plan for development in the Subject Area; and

Whereas, the COUNTY wishes to secure the support and cooperation of GENEVA for the enforcement of the KDOT-TPR related to the control of vehicular access to the segment of Kirk Road identified in the immediately preceding recital; and

Whereas, the purpose of this Agreement is to facilitate and assure the safety of the travelling public, the free flow of traffic to and from the Subject Area, and to otherwise permit the orderly development of property adjacent to the identified segment of Kirk Road; and

Whereas, the Parties have determined that control of access to Kirk Road is necessary for the safety of the motoring public, responsible transportation planning, and proper land use planning; and

Whereas, the Parties acknowledge that the planning and improvements as described herein will be a benefit to and provide for the safety of the residents of the COUNTY, GENEVA, and the motoring public in general.

NOW THEREFORE, in consideration of the foregoing recitals and of other good and valuable consideration, the adequacy and sufficiency of which is hereby stipulated, the Parties hereto covenant and agree as follows:



1. The recitals set forth above are incorporated as substantive provisions of this Agreement, Exhibit “C” to this Agreement is incorporated by reference, and Exhibit “C” defines several terms frequently used within this Agreement.
2. GENEVA shall, in the exercise of its planning jurisdiction, require all new development in the Subject Area to provide ingress to and egress from Kirk Road in a manner consistent with the provisions of this Agreement, at the location generally depicted in Exhibit “A”.
3. Nothing in this Agreement is intended to, nor shall it be construed to, alter or change the existing jurisdictional rights and responsibilities of the COUNTY over any portion of a COUNTY highway.
4. In its review and approval of any development proposal for the Subject Area, GENEVA, within its planning authority, shall require access to the Subject Area that is consistent with the terms of this Agreement. These land use reviews and approvals shall include but are not limited to, the grant of special use, approval of zoning map amendments, approval of plats of subdivision, and approval of annexation agreements for all property under GENEVA’S jurisdiction that is abutting and adjacent to the Subject Area.
5. The Parties shall cooperate during the review and approval process for developing properties abutting or adjacent to the Subject Area. Cooperation shall include, but not be limited to, the request for review and comments by both Parties prior to any annexation, subdivision, zoning or land use change abutting or adjacent to the Subject Area.
6. Each Party shall limit all Kirk Road access (ingress and egress) to and from the Subject Area to the specific access identified in Exhibit “A”. The design and location for all access points in the Subject Area will be determined in accordance with then current policies, regulations, and standards of the COUNTY.
7. Access to Kirk Road within the Subject Area shall be in substantial conformity with the design plan identified in Exhibit “A”, with access point location and the final intersection design to be approved by the Kane County Engineer, consistent with the location of the following access points:

A. ACCESS A – An existing “T” intersection access on the west side of Kirk Road, located approximately 3,050 feet north of Averill Rd. This access point will include four intersection legs with signalization (“Full Access”). The development of the east leg of the intersection is conditioned on GENEVA’s coordination with and approval by (to the extent necessary) the City of St. Charles. The boundary line between GENEVA and the City of St. Charles is the centerline of Division Street and Division Street extended easterly from Kirk Road.

B. ACCESS B - An existing “T” intersection access on the west side of Kirk Rd, located approximately 1,720 feet north of Averill Rd. Full Access had been previously planned for this intersection. However, as a condition to the location of Access “A”, no additional access on the east side of Kirk Road in the Subject Area will be considered by the Parties. The existing Kirk Road barrier median will be widened and extended southerly to preclude any southbound left turn movement from Kirk Road onto eastbound Geneva Drive and all existing pavement east of the Kirk Road shoulder shall be removed and the curb extended in accordance with COUNTY design requirements.

8. In the design and construction of improvements located within the Subject Area, the Parties shall require, at a minimum, the following features:

A. Internal Access Roads/Cross-Access Easements.

i. As part of the development of the Subject Area, the Parties require internal access roads, drives and/or cross-access easements for the properties abutting or adjacent to Kirk Road and Division Street. The Parties shall ensure that the owners of these properties provide and maintain such cross-access easements and/or internal access roads, including the upkeep of roadway striping, signage, and pavement. The exact locations for all internal access roads, drives and/or cross-access easements shall be determined in accordance with good engineering judgment and the current policies, regulations, and standards of the COUNTY.

ii. Such internal access roads, drives and/or cross-access easements will be

designed to:

- a. Be suitable for and accessible to varying types of vehicular traffic.
- b. Provide connections in conformity with the conceptual site plan identified in Exhibit “B,” except that internal access roads, drives and/or cross-access easement changes may be appropriate for improved traffic flow, safety or other practical engineering concerns.
- c. Include appropriate pavement markings, signage and traffic control devices of standard design and application.

B. Dedication of Right-of-Way and Easements. In order to provide for the future expansion of the roadway facilities in the Subject Area, GENEVA shall, as part of any annexation or subdivision (planned development) having frontage on Kirk Road in the Subject Area, require a minimum conveyance of the right-of-way and grant of easements to the COUNTY, at no expense to the COUNTY, for the following:

- i. a minimum additional dedication of twelve and one-half feet (12.5’) of right-of-way, adjacent to Kirk Road, as determined by the County Engineer, from the existing easterly Kirk Road right-of-way;
- ii. a fifteen foot (15’) to twenty foot (20’) wide utility easement to be established immediately adjacent to the Kirk Road right-of-way; and
- iii. a fifty foot (50’) by fifty foot (50’) triangular shaped parcel to be conveyed to the County of Kane in fee simple at the Access “A” intersection to ensure clear sight line distances and to accommodate future traffic signal installation. The amount and location of any specific right-of-way conveyance or grant of easement to the COUNTY, as described in this paragraph, shall be first approved by the Kane County Engineer prior to acceptance of such conveyance or grant.

- C. Throat length. The Parties have reviewed the throat length for the Access “A” intersection to Kirk Road as generally depicted in the conceptual site plan attached as Exhibit “A”. The standard for minimum throat length along the Access “A” drive aisle shall be five hundred feet (500’) with no access. This design standard will be enforced by all Parties within their respective jurisdictions. This distance is subject to variation only under special circumstances, upon approval by the County Engineer in accordance with the KDOT-TPR.
- D. Deceleration Lanes. Properly designed deceleration lanes shall be required in the approach to all access points contemplated within the Subject Area. Such deceleration lanes will be designed in accordance with policies established by the COUNTY, and design standards mandated by the Kane County Engineer, to accommodate intersection improvement setbacks for the future six (6) lane cross section of Kirk Road within the Subject Area.
- E. Storm Water Detention.
- i. GENEVA shall require all property owner(s) and development adjacent to the Kirk Road who are within the corporate limits of GENEVA to designate additional storm water detention areas for the proposed roadway and intersection improvements prior to the development of Access “A” as contemplated by this Agreement. The designated storm water detention areas must be designed to accommodate the future six (6) lane cross section of Kirk Road and comply with the storm water detention requirements mandated by Illinois law and COUNTY requirements.
  - ii. GENEVA shall require the developer of land of the Subject Area to demonstrate, by generally accepted engineering models, to the COUNTY that the additional increase in run-off from improvements within the right-of-way and the future six (6) lane cross section of Kirk Road are accommodated in the proposed storm water planning for the development. This additional storm water requirement is only applicable to the easterly half-portion of the future six (6) lane cross section of Kirk Road on the subject property’s frontage of Kirk Road. The storm water detention

volume required for the site being developed shall include the volume for a one-hundred (100) year storm for the additional impervious surface of the roadway improvements within the right-of-way and ultimate six (6) through lane design of Kirk Road.

- iii. A Storm Water Management Report and Site Improvement Plan shall be submitted to the COUNTY for review prior to approval of any storm water detention for the development. All proposed berms or water detention facilities contemplated shall comply with the provisions of Illinois Compiled Statutes (605 ILCS 5/9-115.1), regarding minimum setbacks from a highway right-of-way. Detention facilities shall be setback from the highway right-of-way a minimum of ten feet (10') plus one and one-half times the depth of the storm water retention or detention facility. The toe of any berm shall be set back a minimum distance of ten feet (10') from the adjacent highway right-of-way. Setbacks will apply to any proposed right-of-way required for the COUNTY highways.

F. Bicycle & Pedestrian Accommodations. GENEVA and the COUNTY agree that new development along the east side of Kirk Road in the Subject Area should incorporate bicycle and pedestrian traffic features into the site design prepared for the Subject Area. These site designs shall include building connections to existing bicycle/pedestrian facilities at the street intersection, creating new pathways along highway frontages in areas where they do not currently exist, and constructing pedestrian signals as part of traffic signal installations/modifications in the Subject Area.

G. Landscaped Median. GENEVA agrees to pay for and maintain any landscaped median and/or irrigation system in a safe, clean, orderly, and presentable condition, to the reasonable satisfaction of the COUNTY, if the CITY develops a landscape plan for the aforementioned median in the Subject Area.

- 9. Pursuant to a past intergovernmental agreement between the COUNTY and GENEVA (dated October 8, 1996), the COUNTY currently owns, operates, and maintains traffic signals, signal interconnect systems, and roadway lighting and Emergency Vehicle

Preemption (EVP) systems on Kirk Road within the Subject Area. Upon the completion of the modifications to the existing traffic signals contemplated at Access A”, the cost to maintain the traffic signals and related improvements located at Access “A” will be divided as follows:

COUNTY	50%
GENEVA	50%

GENEVA shall reimburse the COUNTY within forty-five (45) days of the receipt of an invoice for all costs incurred by the COUNTY in relation to the maintenance of the traffic signals.

10. Pursuant to a past intergovernmental agreement between the COUNTY and GENEVA (dated October 8, 1996) & the COUNTY and ST. CHARLES (dated October 8, 1996), GENEVA shall continue to reimburse COUNTY for the cost to energize the traffic signals, Emergency Vehicle Preemption (EVP) system, signalization interconnect systems, and any other infrastructure improvements associated with such access signalization within the Subject Area. GENEVA shall reimburse the COUNTY for said costs to energize, operate, and maintain any such signals within forty-five (45) days of the receipt of an invoice from the COUNTY.
11. Pursuant to Kane County Ordinance 22-27 and as updated hereafter, all new developments in Kane County are assessed transportation impact fees due and payable to the COUNTY and collected by the Kane County Division of Transportation. In cooperation with the COUNTY, and in compliance with the mandates of this ordinance, GENEVA agrees to provide written notice to all municipal building permit applicants of Kane County’s Transportation Impact Fee Ordinance. GENEVA further agrees to provide copies of all building permits and supporting materials included by each applicant to the Kane County Division of Transportation. This applies to all municipal building permits issued City-wide, subsequent to the commencement of this Agreement.
12. Nothing contained within this Agreement is intended to create or establish, any legal relationship between the Parties other than their respective duties and obligations identified herein.
13. The provisions of this Agreement are severable. If any provision of this Agreement, or the application thereof, to any person or circumstance is held to be invalid or unenforceable by

law, the remainder of this Agreement and its application to other persons or circumstances shall remain in full force and effect.

14. All of the Parties' obligations and representations related to access and design of the work contemplated in the Subject Area are established solely by this Agreement. Any prior oral agreements, negotiations, representations, and prior written agreements related to access and design of the Subject Area are superseded by this Agreement.
15. Any alterations, amendments, deletions, or waivers of any provisions of this Agreement shall be valid only when expressed in writing and executed by all of the Parties.
16. This Agreement shall remain in full force for a period of twenty (20) years, beginning on the date this Agreement is executed by all of the Parties. Unless a Party provides prior written notice to the contrary, this Agreement shall automatically renew for successive periods of twenty (20) years without any further action by the Parties. Either of the Parties may terminate this Agreement by providing written notice to the other party not less than 90 days prior to the scheduled expiration of the Agreement.
17. Any notices required or permitted under this Agreement shall be sufficiently given if mailed by certified mail, return receipt requested, to the parties as follows:

Kane County:                      Attn: County Engineer  
Kane County Division of Transportation  
41W011 Burlington Road  
St. Charles, IL 60175

City of Geneva:                      Attn: City Clerk  
City of Geneva  
22 S. First Street  
Geneva, IL 60134

18. Each person signing below on behalf of one of the Parties agrees, represents and warrants that they have been duly and validly authorized to sign this Agreement on behalf of their party.



COUNTY OF KANE

By: \_\_\_\_\_  
Corinne M. Pierog  
Chairman, Kane County Board

Attest:

By: \_\_\_\_\_  
John A. Cunningham  
County Clerk

CITY OF GENEVA

By: \_\_\_\_\_  
Kevin Burns  
Mayor

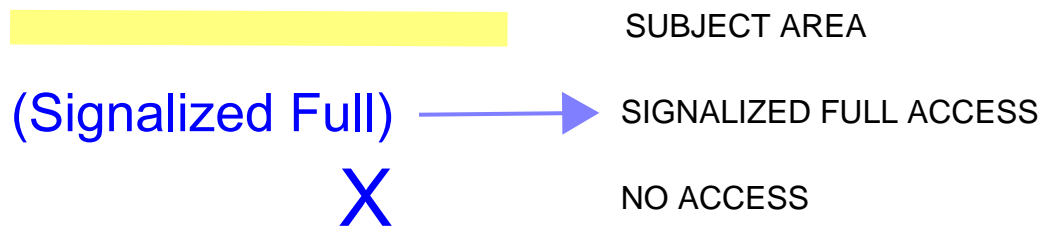
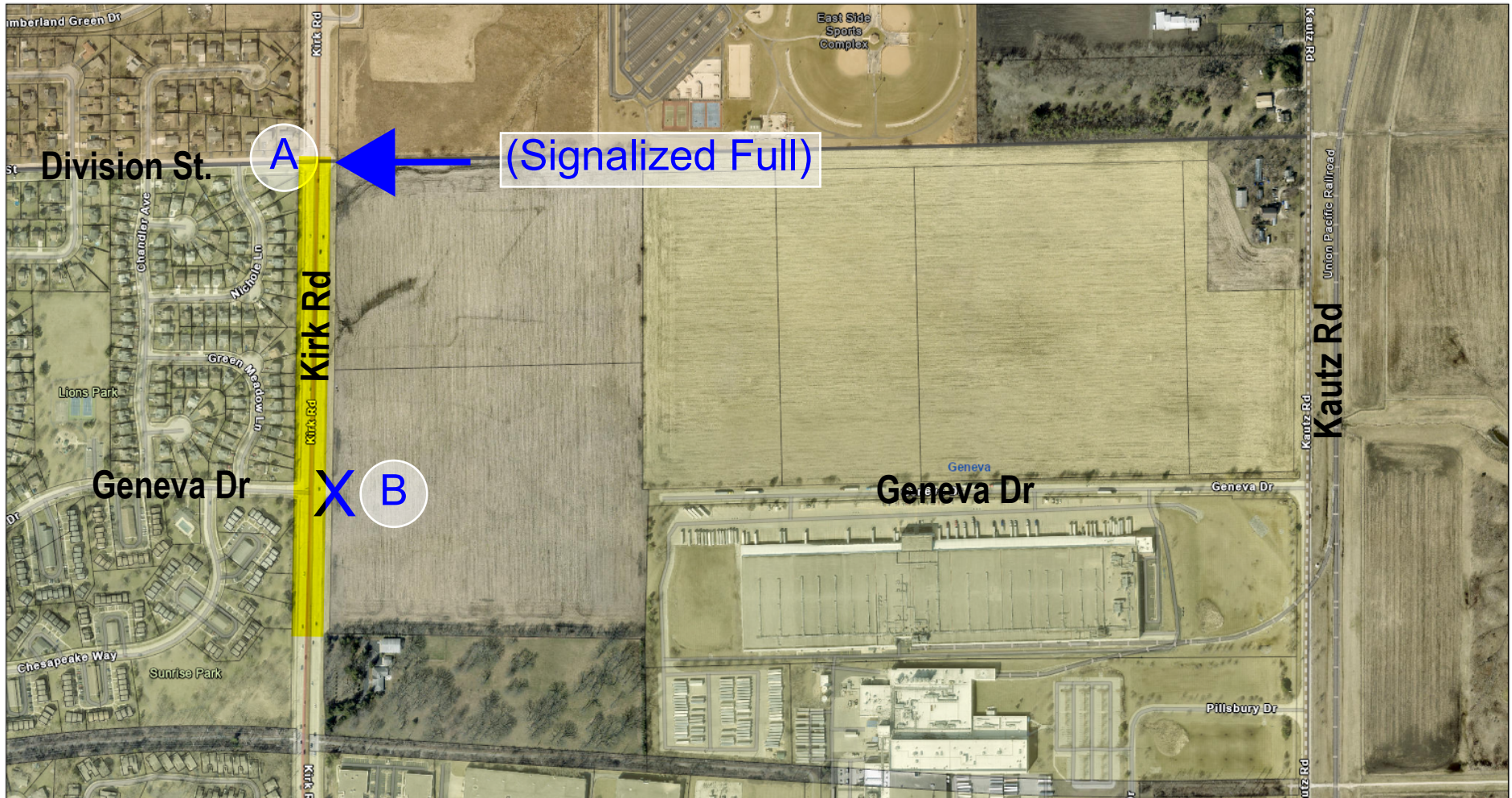
Attest:

By: \_\_\_\_\_  
Vicki Kellick  
City Clerk

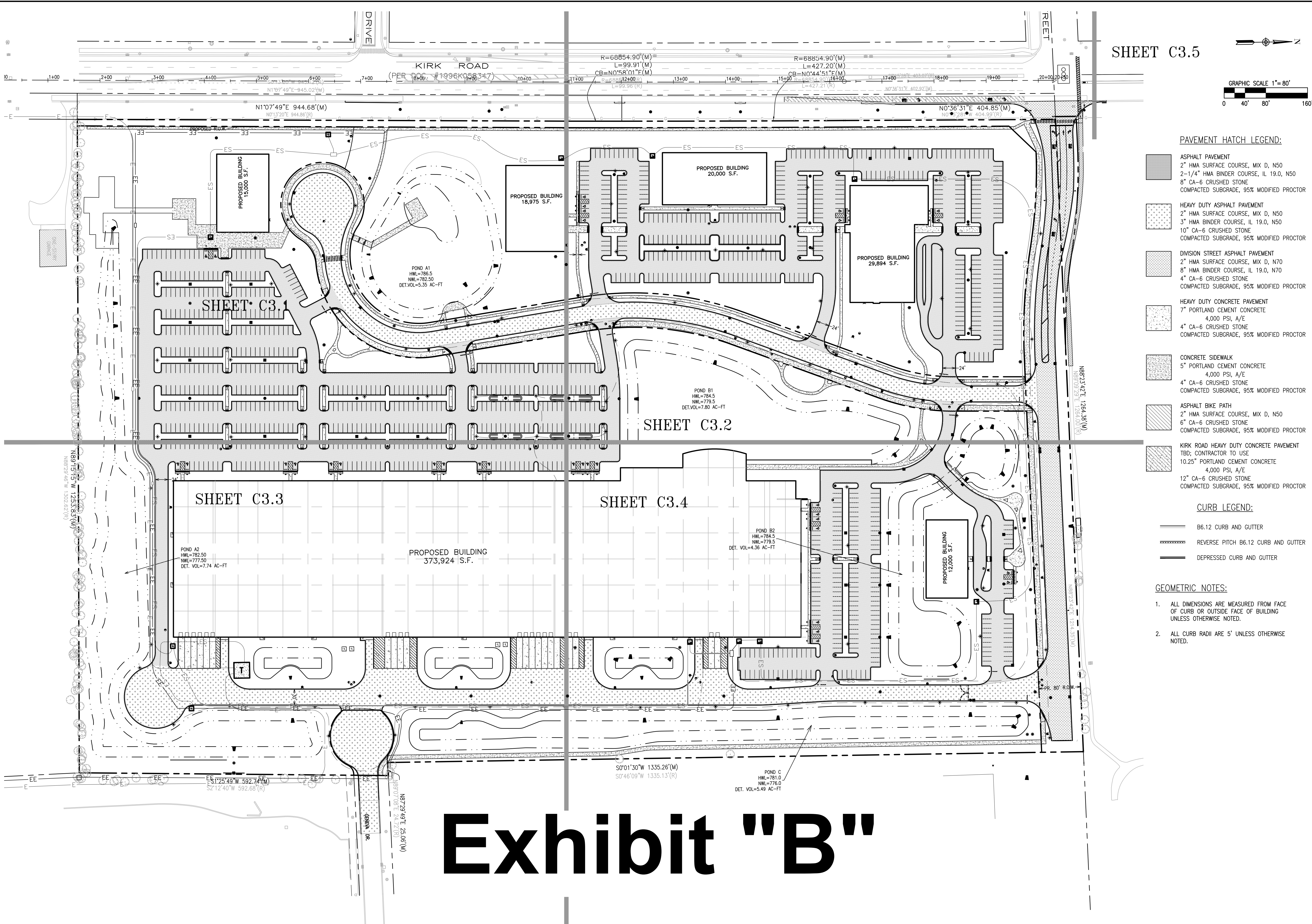
## **LIST OF EXHIBITS**

EXHIBIT "A"	Subject Area map
EXHIBIT "B"	Concept Site Plan
EXHIBIT "C"	Definitions

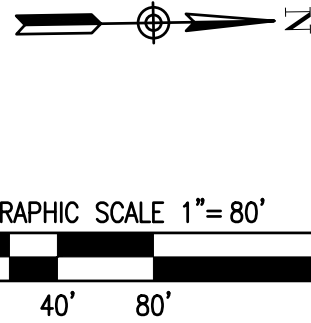
## Exhibit "A"







SHEET C3.5



PAVEMENT HATCH LEGEND:

- ASPHALT PAVEMENT  
2" HMA SURFACE COURSE, MIX D, N50  
2-1/4" HMA BINDER COURSE, IL 19.0, N50  
8" CA-6 CRUSHED STONE  
COMPACTED SUBGRADE, 95% MODIFIED PROCTOR
- HEAVY DUTY ASPHALT PAVEMENT  
2" HMA SURFACE COURSE, MIX D, N50  
3" HMA BINDER COURSE, IL 19.0, N50  
10" CA-6 CRUSHED STONE  
COMPACTED SUBGRADE, 95% MODIFIED PROCTOR
- DIVISION STREET ASPHALT PAVEMENT  
2" HMA SURFACE COURSE, MIX D, N70  
8" HMA BINDER COURSE, IL 19.0, N70  
4" CA-6 CRUSHED STONE  
COMPACTED SUBGRADE, 95% MODIFIED PROCTOR
- HEAVY DUTY CONCRETE PAVEMENT  
7" PORTLAND CEMENT CONCRETE  
4,000 PSI, A/E  
4" CA-6 CRUSHED STONE  
COMPACTED SUBGRADE, 95% MODIFIED PROCTOR
- CONCRETE SIDEWALK  
5" PORTLAND CEMENT CONCRETE  
4,000 PSI, A/E  
4" CA-6 CRUSHED STONE  
COMPACTED SUBGRADE, 95% MODIFIED PROCTOR
- ASPHALT BIKE PATH  
2" HMA SURFACE COURSE, MIX D, N50  
6" CA-6 CRUSHED STONE  
COMPACTED SUBGRADE, 95% MODIFIED PROCTOR
- KIRK ROAD HEAVY DUTY CONCRETE PAVEMENT  
TBD; CONTRACTOR TO USE  
10.25" PORTLAND CEMENT CONCRETE  
4,000 PSI, A/E  
12" CA-6 CRUSHED STONE  
COMPACTED SUBGRADE, 95% MODIFIED PROCTOR

CURB LEGEND:

- B6.12 CURB AND GUTTER
- REVERSE PITCH B6.12 CURB AND GUTTER
- DEPRESSED CURB AND GUTTER

GEOMETRIC NOTES:

- ALL DIMENSIONS ARE MEASURED FROM FACE OF CURB OR OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
- ALL CURB RADI ARE 5' UNLESS OTHERWISE NOTED.

Exhibit "B"

No.	Description	5/31/22	4/28/23	11/17/23	12/18/23	2/20/24	5/29/24
10	REVISED PER CITY						
9	REVISED PER CITY						
8	REVISED PER CITY						
7	REVISED PER CITY						
6	REVISED PER KDOT						
5	REVISED PER CITY						
1	PRELIMINARY ENGINEERING						
Date							
OVERALL PRELIMINARY DIMENSIONAL CONTROL AND PAVING PLAN							
BULLOCK CAMPUS							
EP DOYLE							
GENEVA, ILLINOIS							
JACOB & HEFNER ASSOCIATES							
1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515							
PHONE: (630) 652-4600, FAX: (630) 652-4601							
www.jacobandhefner.com							
G208a							
1" = 80'							
C3.0							

## EXHIBIT “C”

### DEFINITIONS

**Access, n.:** The right of an owner of property immediately adjacent to a highway to ingress to and egress from the property by way of the immediately adjoining highway.

**Access Point n.:** The designated location along a highway where ingress to and egress from a property immediately adjoining the highway is allowed. The location of an access point is governed by the Kane County Division of Transportation, Permit Regulations (hereinafter “KDOT-PR”) unless otherwise agreed to in writing by the County of Kane.

**Access Regulation n.:** Various measures utilized by the County of Kane, intended to regulate or control access, including, but not necessarily limited to elimination of access or the restriction of access by various means. (See: KDOT-PR).

**Access Road, n.:** A highway or private road that directly connects to an access point. A highway that connects to an access point is sometimes referred to as a leg of an intersection.

**Auxiliary Lanes, n.:** Lanes, other than through lanes, of the traveled portion of a highway such as dedicated left turn lanes, right hand turn lanes or deceleration lanes.

**County Highway, n.:** a highway under the exclusive jurisdiction of the County of Kane. “County Highway” may include a highway under the exclusive jurisdiction of the County of Kane for which maintenance or other responsibilities are performed by another unit of government pursuant to an intergovernmental agreement with the County of Kane.

**Cross Access Easement, n.:** An easement, granted by the owners of property adjacent to a highway, to the public for highway purposes. Cross access easements are intended to serve as locations for internal access roads or access roads to connect properties adjacent to the highway to an access point.

**Detention, n.:** A dry bottom earthen depression in the ground utilized for the temporary storage and controlled discharge of storm water.

**Full Access, n.:** An access point where traffic movement in all legal directions is allowed.

**Highway, n.:** A general term for denoting a public way for purposes of the travel of vehicular traffic including the entire area within the right of way thereof and any associated appurtenance therefor. “Highway” includes a municipal street or a township road.

**Internal Access Road, n.:** A highway servient to and which runs generally parallel with a dominant County highway and is sometimes referred to as a “frontage road” or a “local service drive” as defined by the Illinois Highway Code (605 ILCS 5/8-105). An internal access road is intended to collect traffic generated from properties adjacent to the frontage road to convey the traffic to an access road and an access point on a County or other highway.

**Intersection, n.:** The area within the right of way of two different highways within which vehicles traveling on the traveled portion of each highway come into conflict with one another. The junction of a private alley or a private driveway with a highway shall not for purposes of this Agreement constitute an intersection. Intersection includes:

- A. **“T” Intersection, n.:** An intersection of two highways that has only three intersecting legs which allows traffic movements to and from each leg of the intersection to any other leg of the intersection. As its name implies this intersection appears as various forms of the letter “T”.
- B. **Full Intersection, n.:** An intersection of two highways that has four intersecting legs which allows traffic movements to and from each leg of the intersection to any other leg of the intersection.
- C. **Right In/Right Out Only, n. :** A “T” intersection where the movement of traffic is limited to the following movements only: (i) through movements on the horizontal legs of the “T”, (ii) a right hand turning movement only from the left horizontal leg of the “T” to the vertical leg of the “T” and, (iii) a right hand turning movement only from the vertical leg of the “T” to the right hand leg of the “T”. No left hand turns are permitted on a right in/right out only intersection.
- D. **Signalized Intersection, n.:** An intersection that utilizes signalization.

**Intersection Lighting, n.:** Overhead electric lighting at an intersection intended to illuminate the pavement surface of the intersection as may be required by the County Engineer of Kane County.

**KDOT-TPR, n.:** The Kane County Division of Transportation, Permit Regulations, as amended from time to time and duly authorized by the Kane County Board.

**MUTCD, n.:** The most recent addition of the Manual of Uniform Traffic Control Devices.

**Planning Jurisdiction, n.:** The area described in the Illinois Compiled Statutes by 65 ILCS 5/11-12-5 through 65 ILCS 5-11-12-6 of the Municipal Code over which the municipality has planning authority.

**Retention, n.:** A wet bottom earthen depression in the ground utilized for the temporary and or permanent storage and controlled discharge of storm water.



**Roadway Lighting, *n.*** Overhead electric lighting adjacent to a highway intended to illuminate the pavement surface and surrounding area as may be required by the County Engineer of Kane County.

**Signalization, *n.*** Electronic traffic control devices also referred to as: traffic lights, traffic control devices, stop and go lights or traffic control signals, intended for the regulation of vehicular and pedestrian traffic at an intersection where such devices on different legs of the same intersection alternately direct traffic to stop and to proceed. Signalization is designed, constructed operated and maintained to the satisfaction of the County Engineer of Kane County.

**Signal Interconnect System, *n.*** An electronic system designed and intended to electronically connect signalization at various intersections into a continuous series for the intended purpose of coordinating the movement of traffic through the various signalized intersections. Signal interconnect systems are designed, constructed, operated and maintained to the satisfaction of the County Engineer of Kane County.

**Throat Length, *n.*** The distance along an access point's drive aisle from the edge of pavement of the County highway to the first internal access road or access road intersection with the drive aisle.

STATE OF ILLINOIS )

SS.

COUNTY OF KANE )

## **RESOLUTION NO. TMP-26-095**

### **APPROVING AN INTERGOVERNMENTAL AGREEMENT BETWEEN THE COUNTY OF KANE AND THE VILLAGE OF MONTGOMERY FOR ACCESS TO ORCHARD ROAD FROM JERICHO ROAD TO U.S. ROUTE 30**

WHEREAS, the Illinois Constitution of 1970, Article VII, Section 10 and 5 ILCS 220/1 et seq. authorize the County of Kane (hereinafter the "County") and the Village of Montgomery (hereinafter "Montgomery") to cooperate in the performance of their respective duties and responsibilities by contract and the other agreements; and

WHEREAS, the County, in order to facilitate the free flow of traffic and ensure safety of the motoring public, desires to improve the intersection at Kane County Highway No. 83 (Orchard Road) from County Highway No. 24 (Jericho Road) to U.S. Route 30, (hereinafter the "Project"); and

WHEREAS, the County and Montgomery have determined a mutually satisfactory allocation of responsibilities and costs and benefits for the Project as set forth in an intergovernmental agreement; and

WHEREAS, the County and Montgomery desire to enter into an intergovernmental agreement (a copy of which is on file with the County Clerk's Office) setting forth their respective duties, obligations, and benefits relating to and arising from the Project.

NOW, THEREFORE, BE IT RESOLVED that the Kane County Board hereby approves an intergovernmental agreement between the County of Kane and the Village of Montgomery for the Project and that the Kane County Board Chairman is hereby authorized and directed to execute the aforementioned intergovernmental agreement and any other associated documentation.

Passed by the Kane County Board on February 10, 2026.

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

\_\_\_\_\_  
Corinne M. Pierog MA, MBA  
Chairman, County Board  
Kane County, Illinois

Vote:





## RESOLUTION / ORDINANCE EXECUTIVE SUMMARY ADDENDUM

### **Title**

Approving an Intergovernmental Agreement Between the County of Kane and Village of Montgomery for Access to Orchard Road from Jericho Road to US Route 30

### **Committee Flow:**

Transportation Committee, Executive Committee, County Board

### **Contact:**

Doris Hohertz, Chief of Permitting, 630-406-7309

### **Budget Information:**

Was this item budgeted? N/A	Appropriation Amount: \$N/A
If not budgeted, explain funding source: N/A	
Was this item passed through the appropriate committee? Yes	

### **Summary:**

At the February, 2025 Transportation Committee meeting, Staff solicited Committee comments on the conceptual intergovernmental agreement (IGA) between Kane County and the Village of Montgomery. Based on that feedback/direction, KDOT staff worked with our counterparts at the Village to prepare the attached IGA.

The IGA would establish the locations of new access along the corridor that meets with County approval and provides a framework for orderly land development through the Village. The IGA also requires certain access-related features of the land development, including right of way dedication, drive aisle access spacing, road improvements, stormwater detention, and traffic signal and lighting energy and maintenance responsibilities.

Staff recommends approval.

**INTERGOVERNMENTAL AGREEMENT  
BETWEEN THE VILLAGE OF MONTGOMERY AND THE COUNTY OF KANE  
REGARDING ACCESS AND IMPROVEMENTS TO  
ORCHARD ROAD BETWEEN JERICHO ROAD AND U.S. ROUTE 30**

This Agreement (hereinafter, the “Agreement”) entered into this \_\_\_\_ day of \_\_\_\_ 2026, by and between the County of Kane, a body corporate and politic of the State of Illinois (hereinafter, the “COUNTY”) and the Village of Montgomery, a municipal corporation of the State of Illinois (hereinafter, the “VILLAGE”). The COUNTY and the VILLAGE are sometimes hereinafter collectively referred to as the “Parties” and individually as a “Party”.

**WITNESSETH**

Whereas, the VILLAGE and the COUNTY are authorized to agree and cooperate amongst themselves pursuant to the provisions of the Illinois Constitution of 1970 and the Intergovernmental Cooperation Act (5 ILCS 220/1, *et seq.*); and

Whereas, the COUNTY has exclusive jurisdiction over Kane County Highway No. 83, also known as Orchard Road; and

Whereas, Orchard Road has been designated by the COUNTY as a freeway pursuant to the Illinois Highway Code of the Illinois Compiled Statutes (605 ILCS 5/8-101); and,

Whereas, the COUNTY has designated Orchard Road as a limited access freeway and a strategic regional arterial, consistent with the Illinois Highway Code and has adopted, consistent with local and state law, the Kane County Division of Transportation – Transportation Permit Regulations and Access Control Regulations (hereinafter, the “KDOT-TPR”); and

Whereas, the COUNTY wishes to secure the support and cooperation of the VILLAGE in the enforcement of the KDOT-TPR related to the control of access to that segment of Orchard Road identified in the above recital ("Subject Area"). The purpose of this joint agreement is to facilitate and assure the safety of the travelling public, to facilitate the free flow of traffic in the Subject Area now and in the future, and finally to otherwise permit the orderly development of property adjacent to the identified segment of Orchard Road in the Subject Area; and

Whereas, some or all of the properties located within the Subject Area are being redeveloped, and the VILLAGE desires the COUNTY to permit certain access permits within the Subject Area; and

Whereas, the Parties have determined that control of access to Orchard Road is necessary for the safety of the motoring public, responsible transportation planning, and proper land use planning; and

Whereas, the Parties acknowledge and agree that, the planning and improvements as described herein will be a benefit to and provide for the safety of the residents of the COUNTY, the VILLAGE, and the traveling public in general throughout the Subject Area.

NOW THEREFORE, in consideration of the foregoing recitals and of other good and valuable consideration, the adequacy and sufficiency of which is hereby stipulated, the Parties hereto covenant and agree as follows:

1. The Parties acknowledge and agree that the recitals set forth above are hereby incorporated herein as substantive provisions of this Agreement. The Parties further acknowledge and agree that Exhibit "B" to this Agreement defines several terms frequently used in this Agreement.

2. The Parties agree that each shall, in the exercise of its respective planning jurisdiction, require all new development in the Subject Area to provide ingress to and egress from Orchard Road in a manner consistent with the provisions of this Agreement, at the locations generally depicted in Exhibit "A".
3. The Parties acknowledge that the COUNTY has exclusive jurisdiction over Orchard Road. Nothing in this Agreement is intended to, nor shall it be construed to, alter or change the existing jurisdictional rights and responsibilities of the COUNTY over any portion or use of a COUNTY highway.
4. The Parties agree that, within their respective planning jurisdictions, each Party, in its review and approval of any development proposal, shall require provisions for access to the Subject Area that are consistent with the terms of this Agreement as depicted in the attached Exhibit "A;" however, additional Right In/Right Out Only highway access (ingress and egress) may be allowed to and from the Subject Area by the Kane County Engineer and may be reviewed and permitted pursuant to KDOT-TPR on a case-by-case basis. These circumstances include but are not limited to, the grant of special use, approval of zoning map amendments, approval of plats of subdivision, and approval of annexation agreements for all property abutting and adjacent to the Subject Area.
5. The Parties shall cooperate during the review and approval process for developing the properties abutting or adjacent to the Subject Area. Cooperation shall include, but not be limited to, the solicitation by each Party of review and comments from the other prior to any annexation, subdivision, zoning or land use change abutting or adjacent to the Subject Area as it relates to access to Orchard Road.
6. Each Party shall limit highway access (ingress and egress) to and from the Subject Area to the specified locations identified in Exhibit "A;" however, additional Right In/Right Out Only highway access (ingress and egress) may be allowed to and from the Subject Area

by the Kane County Engineer and may be reviewed and permitted pursuant to KDOT-TPR on a case-by-case basis. The Parties shall review, for permit considerations, each specified access point and the final intersection design regardless of whether said access point is signalized or un-signalized. The exact locations for all access points will be determined in accordance with the current policies, regulations, and standards of the COUNTY.

7. The VILLAGE and COUNTY agree that each shall require access to Orchard Road to be in substantial conformity with the plan identified in Exhibit “A” and consistent with the location of the following access points (except additional Right In/Right Out Only highway access may be allowed by the Kane County Engineer on a case-by-case basis as set forth in Section 6 above), with the specific access points and the final design to be approved by the Kane County Engineer:

- A. JERICO ROAD – An existing signalized Full Intersection.
- B. CORNELL AVENUE – An existing Right In/Right Out Only intersection serving the east side of Orchard Road.
- C. ACCESS C – An existing Right In/Right Out Only intersection serving the west side of Orchard Road, located approximately 800 feet south of Jericho Road.
- D. ROCHESTER DRIVE – An existing signalized, “T” intersection serving the east side of Orchard Road. Upon the development of the west side of Orchard Road, opposite Rochester Drive, a future Full Intersection shall be permitted at this access point pursuant to the KDOT-TPR and the requirements of this Agreement.
- E. ACCESS E – An existing Right In/Right Out Only intersection serving the east side of Orchard Road, located approximately 450 feet south of Rochester Drive.

- F. ACCESS F – An existing “T” intersection serving the east side of Orchard Road only, located approximately 875 feet south of Rochester Drive.
- G. KNELL ROAD – An existing “T” intersection serving the east side of Orchard Road, located approximately 460 feet south of Rochester Drive. Upon the development of the west side of Orchard Road opposite United Drive, a future Full Intersection shall be permitted at this access point pursuant to the KDOT-TPR and the requirements of this Agreement.
- H. ACCESS H – A Right Out Only intersection serving the east side of Orchard Road, located approximately 620 feet south of Knell Road.
- I. AUCUTT ROAD – An existing signalized, “T” intersection serving the east side of Orchard Road. A future Full Intersection shall be permitted at this access point pursuant to the KDOT-TPR and the requirements of this Agreement.
- J. ACCESS J – An existing Right In/Right Out Only intersection serving the east side of Orchard Road, located approximately 500 feet south of Aucutt Road.
- K. COUNTRYSIDE AVENUE - An existing “T” intersection serving the east side of Orchard Road. Upon the development of the west side of Orchard Road, opposite Countryside Avenue, a future Full Intersection shall be permitted at this access point pursuant to the KDOT-TPR and the requirements of this Agreement.
- L. BRENTWOOD AVENUE – An existing Right In/Right Out Only intersection serving the east side of Orchard Road.
- M. U.S. ROUTE 30 – An existing signalized Full Intersection.

8. In the design and construction of improvements located in the Subject Area, the Parties shall require, at a minimum, the following features:

A. Internal Access Roads/Cross-Access Easements. As part of the development of the Subject Area, the Parties shall require internal access roads, drives and/or cross-access easements for the properties abutting or adjacent to Orchard Road. The Parties shall ensure that the owners of these properties provide and maintain such cross-access easements and/or internal access roads, including the upkeep of roadway striping, signage, and pavement. The exact locations for all internal access roads, drives and/or cross-access easements shall be determined in accordance with good engineering judgment and the current policies, regulations, and standards of the VILLAGE.

Such internal access roads, drives and/or cross-access easements will be designed to:

- i. Be suitable for and accessible to varying types of vehicular traffic.
- ii. Provide connections in conformity with Exhibit "A."
- iii. Improve traffic flow, safety or other practical engineering concerns.
- iv. Include appropriate pavement markings, signage and traffic control devices of standard design and application.

B. Dedication of Right-of-Way and Easements. To provide for the future expansion of the roadway facilities in the Subject Area, the VILLAGE shall, as part of any annexation, re-zoning, major site modification or change in use to any parcel having frontage on Orchard Road in the Subject Area, require a minimum conveyance of the right of way and grant of easements. The VILLAGE shall reserve and acquire the right-of-way and easement area(s), at no expense to the COUNTY, for the following: (i) a total of eighty-five feet (85') of right-of-way along Orchard Road, in the name of the County of Kane, from the centerline of the existing pavement of Orchard Road (and any

existing right-of-way from the centerline shall be included in the eighty-five feet (85') and not in addition to the eighty-five feet (85')); (ii) a fifteen foot (15') to twenty foot (20') wide utility easement granted to the County of Kane and their designees, to be established immediately adjacent to the Orchard Road right-of-way; and (iii) a fifty foot (50') by fifty foot (50'), or thirty foot (30') by thirty foot (30'), triangular shaped right-of-way parcel to be conveyed to the County of Kane in fee simple at the Exhibit "A" Full Intersections and limited access intersections, respectively, to ensure clear sight line distances and accommodate possible future traffic signal installations. The amount and location of any specific right-of-way conveyance or grant of easement to the COUNTY, as described in this paragraph, shall be first approved by the Kane County Engineer prior to such conveyance or grant.

- C. Throat Length. The standard for minimum Throat Length for "T" Intersection/Full Access and Right-In/Right-Out Only Access points to Orchard Road shall be five hundred feet (500') and two hundred fifty feet (250'), respectively. These distances are subject to variation under special circumstances and only upon approval by the County Engineer in accordance with the KDOT-TPR.
- D. Deceleration Lanes. Properly designed deceleration lanes shall be required in the approach to all access points. Such deceleration lanes will be designed in accordance with policies established by the COUNTY and design standards mandated by the Kane County Engineer to accommodate intersection improvement setbacks for the future six (6) lane cross section of Orchard Road.
- E. Storm Water Detention. The VILLAGE shall require the property owner(s)/developer(s) in the Subject Area to designate additional storm water detention areas for the proposed improvement prior to the development any access points to Orchard Road contemplated by this Agreement. The designated storm water detention areas must accommodate any access-related improvements as well



as the future six (6) lane cross section of Orchard Road and comply with the storm water detention requirements set forth under Illinois law and the Kane County Code.

The VILLAGE (through the owner(s)/developer(s)) shall demonstrate to the COUNTY that the additional increase in run-off from the future six (6) lane cross section of Orchard Road is accommodated in the proposed storm water planning for the development. This requirement will be understood such that only the half-portion of the future six (6) lane cross section of Orchard Road on the subject property's frontage of the county highway will require this additional stormwater accommodation. The volume of the storm water detention, provided on the site being developed, shall include the volume for a one hundred (100) year storm for the additional impervious surface. Each Party shall require any property owner(s) and/or developer(s) making such improvements to provide such storm water detention at no cost to the COUNTY. A Storm Water Management Report and Site Improvement Plan shall be submitted to the COUNTY for review prior to approval of any storm water detention for the development. Any berms or water detention facilities shall conform to the Illinois Compiled Statutes (605 ILCS 5/9-115.1), regarding setback from the highway right-of-way. Detention facilities shall be setback from the highway right of way a minimum of ten feet (10') plus one and one-half times the depth of the storm water retention or detention facility. The toe of any berm shall be set back a minimum distance of ten feet (10') from the adjacent highway right-of-way. Setbacks will apply to any proposed right-of-way required for the COUNTY highways.

9. THE COUNTY shall own, operate, and maintain future traffic signals, signal interconnect systems, roadway lighting and Emergency Vehicle Preemption (EVP) systems on Orchard Road. The Parties agree that if the VILLAGE requests signalization of an existing intersection, requests access expansion at an existing signalized intersection, or requests an access point that warrants or that may warrant future traffic signals as determined by the County Engineer, upon such a request, the VILLAGE shall pay or cause to be paid the

entire cost to construct, energize, operate, and maintain said traffic signals, roadway lighting, Emergency Vehicle Preemption (EVP) system, signalization interconnect systems, and any other infrastructure improvements associated with such access signalization. Under these circumstances, the VILLAGE shall pay to the COUNTY said costs to energize, operate, and maintain any such signals within ninety (90) days of the receipt of an invoice from the COUNTY and the cost sharing associated with all other existing traffic signals shall continue between the Parties as has historically taken place prior to the execution date of this Agreement.

10. There is existing grass median in the Subject Area, without any raised landscaped features such as trees, shrubs, decorative grasses, etc. In the Orchard Road median, landscaping features beyond grass will not be allowed without a maintenance agreement with COUNTY. COUNTY will continue to maintain the existing grass median in accordance with its normal maintenance policies. Mowing may occur as infrequently as twice per year. Future road projects involving the median may eliminate portions of the grass median in favor of a paved median.
11. Per County Ordinance 22-27 and as amended hereafter, all new developments, as defined in the Ordinance, in Kane County are responsible for transportation impact fees due to the COUNTY and collected by the Kane County Division of Transportation. In conjunction with the COUNTY, and to promote fair and uniform compliance with this program, the VILLAGE agrees to provide written notice to all municipal building permit applicants of Kane County's Transportation Impact Fee Ordinance. The VILLAGE agrees to confirm payment of all transportation impact fees due prior to the issuance of municipal building permits. This commitment applies to all municipal building permits issued Village-wide, subsequent to the execution of this Agreement.
12. All access to Orchard Road shall be subject to the review and approval of the COUNTY. Access will be permitted in accordance with this Agreement and the version of the KDOT-

Permit Regulations and Access Control Regulations in effect at the time of the execution of this Agreement and any other applicable regulations and design standards. If, however, there is a conflict between said policies and standards and this Agreement, the terms of this Agreement shall control. Notwithstanding anything herein to the contrary, any and all future amendments to the KDOT Permit Regulations and Access Control Regulations that relate to safety shall apply to this Agreement and shall take precedence over the terms hereof.

13. The VILLAGE agrees, utilizing its franchise or other rights when necessary to locate or relocate any utilities, municipal or otherwise, along Orchard Road in accordance with the requirements of the COUNTY to avoid potential roadway/utility conflicts for any road widening projects. Utility easements shall be established outside the rights-of-way of Orchard Road unless otherwise agreed to by the County Engineer of Kane County. All utilities located within the right-of-way of Orchard Road shall require a permit from the COUNTY.
14. Nothing contained within this Agreement is intended to create or establish, any legal relationship between the Parties other than their respective duties and obligations identified herein.
15. The provisions of this Agreement are severable. If any provision of this Agreement, or the application thereof, to any person or circumstance is held to be invalid or unenforceable by law, the remainder of this Agreement and its application to other persons or circumstances shall remain in full force and effect.
16. All of the Parties' obligations and representations related to access and design of the work contemplated in the Subject Area are established solely by this Agreement. All prior oral agreements, negotiations, representations, and prior written agreements related to access and design of the Subject Area are superseded by this Agreement.

17. Any alterations, amendments, deletions, or waivers of any provisions of this Agreement shall be valid only when expressed in writing and executed by all of the Parties.

18. This Agreement shall remain in full force for a period of twenty (20) years, beginning on the date this Agreement is executed by all of the Parties. The Agreement shall automatically renew for successive periods of twenty (20) years without any further action by the Parties.

19. Any notices required or permitted under this Agreement shall be sufficiently given if mailed by certified mail, return receipt requested, to the parties as follows:

Kane County:

Attn: County Engineer  
Kane County Division of Transportation  
41W011 Burlington Road  
St. Charles, IL 60175

Village of Montgomery:

Attn: Village Administrator  
Village of Montgomery  
200 N. River Street  
Montgomery, IL 60538

With a copy to:

Brandy S. Quance  
Zukowski, Rogers, Flood & McArdle  
50 N. Virginia Street  
Crystal Lake, IL 60014

20. Each person signing below on behalf of one of the Parties agrees, represents and warrants that they have been duly and validly authorized to sign this Agreement on behalf of their party.

Executed this \_\_\_\_ day of \_\_\_\_\_ 2026.

COUNTY OF KANE

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

Corinne Pierog  
Chairman, County Board

Attest: \_\_\_\_\_

John A. Cunningham  
County Clerk

VILLAGE OF MONTGOMERY

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

Matt Brolley  
Village President

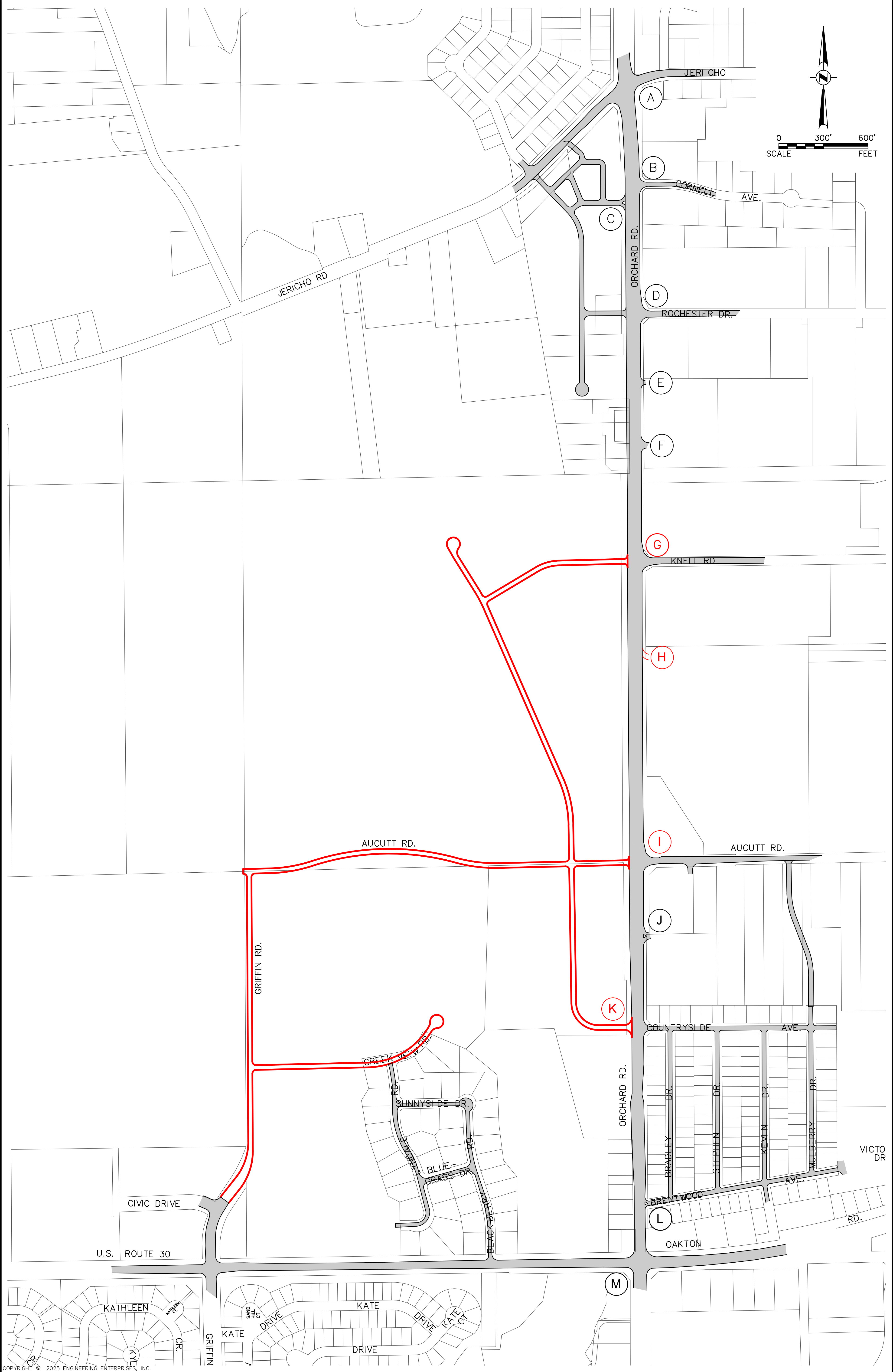
Attest: \_\_\_\_\_

Debbie Buchanan  
Village Clerk

## **LIST OF EXHIBITS**

EXHIBIT A	Orchard Road Access Exhibit
EXHIBIT B	Definitions

EXHIBIT "A"



Plotted: January 31, 2025 @ 2:43 PM By: Kris Pung — Tab: Location Map — 22x34

50

YEARS

**Engineering Enterprises, Inc.**  
CONSULTING ENGINEERS  
52 Wheeler Road  
Sugar Grove, Illinois 60554  
630.466.6700 / www.eeiweb.com

**VILLAGE OF MONTGOMERY**  
**KANE & KENDALL COUNTIES, ILLINOIS**

**ORCHARD ROAD**  
**ACCESS EXHIBIT**

DATE: MARCH	2024
PROJECT NO:	MO2347
FILE:	MO2347-SITE3
SHEET	1 OF 1

Path: H:\SDSKPRO\MO\_MONTGOMERY\2023\MO2347\DWG EXHIBIT\MO2347-SITE3

## EXHIBIT “B”

### DEFINITIONS

**Access, n.:** The right of an owner of property immediately adjacent to a highway to ingress to and egress from the property by way of the immediately adjoining highway.

**Access Point n.:** The designated location along a highway where ingress to and egress from a property immediately adjoining the highway is allowed. The location of an access point is governed by the Kane County Division of Transportation, Permit Regulations (hereinafter “KDOT-PR”) unless otherwise agreed to in writing by the County of Kane.

**Access Regulation n.:** Various measures utilized by the County of Kane, intended to regulate or control access, including, but not necessarily limited to elimination of access or the restriction of access by various means. (See: KDOT-PR).

**Access Road, n.:** A highway or private road that directly connects to an access point. A highway that connects to an access point is sometimes referred to as a leg of an intersection.

**Auxiliary Lanes, n.:** Lanes, other than through lanes, of the traveled portion of a highway such as dedicated left turn lanes, right hand turn lanes or deceleration lanes.

**County Highway, n.:** a highway under the exclusive jurisdiction of the County of Kane. “County Highway” may include a highway under the exclusive jurisdiction of the County of Kane for which maintenance or other responsibilities are performed by another unit of government pursuant to an intergovernmental agreement with the County of Kane.

**Cross Access Easement, n.:** An easement, granted by the owners of property adjacent to a highway, to the public for highway purposes. Cross access easements are intended to serve as locations for internal access roads or access roads to connect properties adjacent to the highway to an access point.

**Detention, n.:** A dry bottom earthen depression in the ground utilized for the temporary storage and controlled discharge of storm water.

**Full Access, n.:** An access point where traffic movement in all legal directions is allowed.

**Highway, n.:** A general term for denoting a public way for purposes of the travel of vehicular traffic including the entire area within the right of way thereof and any associated appurtenance therefor. “Highway” includes a municipal street or a township road.



**Internal Access Road, n.:** A highway servient to and which runs generally parallel with a dominant County highway and is sometimes referred to as a “frontage road” or a “local service drive” as defined by the Illinois Highway Code (605 ILCS 5/8-105). An internal access road is intended to collect traffic generated from properties adjacent to the frontage road to convey the traffic to an access road and an access point on a County or other highway.

**Intersection, n.:** The area within the right of way of two different highways within which vehicles traveling on the traveled portion of each highway come into conflict with one another. The junction of a private alley or a private driveway with a highway shall not for purposes of this Agreement constitute an intersection. Intersection includes:

- A. **“T” Intersection, n.:** An intersection of two highways that has only three intersecting legs which allows traffic movements to and from each leg of the intersection to any other leg of the intersection. As its name implies this intersection appears as various forms of the letter “T”.
- B. **Full Intersection, n.:** An intersection of two highways that has four intersecting legs which allows traffic movements to and from each leg of the intersection to any other leg of the intersection.
- C. **Right In/Right Out Only, n. :** A “T” intersection where the movement of traffic is limited to the following movements only: (i) through movements on the horizontal legs of the “T”, (ii) a right hand turning movement only from the left horizontal leg of the “T” to the vertical leg of the “T” and, (iii) a right hand turning movement only from the vertical leg of the “T” to the right hand leg of the “T”. No left hand turns are permitted on a right in/right out only intersection.
- D. **Signalized Intersection, n.:** An intersection that utilizes signalization.

**Intersection Lighting, n.:** Overhead electric lighting at an intersection intended to illuminate the pavement surface of the intersection as may be required by the County Engineer of Kane County.

**KDOT-TPR, n.:** The Kane County Division of Transportation, Permit Regulations, as amended from time to time and duly authorized by the Kane County Board.

**MUTCD, n.:** The most recent addition of the Manual of Uniform Traffic Control Devices.

**Planning Jurisdiction, n.:** The area described in the Illinois Compiled Statutes by 65 ILCS 5/11-12-5 through 65 ILCS 5-11-12-6 of the Municipal Code over which the municipality has planning authority.

**Retention, n.:** A wet bottom earthen depression in the ground utilized for the temporary and or permanent storage and controlled discharge of storm water.

**Roadway Lighting, n.:** Overhead electric lighting adjacent to a highway intended to illuminate the pavement surface and surrounding area as may be required by the County Engineer of Kane County.

**Signalization, n.:** Electronic traffic control devices also referred to as: traffic lights, traffic control devices, stop and go lights or traffic control signals, intended for the regulation of vehicular and pedestrian traffic at an intersection where such devices on different legs of the same intersection alternately direct traffic to stop and to proceed. Signalization is designed, constructed operated and maintained to the satisfaction of the County Engineer of Kane County.

**Signal Interconnect System, n.:** An electronic system designed and intended to electronically connect signalization at various intersections into a continuous series for the intended purpose of coordinating the movement of traffic through the various signalized intersections. Signal interconnect systems are designed, constructed, operated and maintained to the satisfaction of the County Engineer of Kane County.

**Throat Length, n.:** The distance along an access point's drive aisle from the edge of pavement of the County highway to the first internal access road or access road intersection with the drive aisle.

STATE OF ILLINOIS )

SS.

COUNTY OF KANE )

**REPORT NO. TMP-26-047**

**TRAFFIC OPERATIONS REPORT**

## KANE COUNTY DIVISION OF TRANSPORTATION

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### **Traffic Operations Department Monthly Report – January 20, 2026**

#### TRAFFIC OPERATIONS

1. Traffic signal and street lighting maintenance items
  - Big Timber at Randall Road and Big Timber at Tyrrell Road were inspected and transferred maintained responsibility back to KDOT.
  - Provide traffic signal information to Design for 2026 resurfacing project.
  - Review and process numerous invoices from the maintenance contractor to complete the 2023–2025 Electrical Maintenance Contract.
  - The 2023–2025 Electrical Maintenance Contract ended on November 30, 2025. Enclosed are the summaries of reports, tickets, and spending.
2. Ongoing Routine Activities:
  - Daily monitoring of Interconnected Traffic Signal System and Intelligent Transportation System (ITS) Devices such as Cameras, Malfunction Management Units, Detection systems, and Battery Backup systems.
  - Manage and oversee Electrical Maintenance Contractor activities in the routine maintenance of Traffic Signals, Street Lighting, Flashing beacons, and other ITS devices
  - Record and investigate received motorist operations related complaints.
  - Review & process insurance claims related to damages to traffic signal and lighting infrastructure.

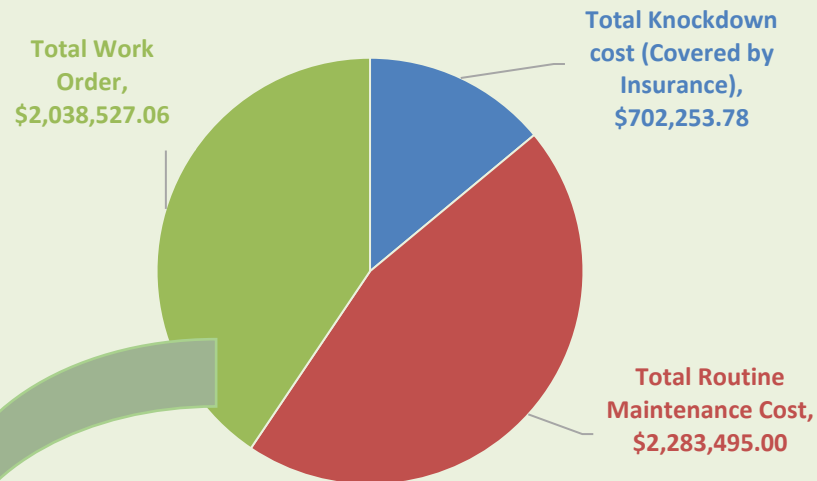
This report is submitted for information purposes and staff recommends that it be placed on file.

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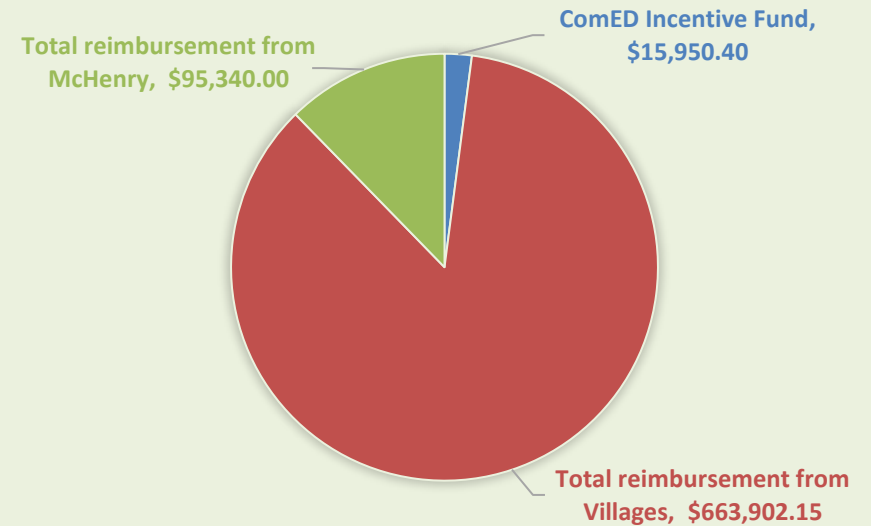
Attachments: 2023-2025 EMC.pdf

Detailed information available from: Phoebe Wu, Chief of Traffic Operations  
630-208-3139

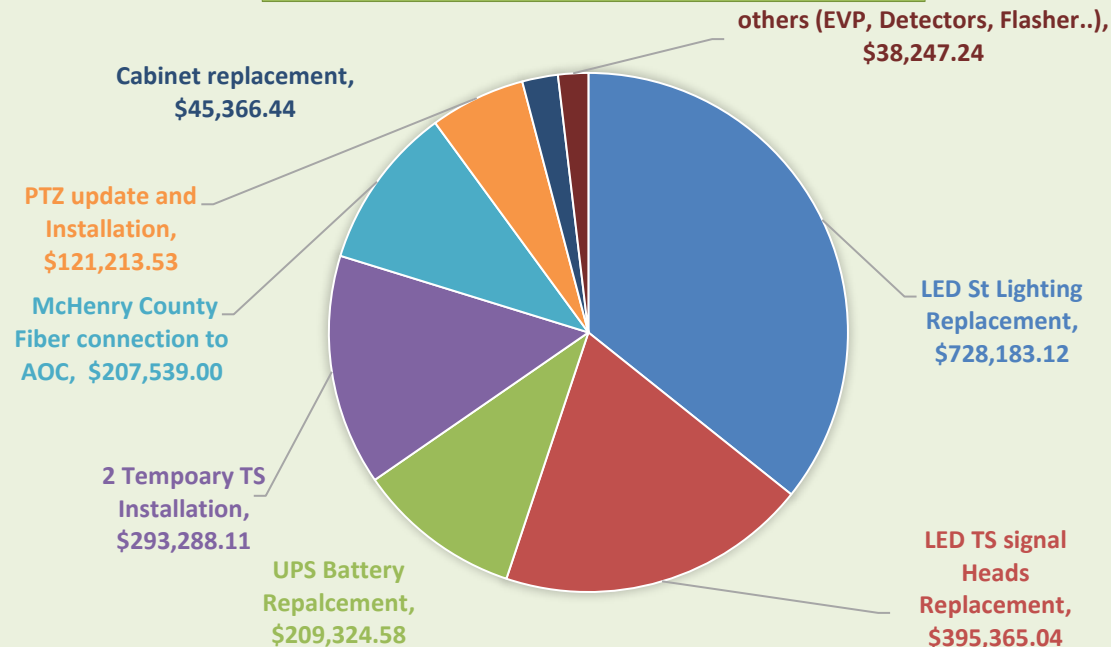
## 2023-2025 EMC TOTAL SPENDING \$5,024,275.84



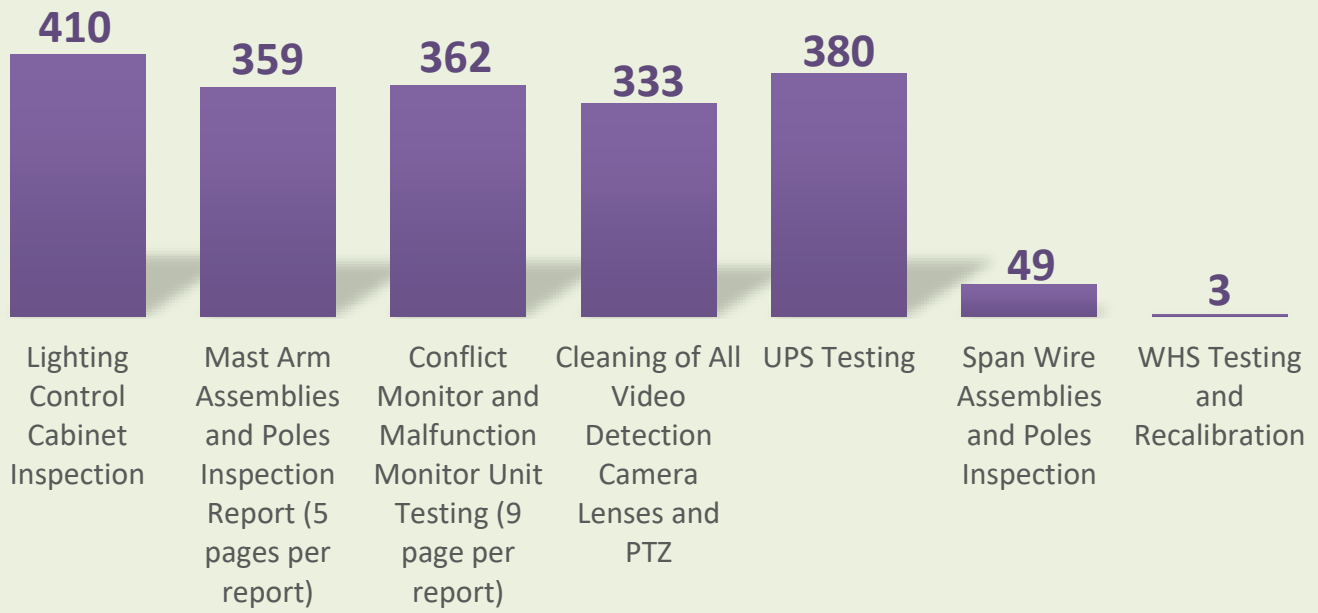
## KDOT RECEIVED MONEY BACK \$778,192.55



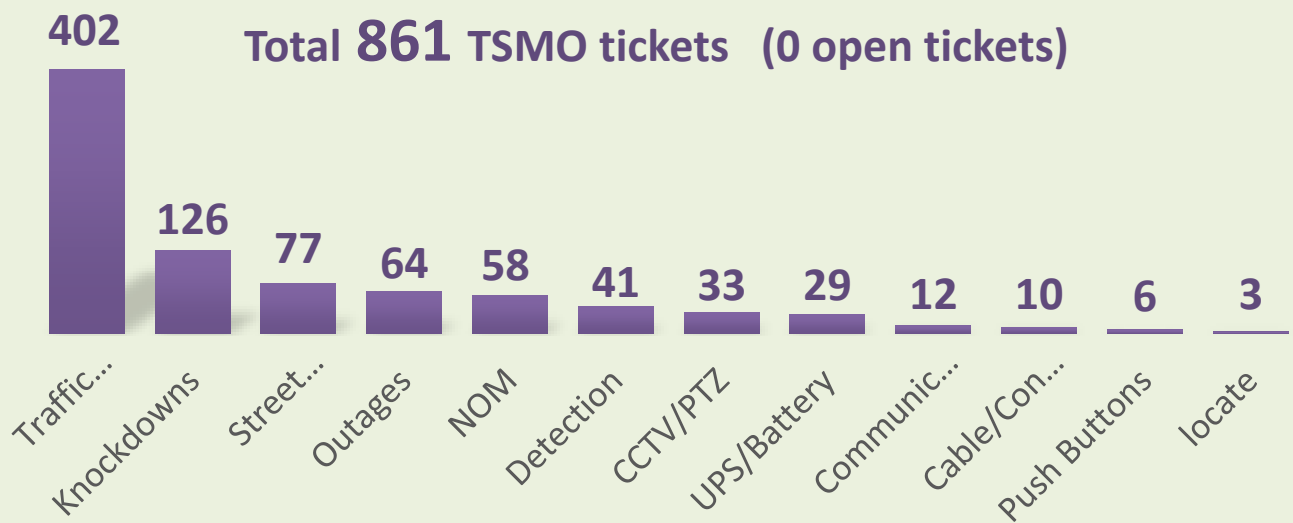
## 2023-2025 EMC WORK ORDER \$2,038,527



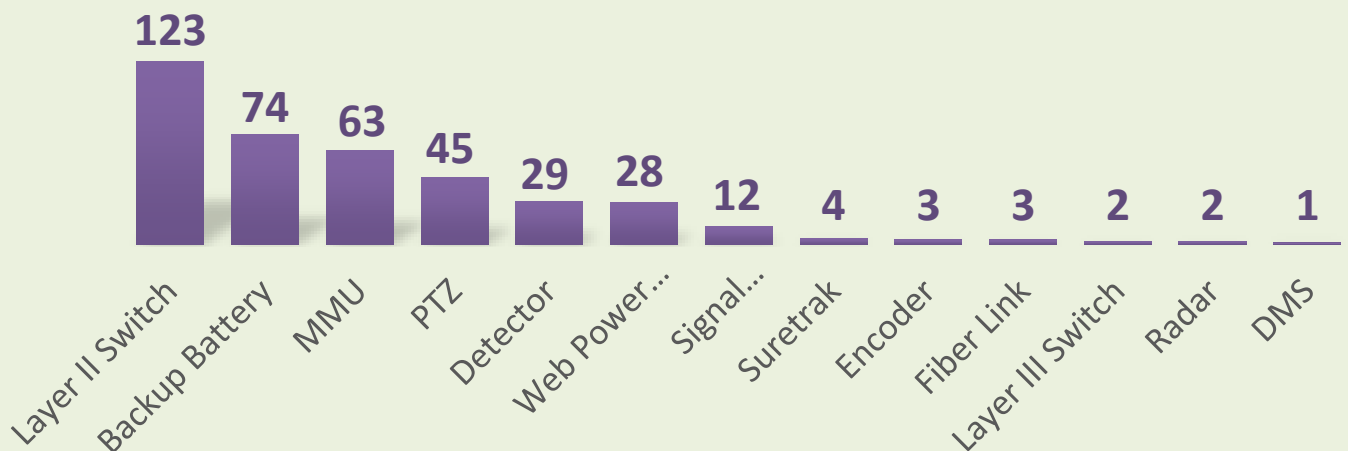
### 2023-2025 EMC Inspection reports



### Total 861 TSMO tickets (0 open tickets)



### Total 389 NOM tickets (0 open tickets)





Passed by the Kane County Board on February 10, 2026.

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

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Corinne M. Pierog MA, MBA  
Chairman, County Board  
Kane County, Illinois

Vote:





## RESOLUTION / ORDINANCE EXECUTIVE SUMMARY ADDENDUM

### **Title**

Amending the Kane County Code to Prohibit Parking on Red Haw Lane from Thornwood Drive to Thornapple Road in St. Charles Township

### **Committee Flow:**

Transportation Committee, Executive Committee, County Board

### **Contact:**

Kurt Nika, Assistant Director, (630) 406-7372

### **Budget Information:**

Was this item budgeted? N/A	Appropriation Amount: \$N/A
If not budgeted, explain funding source: N/A	
Was this item passed through the appropriate committee? Yes	

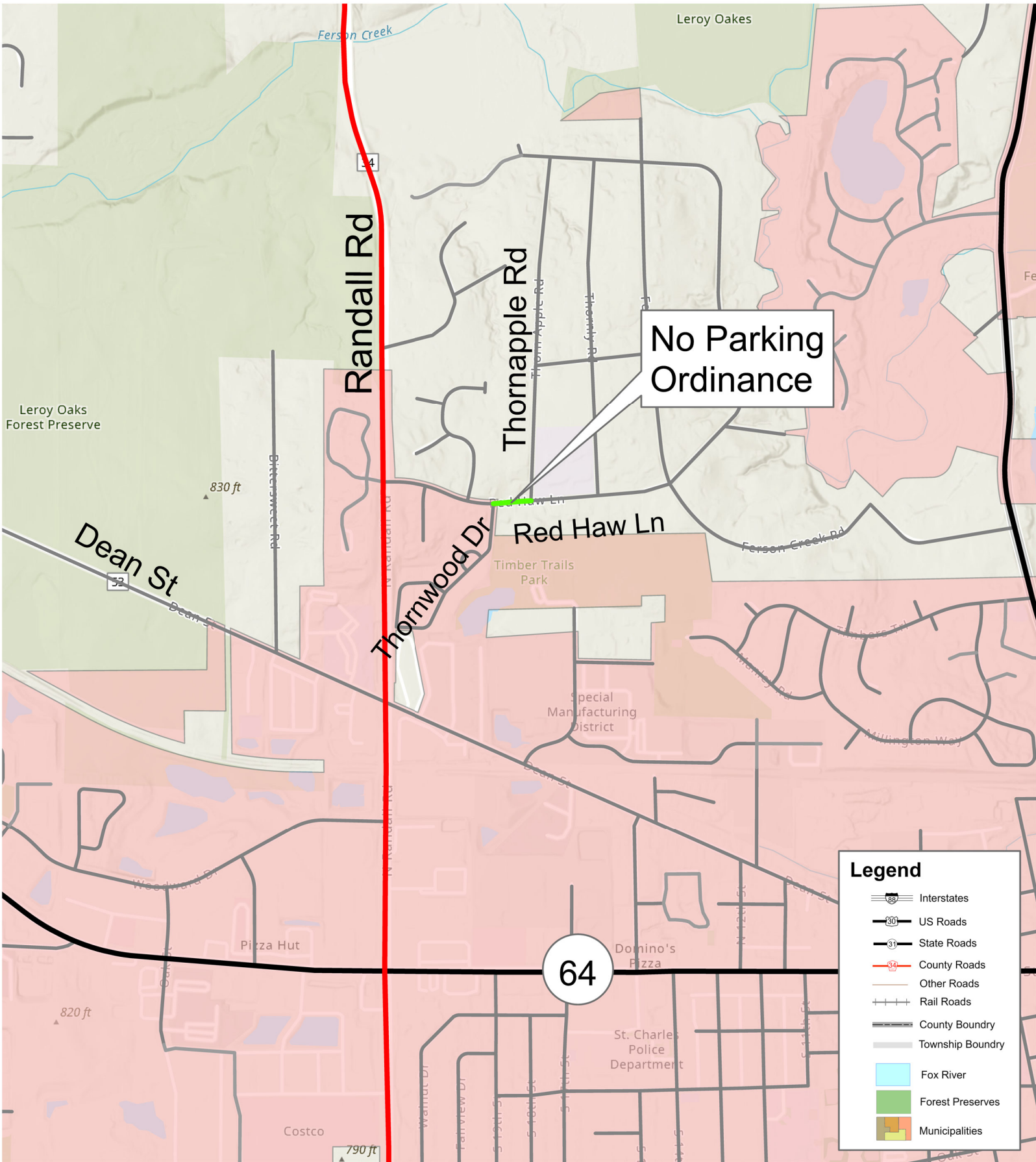
### **Summary:**

The following proposed parking restriction is being submitted for Kane County Board approval in accordance with Section 21-5 of the Kane County Code.

KDOT staff received a request from the St. Charles Township Road District to restrict parking on the north side of Red Haw Lane (Thornwood Drive to Thornapple Road). The Wild Rose Elementary School is located nearby, at the northeast corner of Red Haw Lane & Thornapple Road. During larger events at the school, cars have parked on this area, which hinders pedestrian traffic on the north side of the roadway. The no parking designation is believed to address that pedestrian safety concern. Therefore, KDOT staff is proposing the following parking restriction:

Red Haw Lane                      (Thornwood Drive to Thornapple Road)                      North side side of roadway

Staff recommends approval of the change to the Kane County Code.



# Red Haw Lane No Parking Ordinance

0 0.1 0.2 0.4 0.6 0.8 Miles

Hampshire	Rutland	Danvers
Burlington	Platts	Essex
Ugah	Campton	Genesee
Kanawha	Blackberry	Baraboo
Big Rock	Ingles Grove	Aurora



STATE OF ILLINOIS )  
COUNTY OF KANE ) SS.

**REPORT NO. TMP-26-043**  
**PROJECT IMPLEMENTATION REPORT**

## KANE COUNTY DIVISION OF TRANSPORTATION

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### Project Implementation Report

Project websites are at <http://kdot.countyofkane.org/pages/projects/highway-projects.aspx>

Monthly Report January 20, 2026

#### **Construction Highlights**

- Bunker Road Extension – Keslinger Road to LaFox Road – LaFox Road has been reopened to traffic while the new portions of Bunker Road remain closed until the roundabout construction occurs in 2026. Access to the train station remains open via Keslinger Road. Nicor utility relocations on south Bunker continue working around the weather and should be completed within a few weeks. Work on this project is in phases - Phase One involved off-road work during 2025 and Phase Two involves intersection work on Keslinger Road during 2026. Project completion is scheduled for the end of 2026.

#### **Design Highlights (construction letting dates dependent upon completion of land acquisition)**

- Dauberman Road/Meredith Road Realignment – A Feasibility Study is underway to determine the optimal realignment to connect Dauberman Road to Meredith Road. Several alignments south of Keslinger Road were being considered and a preferred alternate is being refined.
- Fabyan Parkway from IL 31 to IL 25 – PE I is underway to determine the optimal realignment of the intersection of Fabyan and IL 31. Because of the improvements being considered for the intersection of Fabyan and IL 31, there will also need to be improvements to the Fabyan Parkway over the Fox River Bridge and to the Fabyan Parkway at IL 25 intersection. Bicycle/pedestrian accommodations at the intersections and across the bridge will also be considered. Meetings with key stakeholders were held to discuss design alternatives and gather input from them on the project design. Once the Intersection Design Studies are approved by IDOT, a Public Information Meeting will be held, likely fall 2025. Federal funding opportunities will be pursued for this project. Project website at <https://www.fabyanil31intersection.com/>
- Fabyan Parkway at Settler's Hill and at Kingsland Drive – PE II and ROW acquisition are underway for this locally funded intersection and roadway improvement project along Fabyan Parkway. To improve traffic flow and safety at both intersections, Fabyan will be widened for auxiliary turn lanes and the two side roads will be widened for channelization. Bike/Ped and ADA improvements will be considered and ROW will be needed for this project. Coordination is on-going with local stakeholders and with FPDKC.
- Galligan Road from Binnie Road to Freeman Road – PE I is underway for this roadway and intersection improvement project to include capacity and safety improvements. Intersection improvements will include installation roundabouts at each intersection. The project will also include pavement widening for installation of a bi-directional turn lane, culvert replacement, earthwork for future multi-use path construction, and associated drainage improvements. ROW will also be needed for this project. Federal funding opportunities will be pursued for this project.
- Kirk Road over UPRR, Metra & Tyler Creek – The existing 18-span bridge will be replaced with three single span bridges over the Union Pacific Railroad, Reed Road and White's Creek with the remaining spans filled and supported with MSE retaining walls. PE II and ROW continue for this bridge replacement and roadway reconstruction/add lanes along Kirk Road between Cherry Lane and IL 38.

- Longmeadow Parkway Bridge – It is anticipated that an initial tree purchase contract will occur in spring 2026 – coordination is ongoing with the FPDKC.
- Montgomery Road at Howell Place – PE I/II is underway for this locally funded intersection improvement project. Improvements to this three-legged intersection with a temporary traffic signal and a commercial entrance to the south (that acts as a fourth leg to the intersection) will include widening and resurfacing along Montgomery between State Street/Raymond Drive and Kingston, installation of permanent signals, crossing/ADA improvements, and potential reconfiguration of the commercial entrance to the south of the intersection. Drainage improvements and ROW will be required for this project.
- Plank Road (HSIP #3) from Romke Road to Brier Hill Road – PE II and ROW acquisition are underway for this federally-funded safety improvement project to provide shoulder widening, roadway resurfacing, installation of centerline and shoulder rumble strips, recessed reflective pavement markers and ditch grading. ROW will be needed for this project.
- Plank Road (HSIP #2) from West County Line Road to Engel Road – PE I is underway for this federally-funded safety improvement project to provide shoulder widening, roadway resurfacing, installation of centerline and shoulder rumble strips, recessed reflective pavement markers and ditch grading. ROW will be needed for this project.
- Randall Road at Big Timber Road Intersection Improvements – PE II and ROW acquisition is underway to improve intersection capacity, pedestrian movements and safety. Proposed improvements will include widening to incorporate a third through lane, re-alignment of the west leg of Big Timber Road to improve the intersection angle and sight distance, implementation of a free flow eastbound right turn lane, restriping of the northbound left turn lane to create dual left turn lanes, auxiliary lanes will be lengthened on all approaches, traffic signal modernization and roadway resurfacing. Pedestrian accommodations include a 5-ft sidewalk in the northeast, northwest and southeast quadrants with crosswalks on the north and east legs of the intersection. A 10-ft paved multi-use path will be provided on the east side of Randall Road, south of Big Timber, for future connectivity. This project is targeting a June 2026 IDOT letting.
- Randall Road at US 20 Interchange Improvements – A Phase I engineering study is underway to study the increased traffic volumes, access demand and competing jurisdictional interests within the compressed footprint of this important interchange. A turbine style interchange among other alternatives is being considered.
- Randall Road over I-90 Interchange – A PEL study was completed in fall 2021 for the Randall Road corridor between Big Timber Road and IL 72, centered on the I-90 interchange. This section of Randall Road is one of the most heavily traveled county highways in Kane County. Randall Road serves multiple critical uses:
  - The region's sole north-south arterial
  - A critical link to I-90 and the Chicago metropolitan area
  - A generator of commercial and industrial development

The PEL study provided several feasible alternatives for further design consideration available on the project website. PE I is underway and five alternatives are being examined. Public meetings were held, public comments were received and compiled. The initial five alternatives have been narrowed to one and the final preferred alternative is being refined. A separate website for this project has been established: <https://www.randallover90.com/>

- Randall Road at Hopps Road and over CN RR – PE II and ROW acquisition are underway for the proposed reconstruction and realignment of the intersection and a grade separated crossing over the CN RR. The primary objective is to build upon other ongoing safety and capacity improvements along Randall Road, to evaluate long-range safety and capacity improvement needs and to connect the multi-use path that exists along the west side of Randall Road to the north and south. The project will include a slight realignment of Randall Road to the west, a realignment of Hopps Road to address safety concerns with the existing intersection angle and to correct the reverse curve super-elevation transition that exists within the intersection. A separate website for this project has been established: <https://www.randallathopps.com/>
- Randall Road Multi-Modal Improvements – The Phase I engineering study to consider multi-modal improvements for 9.4 miles along Randall Road from College Green Drive to the northern County line is near completion. The goal of this project is to create a plan for all modes of transportation to travel safely along Randall Road. Improvements plan for off-road shared use paths, sidewalks, a pedestrian bridge structure alongside the Claude Hanson bridge in Elgin and intersection crossing improvements as needed to provide full corridor connectivity along Randall Road. A separate website for this project has been established: <https://www.randallroadmultimodal.org/>
- Randall Road at Highland Avenue – PE I is underway for Randall Road at Highland Avenue with limits extending from Foothill Road to Fletcher Drive to include 3 travel lanes in each direction on Randall Road separated by a barrier median and intersection improvements at Fletcher Drive, Royal Boulevard, Highland Avenue, Brookside/Tall Oaks Drive and Win Haven Drive. The existing cross section for Randall Road includes shoulders and generally an open drainage system, which is anticipated to be converted to an urban cross section with curb and gutter and a closed drainage system. A separate off-road bike path will also be considered along the west side of Randall Road, with potential pedestrian accommodations along Highland Avenue.
- Tyrrell Road from Raymond Road to Mason Road – PE I is underway to improve safety, operations and mobility and provide pedestrian accommodations for the subject location. The primary objective of this project is to improve safety due to lack of sight distance through two horizontal curves along this segment and safely improve operations and mobility through this bypass route of the Randall/I-90 corridor. The preferred alternative of two roundabouts, one at each end of the project limits, addresses the safety, operations and mobility concerns at this location. Pedestrian accommodations are also proposed as part of the improvements. PE I completion is targeted for Fall 2026.
- Various Engineering Projects – There are dozens of active projects in various stages of engineering, land acquisition or construction. Please contact our office if you have a question on the status of a specific project or visit <http://kdot.countyofkane.org/pages/projects/highway-projects.aspx>

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Attachments: N/A

Detailed information available from: Steve Coffinbargar, Assistant Director, 630-406-7170





Passed by the Kane County Board on February 10, 2026.

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

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Corinne M. Pierog MA, MBA  
Chairman, County Board  
Kane County, Illinois

Vote:





## RESOLUTION / ORDINANCE EXECUTIVE SUMMARY ADDENDUM

### **Title**

Approving an Agreement with WBK Engineering, LLC of St. Charles, Illinois for Phase III Construction Engineering Services for the Kirk Road at Douglas Road Intersection Improvement, Kane County Section No. 24-00377-01-CH

### **Committee Flow:**

Transportation Committee, Executive Committee, County Board

### **Contact:**

Steve Coffinbargar, 630.406.7170

### **Budget Information:**

Was this item budgeted? Yes	Appropriation Amount: \$194,905.78
If not budgeted, explain funding source: N/A	

### **Summary:**

The Kirk Road at Douglas Road intersection improvement will widen Kirk Road, add a full access entrance into Aldi Corporation on the east leg and be a fully signalized intersection upon completion. Construction will include drainage improvements, pavement widening and resurfacing, sidewalk, new traffic signals and lighting to improve traffic flow and safety.

Utilizing the Qualifications Based Selection process, KDOT received 7 Statements of Interest (SOI) from qualified professional engineering firms. The SOIs were reviewed, three firms were shortlisted and interviewed, and WBK Engineering, LLC was selected. Staff negotiated a Phase III Engineering Services agreement with WBK Engineering LLC for \$194,905.78.

Staff recommends approval.

**AN AGREEMENT FOR PHASE III ENGINEERING SERVICES BETWEEN THE  
COUNTY OF KANE AND WBK ENGINEERING LLC FOR THE  
KIRK ROAD AT DOUGLAS ROAD INTERSECTION IMPROVEMENT  
KANE COUNTY SECTION NO. 24-00377-01-CH**

**PURCHASE ORDER #2026-XXX**

This Agreement made this 10<sup>th</sup> day of February, 2026 between COUNTY OF KANE, a body corporate and politic of the State of Illinois (hereinafter referred to as the “County”), and, WBK Engineering LLC an Illinois corporation authorized to conduct business in the State of Illinois and an Illinois licensed professional engineering firm with offices at 116 W. Main Street, Suite 201, St. Charles, IL 60174 (hereinafter referred to as the “Consultant”). The County and Consultant are sometimes hereinafter collectively referred to as the “Parties” and individually as a “Party”.

**WITNESSETH**

WHEREAS, it is deemed to be in the best interest of the County and the motoring public to improve and maintain the various highways throughout Kane County; and

WHEREAS, the County desires to improve and widen the intersection of Kirk Road at Douglas Road (hereinafter referred to as the “Project”); and

WHEREAS, in order to implement the Project, it is necessary to retain the services of a professional engineering firm to perform Phase III Construction Observation Engineering Services for the Project; and,

WHEREAS, Consultant has experience and professional expertise in Phase III Construction Observation Engineering Services and is willing to perform said services for the Project in an amount not to exceed One Hundred Ninety-Four Thousand Nine Hundred Five Dollars and Seventy-Eight Cents (\$194,905.78); and

WHEREAS, the County has determined that it is in the County’s best interest to enter into this Agreement with Consultant.

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

**1.0 INCORPORATION**

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

**2.0 SCOPE OF SERVICES**

2.1 Consulting services for the Project are to be provided by Consultant according to the specifications set forth in the Scope of Services attached hereto as Exhibit “A”

and incorporated into the terms of this agreement by reference. These services are sometimes also referred to as the “work” in this agreement.

### 3.0 NOTICE TO PROCEED

- 3.1 The Kane County Engineer shall provide authorization to proceed with the work described and identified in the Scope of Services in the form of a written notice to proceed (hereinafter “Notice to Proceed”), subsequent to execution of this agreement by the Chairman of the Kane County Board.

### 4.0 TECHNICAL SUBCONSULTANTS

- 4.1 The Kane County Engineer shall provide written approval before any technical sub-consultants are hired by the Consultant to perform any of the work contemplated by this agreement.
- 4.2 Consultant shall hire and supervise any sub-consultants performing work on the Project. Consultant shall be solely responsible for any and all work performed by any sub-consultant in the same manner and with the same liability as if the work was completed by Consultant directly.

### 5.0 TIME FOR PERFORMANCE

- 5.1 Consultant shall commence work on the Project as directed in the Notice to Proceed. The County is not responsible for any work performed by Consultant or any sub-consultant prior to the commencement date set forth within the Notice to Proceed.
- 5.2 Consultant and all sub-consultants are strictly prohibited from completing any work on this Project subsequent to the termination of this agreement for any reason.

### 6.0 COMPENSATION

- 6.1 The County shall only pay the Consultant for work performed in accordance with the terms and conditions of this agreement.
- 6.2 The County shall pay the Consultant based upon the hourly rates for personnel working on the Project. The average hourly rates and hourly rate ranges are set forth in Exhibit “B”, which is attached hereto and incorporated into this agreement.
- 6.3 The County shall pay Consultant for supplies and materials required for the completion of all work defined in the exhibit(s) attached hereto.
- 6.4 Consultant shall provide corresponding copies of all receipts and paid invoices from material suppliers to the County prior to receiving approval of a reimbursement payment for the supplies and materials procured by Consultant.

- 6.5 Any Project costs not specifically referenced in this agreement or the exhibits thereto, are unauthorized. The County shall have no responsibility for their payment, or to reimburse Consultant for unauthorized payments made in completion of the Project work.
- 6.6 Within Forty-Five (45) days of the County's approval of properly documented invoices, the County shall pay or cause to be paid to Consultant partial payments of the compensation specified in the exhibit(s) to this Agreement. The County reserves the right to hold back a sum equal to five percent (5%) of the total contract sum to ensure performance satisfactory to the Kane County Engineer.
- 6.7 Total payments to Consultant under the terms of this Agreement shall not exceed One Hundred Ninety-Four Thousand Nine Hundred Five Dollars and Seventy-Eight Cents (\$194,905.78);
- 6.8 Consultant shall utilize the County's Automatic Clearing House (ACH) payment program for all payments received pursuant to this agreement.

## 7 DELIVERABLES.

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

## 8.0 CONSULTANT'S INSURANCE

- 8.1 Consultant and any sub-consultants shall, during the term of this Agreement and as may be required thereafter, maintain, at its sole expense, insurance coverage including:
  - A. Worker's Compensation Insurance in the amount mandated by Illinois law.
  - B. Employer's Liability Insurance in an amount not less than One Million Dollars (\$1,000,000) for each accident/injury and One Million Dollars (\$1,000,000) for each potential employee-disease claim.
  - C. Commercial General Liability Insurance, (including contractual liability) with limits of not less than One Million Dollars (\$1,000,000) for each occurrence of bodily injury/property damage; Two Million Dollars (\$2,000,000) in aggregate for injury/property damage; and Two Million Dollars (\$2,000,000) in the aggregate for products-completed operations.

- D. Commercial Automobile Liability Insurance with a minimum limit of One Million Dollars (\$1,000,000) per accident/occurrence.
- E. Professional Errors and Omissions Insurance with a minimum limit of One Million Dollars (\$1,000,000) per claim.
- F. Cyber Liability Insurance with a minimum limit of One Million Dollars (\$1,000,000) per claim.
- G. Fiduciary Liability Insurance with a minimum limit of One Million Dollars (\$1,000,000) per claim.

8.2 Consultant shall provide the County copies of the Consultant's certificates of insurance prior to the issuance of the Notice to Proceed. The certificate(s) of insurance shall identify the County of Kane as the Certificate Holder and shall also identify the Section Number set forth in the title to this agreement. Consultant shall provide to the County and maintain a certificate of insurance for its General Liability Policy which identifies the County as an additional named insured. The additional named insured endorsement included on the Consultant's Commercial General Liability policy shall provide the following:

- A. That the coverage afforded the County as an additional insured will be primary insurance with respect to all claims arising out of work performed by or on behalf of Consultant; and
- B. That if the County has insurance which is applicable to a potential claim, said insurance shall be used only after Consultant's insurance policy limits have been reached with respect to an underlying claim; and.
- C. That Consultant's liability under any insurance policy shall not be reduced due to the existence of an insurance policy maintained by the County; and
- D. That the certificate of insurance shall contain a provision or endorsement stating the coverage afforded will not be canceled, or allowed to lapse due to the failure to renew the policy until a thirty (30) day written notice of the pending cancellation has been provided to the County. The non-payment of an insurance premium by Consultant or its sub-consultants shall be considered an exception to this provision, with written notice of the non-payment of an insurance premium to be provided to the County within ten (10) days prior to any cancellation of an insurance policy

The insurance required to be purchased and maintained by Consultant shall be provided by an insurance company acceptable to the County with an AM Best rating of A- or better, and licensed to do business in the State of Illinois. The insurance policy coverage provided by Consultant shall include at a minimum, the specified coverage and limits identified in this agreement. If Illinois law, federal law, or other relevant regulations require insurance coverage above and beyond the terms and amounts set forth in this agreement, Consultant and any sub-consultants

shall maintain insurance policies in conformity with the law or relevant regulation. In no event shall any failure of the County to receive policies or certificates of insurance, or to demand receipt of the same be construed as a waiver of the Consultant's obligation to obtain and maintain insurance in conformity with this agreement.

## 9.0 INDEMNIFICATION.

- 9.1 Consultant shall indemnify and hold harmless the County, and its officials, directors, officers, agents, and employees from and against any and all claims, damages, liabilities and costs, including but not limited to court costs and reasonable attorney's fees, arising out of or resulting from performance of the work, provided that such claims, damages, liabilities or cost is attributable to bodily injury, sickness, disease or death, or to injury to or destruction of property but only to the extent caused by negligent acts or omissions of the Consultant, a sub-consultant, anyone directly or indirectly employed by them or anyone for whose acts they may be liable, excluding any proportionate amount of any claim, damage, loss or expense which is caused by the negligence of the County. Such obligation shall not be construed to negate, abridge or reduce other rights or obligations of indemnity, which would otherwise exist as to a Party or person described in this paragraph. In claims against the County and its officials, directors, officers, agents, and employees by an employee of the Consultant, a sub-consultant, anyone directly or indirectly employed by them or anyone for whose acts they may be liable, the indemnification obligation under this paragraph shall not be limited by a limitation on the amount or type of damages, compensation or benefits payable by or for the Consultant or a sub-consultant under worker's or workmen's compensation acts, disability benefit acts or other employee benefit acts.
- 9.2 Nothing contained herein shall be construed as prohibiting the County, its officials, directors, officers, agents, and employees, from selecting and using its own agents, attorneys and experts, to defend any claims, actions or suits brought against the County.
- 9.3 If any errors, omissions, intentional or negligent acts are made by Consultant or a sub-consultant in any phase of the work, the correction of which requires additional materials, supplies, field work, or office work, Consultant shall be required to procure said additional materials and supplies, and perform such additional work as may be necessary to remedy the same without undue delay or charge to the County.
- 9.4 Acceptance of the work by the County will not relieve Consultant of its responsibility for the quality of its work product, nor Consultant's liability for loss or damage to property or persons resulting therefrom.

10.0 SATISFACTORY PERFORMANCE.

- 10.1 Consultant and all sub-consultants shall maintain a standard of performance under the terms of this agreement which meets the quality and standards commonly accepted in the industry in the Chicago Metropolitan area, to the satisfaction of the County Engineer.

11.0 CONFLICT OF INTEREST.

- 11.1 Consultant represents that it has no conflicting public or private interest and shall not acquire any such interest that would conflict in any manner with the performance of Consultant's services under this agreement.
- 11.2 By executing this agreement, Consultant represents, warrants, and, certifies that it has not been barred from being awarded a contract or subcontract under the Illinois Purchasing Act; and further certifies that it has not been barred from contracting with a unit of State or Local government as a result of a violation of Section 33E-3 or Section 33E-4 of the Illinois Criminal Code (720 ILCS 5/33E-3, 33E-4).

12.0 OWNERSHIP OF DOCUMENTS.

- 12.1 Consultant agrees that all survey data, reports, drafting, studies, specifications, estimates, maps, written and electronic correspondence, computations and any other document(s) prepared by Consultant under the terms of this Agreement shall be properly arranged, indexed and delivered to the County within ninety (90) days of receipt of a written request for the document by the County.
- 12.2 Any documents or materials created or maintained pursuant to this Agreement shall be considered the property of the County. The County shall have the right to use any document or materials without restriction or limitation, and without compensation to Consultant other than as provided for in this agreement.

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

- 13.1 Consultant and all sub-consultants shall comply with all state, federal and local statutes, ordinances and regulations in completion of the work contemplated by this agreement. Further, Consultant and any sub-consultants shall obtain all necessary permits and authorizations from local municipal authorities prior to commencement and subsequent to completion of all work contemplated under this agreement.
- 13.2 Consultant and all sub-consultants are strictly prohibited from discriminating against any worker, job applicant, employee or member of the public, due to an individual's race, creed, color, sex, age, handicap, or national origin. Further, Consultant and all sub-consultants are prohibited from engaging in any unfair employment practices, as the term is recognized under state and federal law.

- 13.3 Consultant and any sub-consultant(s) shall comply with all applicable state and federal prevailing rate of wage laws, and shall take all steps necessary to remain in compliance therewith. (See: Exhibit "C" for reference).
- 13.4 Consultant and all sub-consultant(s) shall comply with and are subject to the Kane County Ethics Ordinance (Chapter 2, Article III, Division 3) provided for in the Kane County Code of Ordinances.

#### 14.0 MODIFICATION OR AMENDMENT

- 14.1 The terms of this agreement may only be modified or amended by a written agreement duly executed by both Parties.

#### 15.0 TERM OF THIS AGREEMENT.

- 15.1 The term of this Agreement shall begin on the date this agreement is fully executed and shall continue in full force and effect until one of the following events occurs:
  - A. A Party's termination of this agreement in accordance with the terms of Section 16.0; or
  - B. Completion of the Project as contemplated by this agreement; or
  - C. December 31, 2027.
- 15.2 In the event the required time is exceeded and/or anticipated personnel requirements are not adequate and remaining funds are not sufficient to complete the Project, adjustments in the total compensation due to Consultant may be determined by negotiation between the County and Consultant. The County shall, however, have no obligation to agree to any modification of the terms set forth in this agreement.
- 15.3 The first calendar day for the purposes of this agreement shall be the date the County provides the Notice to Proceed to Consultant. In the event the Project work is suspended as memorialized on a "Report of Starting and Completion Date," the calendar days for this agreement will be adjusted for the same amount of time.
- 15.4 Notwithstanding anything contained within Section 15.0 of this agreement, the Kane County Engineer may, with the consent of the Kane County Board and the Consultant, extend the term of this agreement for a period of time up to but not to exceed three years.

#### 16.0 TERMINATION ON WRITTEN NOTICE.

- 16.1 Except as otherwise set forth in this agreement, Consultant shall have the right to terminate this agreement for cause upon serving sixty (60) days written notice upon the County.



- 16.2 The County may terminate this Agreement for any reason upon 30 days' written notice to Consultant.
- 16.3 Upon termination of this agreement, the obligations of the Parties to this Agreement shall cease. However, neither party shall be relieved of its duty to perform contractual obligations up through the date of termination. Notwithstanding the same, the obligations of Consultant to indemnify and hold the County harmless as provided for in Section 9.0 above shall survive the termination of this agreement.
- 16.4 Upon any termination of this agreement, all data, work product, reports and documents created or maintained, as a result of the Parties' obligations under this agreement shall remain the property of the County and shall be provided to the County within thirty (30) days subsequent to the County's written request for the same.
- 17.0 ENTIRE AGREEMENT.
- 17.1 This agreement contains the entire agreement, contemplated by the Parties. The Parties represent and warrant that there are no other covenants, promises, conditions or representations, either oral or written, other than those contained in this agreement.
- 18.0 NON-ASSIGNMENT.
- 18.1 This Agreement shall not be assigned without prior written approval of all Parties to this agreement.
- 19.0 SEVERABILITY.
- 19.1 In the event any provision of this Agreement is determined to be unenforceable for any reason, it shall not affect the validity of the remaining terms of the agreement. As such the agreement shall remain in full force and effect as if the unenforceable provision were entirely removed from this agreement.
- 20.0 GOVERNING LAW.
- 20.1 This agreement shall be governed by the laws of the State of Illinois both as to interpretation and performance of the Parties' obligations identified herein.
- 20.2 The Parties agree that the appropriate venue for any dispute arising under the terms of this agreement shall be the Circuit Court of the Sixteenth Judicial Circuit, Kane County, Illinois.

21.0 NOTICE.

- 21.1 For the purpose of this agreement, written notice shall be deemed to be provided to a Party three (3) business days subsequent to the post-marked date set forth on regular first-class mail sent for delivery through the United States Postal Service. Any written notice required under the terms of this agreement shall be sent to the following addresses and Parties by First Class regular mail:

KANE COUNTY DIVISION OF TRANSPORTATION  
41W011 Burlington Road  
Saint Charles, Illinois 60175  
Attn.: Michael Zakosek, P.E., Kane County Engineer

WBK Engineering, LLC.  
116 W. Main Street, Suite 201  
St. Charles, Illinois 60174  
Attn.: Greg Chismark, P.E., President

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

COUNTY OF KANE

WBK ENGINEERING, LLC

\_\_\_\_\_  
CORINNE M. PIEROG  
MADAM CHAIR, KANE COUNTY  
BOARD

\_\_\_\_\_  
GREG CHISMARK, P.E.  
PRESIDENT

ATTEST:

ATTEST:

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

\_\_\_\_\_  
YEMI OYEWOLE, P.E.,  
TRANSPORTATION LEAD/BOARD  
MEMBER

## **EXHIBIT A**

### **Scope of Services**

#### **Consulted Construction Management/Observation**

##### **A. OVERVIEW**

##### **THE ENGINEER AGREES:**

1. To perform or be responsible for the performance of the following engineering services for the COUNTY in connection with the proposed improvement herein described:
  - a. Furnish or cause to be furnished:
  - b. Construction observers and other technical personnel to perform the construction observation. The COUNTY, based upon the project scope, shall direct the amount of personnel.
  - c. Continuous observation of the work and Contractor's operations for compliance with the plans and specifications as construction proceeds, however the ENGINEER does not guarantee the contract performance of the Contractor.
  - d. Maintain daily records of Contractor's activity which shall include:
    - i. Project diary
    - ii. Inspector's Daily Report (IDR)
    - iii. Quantity Book
    - iv. Resident's Weekly Report
    - v. Paving Summary (Field Book)
    - vi. Daily photography of detour, MOT, site conditions and work progress
    - vii. All other documentation required by the COUNTY
  - e. Supervision of construction observers, proportioning engineers, and other technical personnel and also the type, frequency, and location of material testing and sampling.
  - f. Establish of centerline control and recovering of benchmarks. Also, random checks as required by the COUNTY of Contractor's construction staking activities.
  - g. Preparation and submission to the COUNTY in required form and number of copies, all partial and final Pay Estimates, Change Orders, records and reports required by the COUNTY.
  - h. Ensure that all required evidence of material certification and inspection is received from the Contractor before final payment is made
  - i. Mark contract plans in red to provide record drawings (As-Built Plans) of the completed project for permanent record. Submit one set of As-Built Plans to the COUNTY at the time of final payment.
  - j. Prepare for and provide meeting minutes to the COUNTY no later than 7 days from the date of the meeting
  - k. Schedule, coordinate and provide an agenda for weekly progress meetings. Also, to provide meeting minutes to the COUNTY no later than 7 days from the date of the meeting.
  - l. Data is to be collected DAILY and made available to the owner, on elevations and field measurements for installed items such as inverts and grades for pipes and structures when field inspectors are present and in site. Data may also be collected at the end of the project as confirmation. The basic survey notes and sketches, charts,

computations and other data and records prepared or obtained by the ENGINEER pursuant to this agreement will be made available upon request to the COUNTY without cost and without restriction or limitation as to their use.

- m. Submit to the COUNTY a list of the personnel and the equipment the Resident Engineer proposes to use in fulfilling the requirements of this agreement.

2. Coordinate, furnish or cause to be furnished:

- a. Proportioning and testing of concrete mixtures in accordance with the "Manual of Instructions for Concrete Proportioning and Testing" issued by the Bureau of Materials Physical Research of the Illinois Department of Transportation (IDOT) and promptly submit reports on forms prepared by said Bureau.
- b. Proportioning and testing of bituminous mixtures in accordance with the "Manual of Instructions for Bituminous Portioning and Testing" issued by the Bureau of Materials and Physical Research of the Illinois Department of Transportation (IDOT) and promptly submit reports on forms prepared by said Bureau.
- c. All compaction tests as required by the specifications or as directed by the COUNTY and report promptly the same on forms prepared by the Bureau of Materials and Physical Research of the Illinois Department of Transportation (IDOT).
- d. Quality and sieve analysis on local aggregates that are not from approved producers (as listed by the Bureau of Materials and Physical Research of the Illinois Department of Transportation (IDOT) to see that they comply with the specifications contained within the contract.
- e. Inspect all materials when the Bureau of Materials and Physical Research of the Illinois Department of Transportation (IDOT) do not provide inspection at the source and submit inspection reports to the COUNTY in accordance with the policies of the said COUNTY.

**B. REQUIRED SERVICES AND PROCEDURES FOR CONSULTED CONSTRUCTION MANAGEMENT/OBSERVATION**

**1. DUTIES AND AUTHORITY OF THE RESIDENT ENGINEER/TECHNICIAN**

The Resident Engineer/Technician (Resident) provided by the Consulting firm or Agency, who from this point on shall be referred to, as the Resident along with his/her staff is responsible for all construction details on the project. He/she shall report directly to the Kane County Division of Transportation (KDOT) construction section Chief or his supervision Project Manager (PM). The Resident is expected to accept delegated responsibility and to make decisions within the authority delegated to the Resident Engineer. A Resident's first duty is to enforce the contract and specification requirements. The Resident shall assign and schedule all field and material inspection and must maintain daily contact with the Contractor's personnel to proficiently provide the engineering services necessary for the Contractor's continued progress.

In addition, the Resident is expected to make the day-to-day decisions to the extent that his/her experience and construction knowledge permit. However, the Resident is not

authorized nor should the Resident attempt to revise, delete, or change the contract provisions. **When contract, plan or specification changes are anticipated or there is discrepancy between plans, specifications or special provisions, the Resident should contact the KDOT PM immediately for guidance.** The Resident also shall schedule, attend and provide meeting minutes for all necessary meetings. **The Resident shall also contact KDOT PM, by either phone or email, at the beginning of each scheduled work day to inform the PM of work scheduled, work accomplished the day before and any issues that would require guidance or direction. In the event work will not occur due to weather or logistics, the Resident shall inform the KDOT PM either by email or phone as soon as they are aware of the change in scheduling.**

The Resident shall be the KDOT public relations person when dealing with those whom the contract may involve and inconvenience. The Resident shall assure contract compliance with respect to:

- a. Contract Proposal
  - Special Provisions
  - Highway Standards
- b. Plans
  - General Notes
  - Typical Sections
  - Plan and Profile Sheets
  - Cross Section Sheets
  - Highway Standards
  - All Special Detail Sheets
- c. “Supplemental Specifications and Recurring Special Provisions”
- d. “Standard Specifications for Road and Bridge Construction”
- e. Payroll
- f. Pay Estimates
- g. Erosion Control/Drainage
- h. E.E.O. Bulletin Boards
- i. Traffic Control
- j. Documentation
- k. Inspection
  - Material
  - Field (Various Construction Operations)
- l. Army Corp and EPA permits, SWPP completion, NOI and NOT submittals as well as other paperwork required in active permits for the project.
- m. CCDD compliance and necessary forms and paperwork
- n. Various Other Items

## **2. MEETINGS**

Prior to the start of construction, the Kane County Division of Transportation (KDOT) shall arrange a pre-construction conference. All personnel involved with the project, including all necessary utility representatives, Contractor’s personnel, construction supervision personnel, local agency representatives, and KDOT staff shall be requested to attend. The Resident shall be required to attend, run, provide agenda and take meeting

minutes to be submitted to the KDOT with copies sent to all other attendees no later than 7 days after the date of the pre-construction conference.

Bi-weekly coordination meetings shall be scheduled and coordinated by the Resident. These meetings shall be for the purpose of coordinating construction activities for the upcoming two weeks, and any other important issue that may arise. The Resident shall be required to attend, run and also provide meeting minutes to be submitted to the KDOT no later than 7 days after the date of the coordination meeting.

### 3. DOCUMENTATION

- a. Project Diary: The Project Diary is one of the most essential records kept on the job. The Resident or a designated representative of the Resident Engineer shall be required to keep a daily diary on each contract. **IN ADDITION TO THE DAILY DIARY, A MINIMUM OF 10 PHOTOS ARE TO BE TAKEN EVERY DAY WHILE WORK IS BEING DONE DOCUMENTING THE WORK IN PROGRESS, WORK COMPLETED, FORCE ACCOUNT WORK, DEFICIENT WORK AND SITE CONDITIONS, PAYING ATTENTION TO TRAFFIC CONTROL ITEMS AND PLAN M.O.T.**

The diary shall be a bound hardback book; there must be a separate diary on each Contract and a separate diary for each year. All entries throughout the diary shall be in ink.

The first entry in the diary shall be on the inside cover. This entry shall include the year, the official designation of the section (County, Section number, Route, District number, Job number and Contract number), the name of the Contractor, and the name and signature of the Resident. A list of all personnel (inspectors) assigned to or working on the project also shall be printed on the inside cover, and each person shall put his/her initials after his/her name. KDOT's return address shall be noted on the inside cover so that it may be returned if ever lost.

An entry must be made in the project diary for each day of the project, including weekends and holidays, except when the project is officially suspended. Entries must begin by the official start date or when the Contractor begins work, whichever is first. The diary shall contain a day-to-day record of all significant items relating to the project. The date and day of the week shall be shown on the top of the page. Also, the time(s) of arrival and departure of the Resident or staff shall be listed under the date. A description of the day activities, and the number and the type of workers for the general contractor and each of the subcontractors shall be recorded for each day. Other information that shall be documented in the project diary is:

- Weather
- Progress schedule controlling item of work
- Working days charged and reason for partial or non-working days
- Traffic control inspections and changes
- Description and hours of material inspection (done by Material ENGINEERS)

- Important discussions with Contractor(s)
- Official visitors and inspections
- Opening and closing of detours
- Work and materials rejected and reasons
- Time of discontinuing or resuming work and reasons
- Account of any time spent by Contractor's workers or equipment on disputable items of work
- The presence of railroad flaggers and whether the Contractor is to be reimbursed for their services
- Length and cause of any delay
- Dates on which payment began and end for Engineer's Field Office or any calendar-month item
- Description of important faxes and telephone calls. Unusual conditions, if any, such as high water, bridge failures, accident/injuries, etc.

b. **Inspector's Daily Report (IDR):** An inspector's daily inspection field report shall be kept by the Resident and or his/her staff for each contract. Illinois Department of Transportation (IDOT) form BC-628 shall be used for the documentation of daily work. This form is available as a spreadsheet on Microsoft Excel and is available from the KDOT. Completed IDR forms shall be kept in chronological order in a 3-ring hard cover binder. The items shall be checked on the right side of the report when they are entered in the Quantity Book. The information contained on this report shall identify:

- Date
- Name of Contractor/Sub-Contractor(s) that performs on pay items
- Weather
- Item No.
- Pay Item
- Location of work
- Quantity and Units
- Evidence of Material Inspection
- Calculations and Sketches (if applicable)

Note: Calculations and sketches shall be used to justify quantities of all items having foot, square foot, square yard, and cubic yard units. The calculations and sketches shall be based on accurate field measurements and shall be presented in a neat and concise manner on the bottom of the form, on the back page, and or on a separate additional sheet placed after IDR form sheet. Someone other than the person who performed the original calculations shall check all calculations.

c. **Quantity Book:** A Quantity Book shall be kept by the Resident and or his/her staff for each contract. IDOT f01mOC-625 shall be used for the documentation of quantities for federally funded projects only. A similar KDOT Quantity Book form shall be used for all other projects. The KDOT Quantity Book form is available as a spreadsheet on Microsoft Excel and is available from KDOT. A separate Quantity Book sheet shall be provided for each contract pay item. A title page listing the official designation of the section, the name address, and

telephone number of the Contractor, and the address of KDOT shall be provided. Also, a sheet index page listing item number, item, and page number shall be provided. The Quantity Book Sheets (in numerical order), title page, and sheet index page shall all be kept in a 3-ring binder. Quantities shall be placed in this form daily.

d. **Field Books:** Hard cover, bound field books shall be used by the Resident and or his/her staff to record all field measurements including but not limited to the following information:

- Daily field measurements used to justify quantities shown in the IDR
- Permanent survey records, layout checks, cross-sections
- PCC paving summary
- Bituminous concrete paving summary
- Pile driving records
- Depth checks (PCC and bituminous paving, sub-base, topsoil, curb and gutter, etc.)
- All field books shall be identified with the following information and shall include: Route(s) description, section number, year and the field book number (Ex. Field Book #1) shall be listed on the front cover with a black marker
- Project designation and the address of the KDOT offices in Campton Hills, Illinois as well as the KDOT PM's name on the inside cover
- An index page that contains enough detail to show a reviewer the contents and location of the contents within the field book

e. **Resident's Weekly Report:** A weekly report containing a record or the contractor's progress shall be kept by the Resident. IDOT form BC-239 shall be used for the Resident's weekly report. This report shall be filled out weekly, signed by the Resident and a copy mailed to the Contractor's office as soon as possible (at no time shall the Contractor receive the copy later than 7 days from the date of the report). Copies of the report shall be marked "c.c." for:

- Contractor
- Project file (KDOT)
- Resident's file

f. **Other:** Periodic reports for traffic control and project issues shall be completed and maintained as per IDOT policy and procedures. The resident shall keep his/her copies in chronological order, and contained within a hard covered 3-ring binder.

#### 4. CHANGE ORDERS

Whenever it becomes apparent that extra work is necessary on a project, the Resident shall contact KDOT. KDOT shall determine the appropriate course of action. Payment for extra work shall be classified as either an Agreed Unit Price or a Force Account. In the case when an Agreed Unit Price shall be used, the Resident shall submit a formal request letter to the Contractor. This letter shall list the requested item, unit and estimated quantity for an Agreed Unit Price.

Once the Contractor's Agreed Unit Price letter is received, the KDOT shall review it. If the Agreed Unit Price letter is found acceptable, the Resident shall prepare the



appropriate Change Order form and submit it to KDOT for further processing by IDOT. In the case when a Force Account is used, the process shall be same as that of an Agreed Unit Price, except that the Resident shall submit a formal request letter to the Contractor requesting an estimated amount for time, equipment and material costs for the proposed Force Account work.

No extra work shall be permitted unless authorized by KDOT.

The resident shall document all additional work under Force Account daily by using IDOT form BC-635 and both the Contractor and the Resident will retain copies.

Materials used on Force Account work that will be incorporated in the job must meet with satisfactory inspection.

The amounts of Labor, Equipment and Materials claimed by the Contractor on his submitted itemized bill, which he prepares at the completion of the extra work, must agree with the daily amounts shown on the completed BC-635 forms.

Refer to Article 109.04 of the Standard Specifications

The completed itemized bill shall be submitted to KDOT for approval, and Change Order processing.

Once KDOT and/or IDOT (Bureau of Construction), as the case may be, have approved the Change Order, the Resident shall add the Agreed Unit Price(s) of Force Account(s) to the next pay estimate as a line item.

All Change Orders shall be either IDOT form BC-22 (for projects using Federal funds) or a KDOT Change Order form. The KDOT Change Order form is available as a spreadsheet on Microsoft Excel and can be obtained from KDOT.

## **5. PAY ESTIMATES**

The Resident shall prepare an Engineer's Payment Estimate (pay estimate) for submittal and payment at least once a month for each contract. All documented partially and completed work that has all required material inspection should be shown for payment on the Engineer's Payment Estimate form. This form shall be used for all projects (except projects using Federal funds). The form is available as a spreadsheet on Microsoft Excel and is available from KDOT.

The pay estimate form for projects using Federal funds shall be received from IDOT (Bureau of Construction – FAUS Projects) once a month. The Resident shall write in the quantities, sign his/her name to the bottom of the form and return it to IDOT (Bureau of Construction – FAUS Projects) for processing of payment. Also, the Resident shall send a copy of KDOT for the job file, as well as retain a copy for Resident's file.

The Resident shall meet with the Contractor before the pay estimate is submitted to ensure agreement of all quantities included in the pay estimate for the month. Any

discrepancy or disagreement between the contractor and the ENGINEER shall be immediately reported to KDOT.

The Resident shall then submit the pay estimate to KDOT for review and processing of payment.

#### **6. INSPECTION MATERIAL**

An independent Materials ENGINEER shall perform all required material inspection for all projects. The Materials ENGINEER shall be under the direct employment of ENGINEER and shall coordinate, direct and schedule all material inspection with the Materials ENGINEER. The Material ENGINEER shall not be responsible for determining when, what and where they should be performing material inspection. The Resident shall determine the type, frequency, and location as required by the IDOT Project Procedures Guide (Sampling Frequencies for Testing and Inspection) and/or KDOT.

All billings for material inspection services shall be checked and verified with the Project Diary by the Resident or his/her staff for correct dates, hours, and charges. Any disparities shall be report to KDOT as soon as possible. Copies of all material inspection billings shall be kept in the Resident's file.

Materials inspection and documentation is the responsibility of the Materials ENGINEER. However, the Resident and his/her staff shall verify that the quality, quantity and frequency of all material inspection reports meet the requirements of TOOT (Bureau of Materials). Copies of completed material inspection reports shall be retained in the Resident's file.

#### **7. PLAN QUANITITY ACCPETANCE**

The acceptance of plan quantities as final quantities for a number of the pay items is acceptable providing that KDOT and the Contractor agree in writing that the plan quantities are accurate and will be used as final quantities. The Resident shall receive a list of the items from KDOT that KDOT would like to agree upon.

The Resident and or his/her staff shall, from the plans, verify the accuracy of the quantity of each item on the list. The Resident shall then submit his/her findings, which shall include all calculations used to determine the accuracy of the quantity on the list to KDOT. The KDOT will review the Resident's calculations to determine which items to include on IDOT form BC-981. This form shall be presented to the Contractor at the Pre-Construction Conference and be reviewed, signed and returned to KDOT before any construction work has begun.

#### **8. CONSTRUCTION LAYOUT VERIFICATION**

All construction layout and staking shall normally be provided by the Contractor and paid for by the item "Construction Layout Stakes". The Resident and or his/her staff shall recover and identify all horizontal control points, benchmarks, and right-of-way corners (for newly acquired parcels) prior to construction. The Resident shall instruct Contractor to submit copies of all field book information regarding layout on a daily basis to be

retained in the Resident's file. The Resident and or his/her staff shall use standard survey methods to randomly check all horizontal locations and elevations for every staking operation. The Resident and or his/her staff shall document all layout checks in a field book. In the event that an error is found, the Resident shall notify the Contractor Immediately and ensure that he/she corrects the error as soon as possible. If an unnecessary amount of layout errors persists, the Resident shall notify KDOT as soon as possible.

## **9. TRAFFIC CONTROL INSPECTION**

Inspection of all traffic control devices, signing, pavement marking, etc. *shall be inspected and photographed* by the Resident or his/her staff at least twice a day when the Contractor is working and once a day when the Contractor is not working. One of the traffic control inspections shall be done at the later part of the day, before the contractor leaves, to allow time for the contractor to correct any deficiencies before they leave at the end of the day. The Resident and or his/her staff shall verify that all traffic control is in accordance with the Traffic Control plan, and all applicable standards. The Resident and or his/her staff shall notify the Contractor as soon as possible of any and all deficiencies including:

- Downed and/or damaged signs
- Downed and/or damaged barricades or sign panels
- Worn, missing or conflicting temporary pavement marking
- Malfunctioning or damaged temporary traffic signals and temporary roadway lighting

The Resident shall list the times of inspection, descriptions of any and all deficiencies, and description of conversation with Contractor in the Daily Diary and complete the appropriate IDOT forms for Traffic Control Inspection for daytime and/or nighttime inspection.

## **10. FINAL INSPECTIONS**

- a. Traffic Signal/Roadway Lighting Installation: Once Traffic Signal/Roadway Lighting installation have been completed and energized, the Resident shall schedule a Pre-Turn On inspection with the Contractor and KDOT. The Contractor shall address any deficiencies that are discovered as soon as possible. Once all deficiencies have been addressed, the Resident shall schedule a Turn On inspection with the Contractor, Maintenance Contractor, IDOT representative, controller manufacturer's technician (Traffic Signals) and KDOT.
- b. Overall Project Inspection (Final Walk-Through): Upon notice from the Contractor of completion of the entire project, the Resident shall schedule a walk-through inspection with the Contractor, KDOT and any other agency (Municipal and/or State) representative if there is any outside agency funding. The inspection shall consist of walking the length of all portions of roadway (both sides). The Resident shall include any and all deficiencies that are discovered in the Resident's Punch list. The Punch list shall be addressed to the Contractor and signed by the Resident. The Punch list shall be mailed to the Contractor, and a copy shall be sent to KDOT. Once all deficiencies have been addressed, the Resident shall conduct another inspection with the Contractor to ensure that all the items on the punch list have been addressed.

## **11. FINALING OUT OF PROJECTS**

Upon receiving notice of the project completion from the Contractor, the Resident shall schedule a meeting with the Contractor and KDOT to finalize quantities for all items per contract. Once final quantities are agreeable with both the Contractor and KDOT, the Resident shall prepare an Engineer's Semi-Final Pay Estimate, which shall include all final quantities with 1% retainage. The Engineer's Semi-Final Pay Estimate shall then be submitted to KDOT for review and processing of payment.

The Resident shall also prepare Engineer's Final Pay Estimate, which shall be the same as the Engineer's Semi-Final Pay Estimate with the exception that the retainage shall be reduced to 0%. This final pay estimate shall be presented on the Engineer's Final Pay Estimate form, which can be obtained from KDOT. The Resident shall also prepare and submit to KDOT the following:

- a. Balance Authorization sheet(s)
- b. Explanation for changes in total dollar values that exceed \$2000.00 per item
- c. Any un-approved Change Orders

The Balance Authorization form is available as a spreadsheet on Microsoft Excel and can be obtained from KDOT.

Once the Engineer's Final Pay Estimate is submitted to IDOT for approval, the Bureau of Materials shall check all items for the required materials inspection and certification. The Resident shall receive a list of material deficiencies from KDOT. The Resident then shall make a formal request to the Contractor and/or the Materials ENGINEER for all needed material inspection and certification. Once the Resident receives all requested inspection and certification, he/she shall submit it directly to the IDOT (Bureau of Materials).

## **12. RECORD DRAWINGS AND SCANNED JOB BOX**

The Resident and or his/her staff shall provide a complete set of record drawings (as built plans) to KDOT for their records. The record drawings shall be marked as "RECORD DRAWINGS" dated and initialed by the individual(s) who prepared them. All sheets, regardless of whether they have been modified, shall be marked as RECORD or AS BUILT in an appropriate box or space. The drawings shall consist of a 24" x 36" size set of project plans that have all changes and additions tagged by clouds or similar easy to see markings in red ink. In addition, the ENGINEER shall provide professionally scanned copies of all "AS BUILT" plans, as well as the entire IDOT or KDOT approved project job box, in PDF format as part of the engineering services for the project. A version of the "As Builts" in AutoCAD shall also be provided for GIS purposes. Copies of all photos taken by the Resident and staff in JPEG or other approved format shall also be included in the final documents. These documents may be submitted on dedicated hard drives, flash drives or CD's, intended for archiving of important documents, depending on the file sizes.

PHASE III CONSTRUCTION ENGINEERING SERVICES  
Kirk Road at Douglas Road Intersection Improvements  
Batavia

Route FAP 360  
Local Agency County of Kane  
Section 24-00377-01-CH  
Project 0  
Job No. C-91-199-25

EXHIBIT B

Method of Compensation:  
Cost Plus Fixed Fee 1 ☒ 14.5%[DL + R(DL) + OH(DL) + IHDC]

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

Overhead Rate (OH) 159.60 %  
Complexity Factor ( R ) 0.000  
Calendar Days 0

Date: 12/18/2025

Cost Estimate of Consultant's Services in Dollars										
Element of Work		Employee Classification	Man-Hours	Payroll Rate	Payroll Costs (DL)	Overhead (DLxOH)	Services by Others	In-House Direct Costs (IHDC)	Fixed Fee	Total
1	Early Coordination and Data Collection						\$ -	\$ 62.50	\$9.06	\$71.56
		Principal	2.0	\$92.00	\$184.00	\$293.66			\$69.26	\$546.92
		Engineer V	2.0	\$72.52	\$145.04	\$231.48			\$54.60	\$431.12
		Engineer IV	2.0	\$55.15	\$110.30	\$176.04			\$41.52	\$327.86
		Engineer II	32.0	\$42.41	\$1,357.12	\$2,165.96			\$510.85	\$4,033.93
2	Construction Layout, As-Built Surveys, Verification Of Quantities						\$ 9,200.00	\$ 62.50	\$9.06	\$9,271.56
		Engineer II	12.0	\$42.41	\$508.92	\$812.24			\$191.57	\$1,512.73
3	Utility Coordination and Conflict Resolution						\$ -	\$ -	\$0.00	\$0.00
		Engineer V	2.0	\$72.52	\$145.04	\$231.48			\$54.60	\$431.12
		Engineer IV	2.0	\$55.15	\$110.30	\$176.04			\$41.52	\$327.86
		Engineer II	24.0	\$42.41	\$1,017.84	\$1,624.47			\$383.13	\$3,025.44
4	Resident Engineering Services						\$ -	\$ 14,462.50	\$2,097.06	\$16,559.56
		Principal	2.0	\$92.00	\$184.00	\$293.66			\$69.26	\$546.92
		Engineer V	22.0	\$72.52	\$1,595.44	\$2,546.32			\$600.56	\$4,742.32
		Engineer IV	40.0	\$55.15	\$2,206.00	\$3,520.78			\$830.38	\$6,557.16
		Engineer II	1052.0	\$42.41	\$44,615.32	\$71,206.05			\$16,794.10	\$132,615.47
5	Material Testing / Inspection						\$ 13,400.00	\$ -	\$0.00	\$13,400.00
		Engineer II	4.0	\$42.41	\$169.64	\$270.75			\$63.86	\$504.25
Totals			1198.0		\$ 52,348.96	\$ 83,548.93	\$ 22,600.00	\$ 14,587.50	\$ 21,820.39	\$ 194,905.78

**EXHIBIT "C"**

**PREVAILING WAGE RATES**

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

The CONSULTANT agrees to pay, when applicable, the current Illinois Department of Labor Prevailing Wage Rates for all County of Kane projects. Current prevailing wage rates are available from the Illinois Department of Labor at their website:  
<http://www.state.il.us /a2:encv/idol/rates/rates.H1M>.

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

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

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

WBK Engineering LLC  
\_\_\_\_\_  
**Company Name**

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

\_\_\_\_\_  
**President**  
**Title**

12-22-2025  
\_\_\_\_\_  
**Date**



WBK Engineering

December 22, 2025

Kane County Government Center  
Purchasing Department, Bldg. A  
719 South Batavia Avenue  
Geneva, IL 60134

**RE: Contract Disclosure Acknowledgement  
Kane County Code, Art. II, Div. 3, Sec. 2-211  
WBK Engineering, LLC**

To Whom it May Concern:

In compliance with the Kane County Code reference above, this letter will serve as our disclosure of:

- A. Campaign contribution in past 12 months.
  - B. Individuals/entities with a more than 5% ownership interest in WBK Engineering, LLC.
  - C. Names and contact information of any lobbyist, agents, and representatives and,
  - D. A statement under oath that the applicant has withheld no disclosures as to economic interests in the undertaking nor reserved any information, data or plan as to the intended use of purpose for which it seeks County Board or other County agency action.
- **Campaign Contributions:** WBK has not made any campaign contributions in the past 12 months to any candidates or officers in Kane County.
  - **Ownership Interest in WBK Engineering, LLC:** There are zero individuals who hold more than 5% of shares in WBK Engineering, LLC. WBK is wholly owned by Mno-Bmadsen, and instrumentality of the Pokagon Band of Potawatomi.
  - WBK Engineering, LLC does not have any lobbyists, agents, or representatives who are or would be having contacts with Kane County employees or officials in relation to contracts or bids.
  - WBK Engineering, LLC has not withheld nor reserved any information regarding economic interest in the firm or this undertaking as required by County Code for this disclosure.

St. Charles Office  
116 W. Main Street, Suite 201  
St. Charles, IL 60174

Battle Creek Office  
68 E. Michigan Avenue  
Battle Creek, MI 49017

P: 630.443.7755  
W: [bodwegroup.com/companies/wbk-engineering](http://bodwegroup.com/companies/wbk-engineering)

P: 269.224.3182



If you any questions or wish to further discuss this disclosure statement, please contact me at 630.443.7755 or at [gchismark@bodwegroup.com](mailto:gchismark@bodwegroup.com).

Sincerely,

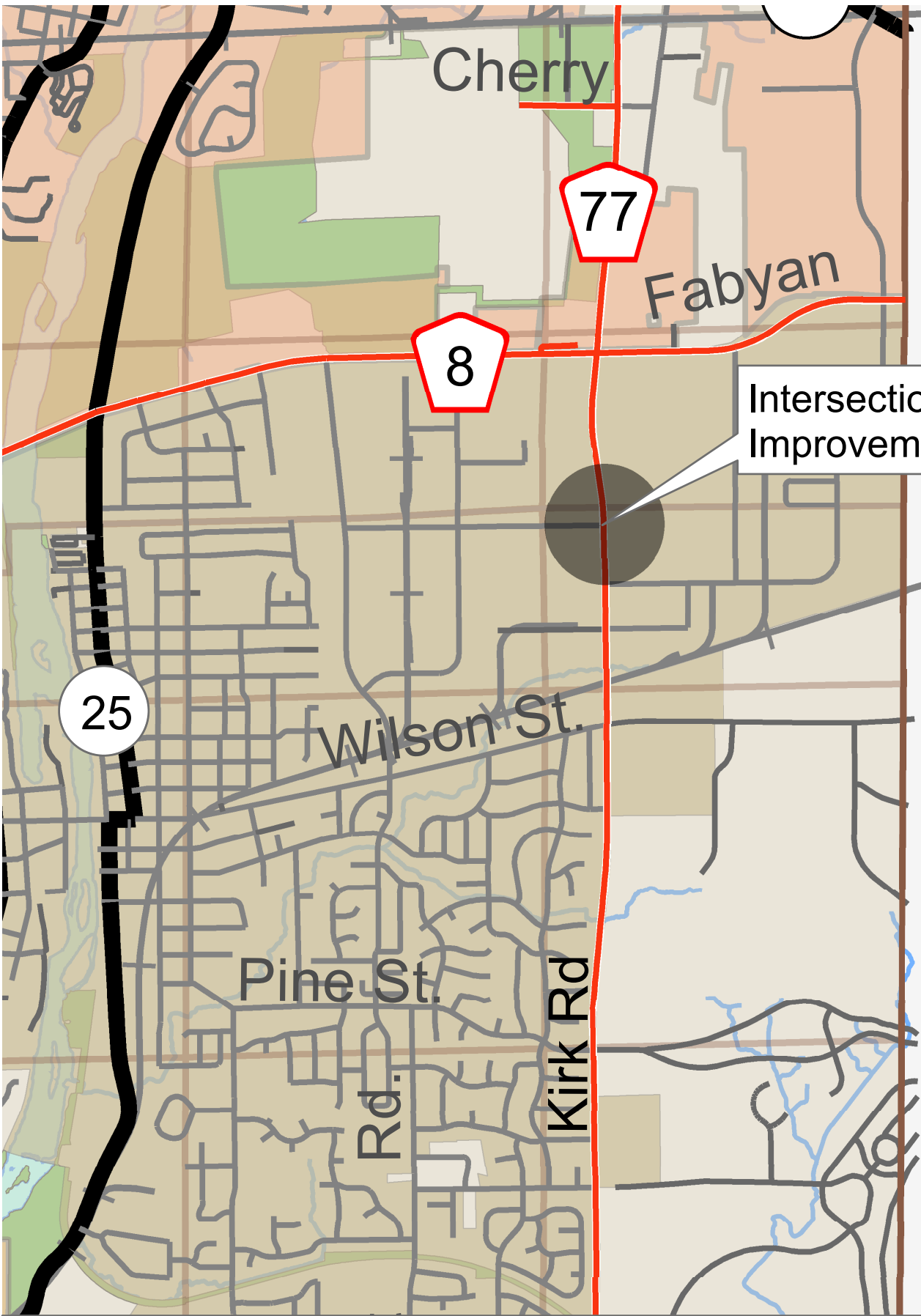
Greg Chismark, PE  
President  
WBK Engineering, LLC

\_\_\_\_\_  
Notary Public

State of: Illinois  
County of: Kane



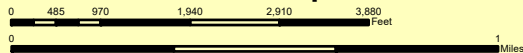




**Legend**

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

Section Number 24-00377-01-CH  
 Kirk Road at Douglas Road  
 Intersection Improvements





Passed by the Kane County Board on February 10, 2026.

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

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Corinne M. Pierog MA, MBA  
Chairman, County Board  
Kane County, Illinois

Vote:



## RESOLUTION / ORDINANCE EXECUTIVE SUMMARY ADDENDUM

### Title

Approving an Agreement with Applied Pavement Technology, Inc. of Champaign, Illinois for Pavement Management Services, Kane County Section No. 25-00586-00-EG

### **Committee Flow:**

Transportation Committee, Executive Committee, County Board

### **Contact:**

Steve Coffinbargar, 630.406.7170

### **Budget Information:**

Was this item budgeted? Yes	Appropriation Amount: \$229,064.00
If not budgeted, explain funding source: N/A	
Was this item passed through the appropriate committee? Yes	

### **Summary:**

Pavement preservation involves various roadway maintenance techniques that occur earlier in the life cycle in order to extend the overall life of the pavement.

In considering various optimization and funding scenarios, Applied Pavement Technology, Inc. will work with KDOT to review pavement maintenance and rehabilitation alternatives and will determine where limited resources would best be spent over the next 5 years.

The Pavement Management Services Contract will also include field data collection of over 300 centerline miles of County roads, data evaluation, software data updates and various roadway asset extraction inventories, in GIS format, to assist the County-wide Asset Management.

Staff has completed the consultant selection process and has negotiated a contract with Applied Pavement Technology, Inc. (APTech) for the engineering pavement management services for an amount not to exceed \$229,064.00. Details regarding the selection process can be found on our website.

Staff recommends approval.

**AGREEMENT BETWEEN THE COUNTY OF KANE  
AND APPLIED PAVEMENT TECHNOLOGY, INC.  
FOR PAVEMENT MANAGEMENT SERVICES  
KANE COUNTY SECTION NO. 25-00586-00-EG**

**PURCHASE ORDER #2026-XXX**

This Agreement made this 10<sup>th</sup> day of February 2026 between COUNTY OF KANE, a body corporate and politic of the State of Illinois (hereinafter referred to as the “County”), and APPLIED PAVEMENT TECHNOLOGY, INC, an Illinois corporation authorized to conduct business in the State of Illinois with an operating office at 1908 South First Street, Suite 201, Champaign, Illinois 61820 (hereinafter referred to as the “Consultant”). The County and Consultant are sometimes hereinafter collectively referred to as the “Parties” and individually as a “Party”.

**WITNESSETH**

WHEREAS, it is deemed to be in the best interest of the County and the motoring public to improve and maintain the various highways throughout Kane County; and

WHEREAS, the County desires to continue with a comprehensive pavement management system on County Highways, utilizing electronic data collection and software condition assessment data (hereinafter referred to as the “PROJECT”); and,

WHEREAS, in order to implement the Project, it is necessary to retain the services of a professional engineering firm to provide pavement management services for the PROJECT; and,

WHEREAS, Consultant has experience and professional expertise in all aspects of pavement management services and is willing to perform said services for the Project in an amount not to exceed Two Hundred Twenty-nine Thousand Sixty-four and 00/100 Dollars (\$229,064.00),

WHEREAS, the County has determined that it is in the County’s best interest to enter into this Agreement with Consultant.

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

**1.0 INCORPORATION**

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

**2.0 SCOPE OF SERVICES**

2.1 Services for the Project are to be provided by Consultant according to the specifications set forth in the Scope of Services attached hereto as Exhibit “A” and incorporated into the terms of this agreement by reference. These services are sometimes also referred to as the “work” in this agreement.

### 3.0 NOTICE TO PROCEED

- 3.1 The Kane County Engineer shall provide authorization to proceed with the work described and as identified in the Scope of Services, attached hereto as Exhibit “A”, in the form of a written notice to proceed (hereinafter “Notice to Proceed”), subsequent to execution of this agreement by the Chairman of the Board of the County.

### 4.0 TECHNICAL SUBCONSULTANTS

- 4.1 The Kane County Engineer shall provide written approval before any technical sub-consultants are hired by the Consultant to perform any of the work contemplated by this agreement.
- 4.2 Consultant shall hire and supervise any sub-consultants performing work on the Project. Consultant shall be solely responsible for any and all work performed by any sub-consultant in the same manner and with the same liability as if the work was completed by the Consultant directly.

### 5.0 TIME FOR PERFORMANCE

- 5.1 Consultant shall commence work on the Project as directed in the Notice to Proceed. The County is not responsible for any work performed by Consultant or any sub-consultant prior to the commencement date set forth within the Notice to Proceed.
- 5.2 Consultant shall submit a schedule for completion of the Project to the County no later than seven (7) business days after the Notice to Proceed is mailed or otherwise transmitted to Consultant. The proposed schedule is subject to approval by the County Engineer which shall not be unreasonably withheld.
- 5.3 Consultant and all sub-consultants are strictly prohibited from completing any work on this Project subsequent to the termination of this agreement for any reason.

### 6.0 COMPENSATION

- 6.1 The County shall only pay the Consultant for work performed in accordance with the terms and conditions of this agreement.
- 6.2 For work performed, the COUNTY shall pay the Consultant on a lump sum basis, with invoices submitted monthly on a percent complete basis for all active tasks.
- 6.3 Within Forty-Five (45) days of the County’s approval of properly documented invoices, the County shall pay or cause to be paid to Consultant partial payments of the compensation specified in the exhibit(s) to this Agreement. The County reserves the right to hold back a sum equal to five percent (5%) of the total contract sum to ensure performance satisfactory to the Kane County Engineer.

- 6.4 All invoices shall be submitted on the Consultant's invoicing forms, as appropriate for the PROJECT.
- 6.5 The Consultant agrees to receive all payment for work performed under this AGREEMENT via the COUNTY's automatic clearing house program.
- 6.6 All invoicing will be based upon calendar months solely.
- 6.7 Total payments to the Consultant under the terms of this Agreement shall not exceed Two Hundred Twenty-nine Thousand Sixty-four and 00/100 Dollars (\$229,064.00).

#### 7.0 DELIVERABLES.

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

#### 8.0 CONSULTANT'S INSURANCE

- 8.1 Consultant and any sub-consultants shall, during the term of this Agreement and as may be required thereafter, maintain, at its sole expense, insurance coverage including:
  - A. Worker's Compensation Insurance in the amount mandated by Illinois law.
  - B. Employer's Liability Insurance in an amount not less than One Million Dollars (\$1,000,000) for each accident/injury and One Million Dollars (\$1,000,000) for each potential employee-disease claim.
  - C. Commercial General Liability Insurance, (including contractual liability) with limits of not less than One Million Dollars (\$1,000,000) for each occurrence of bodily injury/property damage; Two Million Dollars (\$2,000,000) in aggregate for injury/property damage; and Two Million Dollars (\$2,000,000) in the aggregate for products-completed operations.
  - D. Commercial Automobile Liability Insurance with a minimum limit of One Million Dollars (\$1,000,000) per accident/occurrence.
  - E. Professional Errors and Omissions Insurance with a minimum limit of One Million Dollars (\$1,000,000) per claim.

F. Cyber Liability Insurance with a minimum limit of One Million Dollars (\$1,000,000) per claim.

G. Fiduciary Liability Insurance with a minimum limit of One Million Dollars (\$1,000,000) per claim.

8.2 Consultant shall provide the County copies of the Consultant's certificates of insurance prior to the issuance of the Notice to Proceed. The certificate(s) of insurance shall identify the County of Kane as the Certificate Holder and shall also identify the Section Number set forth in the title to this agreement. Consultant shall provide to the County and maintain a certificate of insurance for its General Liability Policy which identifies the County as an additional named insured. The additional named insured endorsement included on the Consultant's Commercial General Liability policy shall provide the following:

- A. That the coverage afforded the County as an additional insured will be primary insurance with respect to all claims arising out of work performed by or on behalf of Consultant; and
- B. That if the County has insurance which is applicable to a potential claim, said insurance shall be used only after Consultant's insurance policy limits have been reached with respect to an underlying claim; and.
- C. That the amount of the Consultant's liability under any insurance policy shall not be reduced due to the existence of an insurance policy maintained by the County; and
- D. That the certificate of insurance shall contain a provision or endorsement stating the coverage afforded will not be canceled, or allowed to lapse due to the failure to renew the policy until a thirty (30) day written notice of the pending cancellation has been provided to the County. The non-payment of an insurance premium by Consultant or its sub-consultants shall be considered an exception to this provision, with written notice of the non-payment of an insurance premium to be provided to the County within ten (10) days prior to any cancellation of an insurance policy.

The insurance required to be purchased and maintained by Consultant shall be provided by an insurance company acceptable to the County with an AM Best rating of A- or better, and licensed to do business in the State of Illinois. The insurance policy coverage provided by Consultant shall include at a minimum, the specified coverage and limits identified in this agreement. If Illinois law, federal law, or other relevant regulations require insurance coverage above and beyond the terms and amounts set forth in this agreement, Consultant and any sub-consultants shall maintain insurance policies in conformity with the law or relevant regulation. In no event shall any failure of the County to receive policies or certificates of insurance, or to demand receipt of the same be construed as a waiver of the Consultant's obligation to obtain and maintain insurance in conformity with this agreement.



## 9.0 INDEMNIFICATION.

- 9.1 Consultant shall indemnify and hold harmless the County, and its officials, directors, officers, agents, and employees from and against any and all claims, damages, liabilities and costs, including but not limited to court costs and reasonable attorney's fees, arising out of or resulting from performance of the work, provided that such claims, damages, liabilities or cost is attributable to bodily injury, sickness, disease or death, or to injury to or destruction of property but only to the extent caused by negligent acts or omissions of the Consultant, a sub-consultant, anyone directly or indirectly employed by them or anyone for whose acts they may be liable, excluding any proportionate amount of any claim, damage, loss or expense which is caused by the negligence of the County. Such obligation shall not be construed to negate, abridge or reduce other rights or obligations of indemnity, which would otherwise exist as to a Party or person described in this paragraph. In claims against the County and its officials, directors, officers, agents, and employees by an employee of the Consultant, a sub-consultant, anyone directly or indirectly employed by them or anyone for whose acts they may be liable, the indemnification obligation under this paragraph shall not be limited by a limitation on the amount or type of damages, compensation or benefits payable by or for the Consultant or a sub-consultant under worker's or workmen's compensation acts, disability benefit acts or other employee benefit acts.
- 9.2 Nothing contained herein shall be construed as prohibiting the County, its officials, directors, officers, agents, and employees, from selecting and using its own agents, attorneys and experts, to defend any claims, actions or suits brought against the County.
- 9.3 If any errors, omissions, intentional or negligent acts are made by Consultant or a sub-consultant in any phase of the work, the correction of which requires additional materials, supplies, field work, or office work, Consultant shall be required to procure said additional materials and supplies, and perform such additional work as may be necessary to remedy the same without undue delay or charge to the County.
- 9.4 Acceptance of the work by the County will not relieve Consultant of its responsibility for the quality of its work product, nor Consultant's liability for loss or damage to property or persons resulting therefrom.

## 10.0 SATISFACTORY PERFORMANCE.

- 10.1 Consultant and all sub-consultants shall maintain a standard of performance under the terms of this agreement which meets the quality and standards commonly accepted in the industry in the Chicago Metropolitan area, to the satisfaction of the County Engineer.

## 11.0 CONFLICT OF INTEREST.

- 11.1 Consultant represents that it has no conflicting public or private interest and shall not acquire any such interest that would conflict in any manner with the performance of Consultant's services under this agreement.
- 11.2 By executing this agreement, Consultant represents, warrants, and, certifies that it has not been barred from being awarded a contract or subcontract under the Illinois Purchasing Act; and further certifies that it has not been barred from contracting with a unit of State or Local government as a result of a violation of Section 33E-3 or 33E-4 of the Illinois Criminal Code (Illinois Compiled Statutes, 1992, Chapter 720, paragraph 5/33E-3).

## 12.0 OWNERSHIP OF DOCUMENTS.

- 12.1 Consultant agrees that all survey data, reports, drafting, studies, specifications, estimates, maps, written and electronic correspondence, computations and any other document(s) prepared by Consultant under the terms of this Agreement shall be properly arranged, indexed and delivered to the County within ninety (90) days of receipt of a written request for the document by the County.
- 12.2 Any documents or materials created or maintained pursuant to this Agreement shall be considered the property of the County. The County shall have the right to use any document or materials without restriction or limitation, and without compensation to Consultant other than as provided for in this agreement.

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

- 13.1 Consultant and all sub-consultants shall comply with all state, federal and local statutes, ordinances and regulations in completion of the work contemplated by this agreement. Further, Consultant and any sub-consultants shall obtain all necessary permits and authorizations from local municipal authorities prior to commencement and subsequent to completion of all work contemplated under this agreement.
- 13.2 Consultant and all sub-consultants are strictly prohibited from discriminating against any worker, job applicant, employee or member of the public, due to an individual's race, creed, color, sex, age, handicap, or national origin. Further, Consultant and all sub-consultants are prohibited from engaging in any unfair employment practices, as the term is recognized under state and federal law.
- 13.3 Consultant and any sub-consultant(s) shall comply with all applicable state and federal prevailing rate of wage laws, and shall take all steps necessary to remain in compliance therewith. (See: Exhibit "C" for reference).
- 13.4 Consultant and all sub-consultant(s) shall comply with and are subject to the Kane County Ethics Ordinance (Article II, Division 3, Section 2-211) provided for in the Kane County Municipal Code.

14.0 MODIFICATION OR AMENDMENT

- 14.1 The terms of this agreement may only be modified or amended by a written agreement duly executed by both Parties.

15.0 TERM OF THIS AGREEMENT.

- 15.1 The term of this Agreement shall begin on the date this agreement is fully executed and shall continue in full force and effect until one of the following events occurs:

- A. A Party's termination of this agreement in accordance with the terms of Section 16.0; or
- B. Completion of the Project as contemplated by this agreement; or
- C. December 31, 2028.

- 15.2 In the event the required time is exceeded and/or anticipated personnel requirements are not adequate and/or remaining funds are not sufficient to complete the Project, adjustments in the total compensation due to Consultant may be determined by negotiation between the County and Consultant. The County shall, however, have no obligation to agree to any modification of the terms set forth in such agreement.

- 15.3 The first calendar day, for the purposes of this agreement, shall be the date the County provides the Notice to Proceed to Consultant. In the event the Project work is suspended as memorialized on a "Report of Starting and Completion Date," the calendar days for this agreement will be adjusted for the same amount of time.

- 15.4 Notwithstanding anything contained within Section 15.0 of this agreement, the Kane County Engineer may, in his sole discretion and with the consent of Consultant, extend the term of this agreement for a period of time up to but not to exceed one year.

16.0 TERMINATION ON WRITTEN NOTICE.

- 16.1 Except as otherwise set forth in this agreement, Consultant shall have the right to terminate this agreement for cause upon serving sixty (60) days written notice upon the County.

- 16.2 The County may terminate this Agreement at any time upon written notice to Consultant.

- 16.3 Upon termination of this agreement, the obligations of the Parties to this Agreement shall cease. However, neither party shall be relieved of its duty to perform contractual obligations up through the date of termination. Notwithstanding the same, the obligations of Consultant to indemnify and hold the County harmless as

provided for in Section 9.0 of the Agreement shall survive the termination of this agreement.

- 16.4 Upon any termination of this agreement, all data, work product, reports and documents created or maintained, as a result of the Parties' obligations under this agreement shall remain the property of the County and shall be provided to the County within thirty (30) days subsequent to the County's written request for the same.

17.0 ENTIRE AGREEMENT.

- 17.1 This agreement contains the entire agreement, contemplated by the Parties. The Parties represent and warrant that there are no other covenants, promises, conditions or representations, either oral or written, other than those contained in this agreement.

18.0 NON-ASSIGNMENT.

- 18.1 This Agreement shall not be assigned without prior written approval of all Parties to this agreement.

19.0 SEVERABILITY.

- 19.1 In the event any provision of this Agreement is determined to be unenforceable for any reason, it shall not affect the validity of the remaining terms of the agreement. As such the agreement shall remain in full force and effect as if the unenforceable provision were entirely removed from this agreement.

20.0 GOVERNING LAW.

- 20.1 This agreement shall be governed by the laws of the State of Illinois both as to interpretation and performance of the Parties' obligations identified herein.
- 20.2 The Parties agree that the appropriate venue for any dispute arising under the terms of this agreement shall be the Circuit Court of the Sixteenth Judicial Circuit, Kane County, Illinois.

21.0 NOTICE.

- 21.1 For the purpose of this agreement, written notice shall be deemed to be provided to a Party three (3) business days subsequent to the post-marked date set forth on regular first-class mail sent for delivery through the United States Postal Service. Any written notice required under the terms of this agreement shall be sent to the following addresses and Parties by First Class regular mail:

KANE COUNTY DIVISION OF TRANSPORTATION  
41W011 Burlington Road  
Saint Charles, Illinois 60175  
Attn.: Mike Zakosek, P.E., Kane County Engineer

APPLIED PAVEMENT TECHNOLOGY, INC  
1908 South First Street, Suite 201  
Champaign, Illinois 61820  
Attn.: Luis Sibaja, P.E. (Project Manager)  
Attn.: Monty Wade, P.E. (Principal In Charge)

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

COUNTY OF KANE

APPLIED PAVEMENT TECHNOLOGY,  
INC

---

CORINNE M. PIEROG  
MADAM CHAIR, KANE COUNTY  
BOARD

---

MONTY WADE, P.E.  
PRESIDENT / PRINCIPAL

ATTEST:

ATTEST:

---

JOHN A. CUNNINGHAM  
KANE COUNTY CLERK

## **Exhibit “A”**

### **Pavement Management Services Scope and Fee**

# Kane County Division of Transportation

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## Pavement Management Services

### SCOPE AND FEE

### PREPARED BY

Applied Pavement Technology, Inc.  
1908 South First Street, Suite 201  
Champaign, Illinois 61820  
(217) 398-3977  
[www.appliedpavement.com](http://www.appliedpavement.com)

**DECEMBER 9, 2025**



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# Introduction

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The Applied Pavement Technology, Inc. (APTech) team, with Transconomy LLC as a subconsultant, was selected by the Kane County Division of Transportation (County) to provide professional pavement management services related to the pavement management system update and asset inventory collection. This document provides the APTech team's scope and fee proposal to complete the requested work.

The County requested that APTech submit a scope and fee document for the 2025 Pavement Management Services project, which would require approval from the County Board. This document is provided as APTech's response to that request. The following sections further describe the proposed tasks and associated costs. We very much look forward to working with the County on this effort.

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## Project Tasks

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APTech and Transconomy both have extensive experience performing pavement management projects similar in scope to Kane County's 2025 Pavement Management Services and have developed an approach tailored to the County. This approach is based on knowledge of the County's pavement management needs, our expertise and experience working with OpenGov's Enterprise Asset Management software, the scope statement from the RFQ, and further scope discussions with County staff.

### Task 1. Project Initiation and Management

The project will begin with a kickoff meeting, led by Project Manager Luis Sibaja, to introduce key project staff from APTech, Transconomy, and the County and to review project objectives, deliverables, schedule, and data needs. Periodic status report meetings will also be held throughout the term of the project, with the timing based on ongoing work, but we believe holding status update meetings about every two weeks during the active work period will meet the needs of all parties. These meetings will allow the project team to facilitate discussions and decision making, conduct routine project management and coordination activities, and keep the County informed throughout the project. These activities are beneficial to establish measures of success, project schedule benchmarks, and clear lines of communication. Additionally, APTech will prepare monthly progress reports supporting invoicing and detailing planned and accomplished work.

### Task 2. Database Review and Update

This task will involve a review of Kane County's existing OpenGov database and discussions regarding work history and network updates. If rehabilitation work has been performed but not yet recorded, or if roads have been added or removed from the County's network, APTech will update the database information. The outcome of this task will be a complete and current database including assets and work history, which will be used to develop the final shapefile for data collection.

### Task 3. Pavement Condition Data Collection

APTech's EDGE data collection van will be used to collect right of way (ROW) and condition data safely, efficiently, and unobtrusively. APTech will survey approximately 310 centerline miles of County



roadways, which will require about 6 working days to complete. On two-lane roads (includes roads with one lane in each direction and a center turning lane), data will be collected on one lane in one direction. On roads with four or more lanes, data will be collected on one lane in each direction.

Data will only be collected when lighting and weather conditions ensure accurate crack detection. Roadways must be dry and free of materials that obstruct the view of the surface, such as ice, snow, leaves, or standing water. Data collection will occur when conditions support the collection of quality data.

APTech will coordinate data collection dates with Kane County. If desired, a draft press release will be provided, so the County can coordinate with local media. APTech can also arrange a static demonstration of the EDGE for the County and/or local media if desired.

#### **Task 4. Image Processing and Distress Summarization**

Once the automated roadway data have been collected, APTech will complete multi-step post-processing to develop distress summaries. First, sensor measurements will be used to calculate International Roughness Index (IRI), rutting for all asphalt-surfaced pavements, and faulting for all concrete-surfaced pavements. A separate process will leverage image processing technology and advanced pavement distress identification algorithms to identify and quantify pavement distresses in accordance with ASTM D6433. This process results in the preliminary automated distress identification, which will be manually reviewed by trained APTech pavement inspectors to verify that distresses have been correctly identified and measured. Mariela Solis, APTech's Condition Data Quality Manager, will review the workstation survey results as a quality control (QC) measure to confirm that surveys are representative of actual conditions. These reviews are integral to the quality of our delivered data.

In addition, APTech's Project Manager will perform quality assurance (QA) inspections on at least five percent of County pavement inspection data to verify that inspections were completed successfully and according to the PCI standard. APTech firmly believes the quality of distress data is paramount and makes every effort to ensure it provides a foundation for informed decision making.

Upon completion of the QC/QA process, APTech will perform a PCI audit to compare the 2023 PCI to the 2026 PCI. This audit will identify sections with considerable deterioration and areas where there may be missing work history in the PMS database. Sections identified will be reviewed and discussed with Kane County.

Additionally, APTech will collect and report the number of driving lanes for each section and the total number of lane miles under Kane County's jurisdiction. Turning lanes, auxiliary lanes, and "suicide" lanes greater than 10ft wide will be counted in the total number of lane miles. Length of merging lanes will begin to be counted once the merging portion of the lane (taper) is complete.

After completion of the data assessment, APTech will load distress data into the County's OpenGov Enterprise Asset Management software.

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## Task 5. Linear Referencing System Update

To perform the Linear Referencing System (LRS) update in accordance with the County's expectations, APTech will meet with the County's IT department to determine the deliverable format expected and fields to be updated. Upon completion of the data collection and post-processing, APTech will review the collected roadway characteristics and work to resolve any differences between that and the County LRS. Differences will be reported in a spreadsheet for County consideration and updated based on the County's input.

## Task 6. Structural Analysis of Thatcher Road and Main Street

In conversations with the County, it was determined that a structural analysis is needed on Thatcher Road between Root Lane and Beith Road (2.53-mile segment) and Main Street from County Line Road to Harter Road (3.8-mile segment). These sections were resurfaced in 2023, and County staff report that they are not performing as expected and would like to understand the reason. APTech proposes to conduct FWD testing over the entire 6.4 miles of roads and analyze the collected pavement deflection data. The analysis will include deflection and structural indicator profiles, as well as backcalculated pavement layer moduli. APTech will work with a subcontractor to perform pavement traffic control, as well as coring, boring, and dynamic cone penetrometer (DCP) testing to obtain the pavement layer thicknesses required for backcalculation analysis and to evaluate the condition of the underlying layers and bonding conditions.

To provide adequate deflection data for analysis, deflection test point spacing of approximately 250 feet in each direction is proposed. The deflection test points will be staggered by lane to provide a broader coverage of the pavement structure (i.e., tests will be directionally offset by 125 feet). Given that the roads are 2.53 and 3.86 miles long, there will be approximately 110 test points on Thatcher Road (55 points in each direction) and 164 test points on Main Street (82 points in each direction).

Given that the County does not desire to perform extensive coring and boring on the network, coring will be performed every 4,000 feet in each direction and will also be staggered by lane (i.e., cores will be directionally offset by 2,500 feet) for a total of 8 cores on Thatcher Road and 10 cores on Main Street (total of 18 cores). Dynamic cone penetrometer (DCP) testing will be performed at every core location, for a total of 18 DCP tests. Where possible, APTech will lay out the cores outside the travel lanes, locations will be shared with Kane County staff prior to commencing.

Borings will be performed on the shoulder of the road to a depth of 5 feet at 8 locations to be determined by APTech and verified by Kane County staff prior to commencing. A total of 4 bores on Thatcher Road and 4 bores on Main Street will be performed (total of 8 bores).

FWD testing will occur over a single day, while coring and boring will occur over three days. Proper traffic control will be maintained throughout this time (4 days of testing).

Following the collection of FWD data, APTech will review the resulting test data and use the information to conduct detailed analyses consisting of the backcalculation of modulus values for both bound and unbound (base and subgrade) pavement layers and the development of profile charts showing deflections over the project length. Additionally, APTech will perform a detailed examination of the coring and boring information to identify any signs of material-related deficiencies. Any existent hot mix asphalt mix design, job mix formulas, and QC data available from construction the County has available will be reviewed.

---

## Task 7. Asset Inventory Development

Transconomy will process ROW images collected by APTech using its proprietary artificial intelligence (AI)-based Guardrail Detection Model. This model will automatically extract guardrail locations and attributes throughout the County, providing an accurate, efficient, and cost-effective method for developing a comprehensive inventory.

To deliver a complete and verified dataset for each guardrail along the County's roadway network, Transconomy will employ a two-stage approach:

- ▶ **AI-Based Guardrail Inventory**
  - The initial inventory will be completed using Transconomy's Roadmap platform.
  - APTech's pavement assessment imagery will be processed through the Guardrail Model to generate inventory data, including guardrail location, type, length, and terminal barrier type.
- ▶ **Field Verification and Supplemental Data Collection**
  - Following the AI-based inventory, field inspections will be conducted to collect data elements not visible from imagery, such as blockout material, width, and guardrail height.
  - Using ArcGIS Field Maps, the AI-identified inventory will be loaded onto tablet devices for field crews. Each guardrail location will be visited, verified, and updated directly in the ArcGIS-compatible database.

Guardrail inventory will be delivered through a web-based viewer and in an ESRI ArcMap GIS Online compatible format using State Plane-Illinois East, NAD 83 projection to easily incorporate into the County's GIS system. Attributes included will be County road name, terminal location, GPS 'X' and 'Y' coordinates (i.e., latitude and longitude at beginning and end points), guardrail length, image of traffic barrier terminal face, terminal type, guardrail height, and blockout width and material. Individual IDs to allow import of the sign information into OpenGov will also be included.

## Task 8. PMS Configuration and Budget Analysis

APTech will update deterioration models and treatment strategies with up-to-date unit costs and triggers in the OpenGov software. This will ensure the software is configured to determine existing and future pavement conditions, predict financial needs (budget scenarios), and identify and prioritize pavement preservation and rehabilitation projects.

Based on conversations with the County, APTech will run preliminary budget scenarios that assign maintenance, repair, and rehabilitation priorities to the road network (i.e., do nothing, unlimited budget, current budget, and maintain current condition). Results will be presented to County staff for review. APTech will finalize these scenarios based on the County's input and provide final maintenance and rehabilitation recommendations.

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## **Task 9. Rejuvenator and Longitudinal Joint Sealing Treatment Effectiveness Study**

APTech will use historical condition data with the 2026 condition data, and existing work history available in the OpenGov software to perform an assessment of the rejuvenator and longitudinal joint sealing treatments effectiveness. APTech will compare the available information for treated sections versus untreated sections to determine the cost-effectiveness and service life extension for both treatments. The findings of this study will be clearly incorporated into the report.

## **Task 10. Reporting and Software Assistance**

APTech will produce a final report for the County documenting the work completed as well as summarizing the current pavement conditions and projected future conditions under a variety of budget scenarios. Graphics showing the County roadway network condition will be provided to clearly show the areas of need using a variety of data visualization techniques, including bar charts and color-coded maps, allowing non-technical reviewers to understand the information. Budget scenario results that show projected conditions over time will be provided in both graphic and tabular format. This report will not only document the work done but also serve as a guideline for future reference.

APTech will provide all geo-referenced imaging to the County in both an external hard drive and a web-based image viewing tool that gives users instant access to the collected imagery to take virtual drives of each section within the roadway network. The web-based image viewing tool will also incorporate the 2019 and 2023 imagery, so County staff can compare roadway deterioration over time.

Additionally, APTech has incorporated 8 hours of time to work with Kane County staff on issues related to the OpenGov software usage, such as specific analyses conducted and approaches for software configuration and updates.

## Estimated Project Costs

Table 1 provides APTech's proposed project costs for the Kane County 2025 Pavement Management Services. The proposed fee includes all associated costs for the tasks described herein. APTech proposes to provide these services to the County on a lump-sum basis.

Table 1. Proposed costs for the Kane County 2025 Pavement Management Services.

Task	Cost (\$)
Task 1. Project Initiation and Management	\$8,518
Task 2. Database Review and Update	\$3,105
Task 3. Pavement Condition Data Collection	\$95,628
Task 4. Image Processing and Distress Summarization	\$26,869
Task 5. Linear Referencing System Update	\$4,720
Task 6. Structural Analysis of Thatcher Road and Main Street	\$37,759
APTech	\$16,009
Soil and Material Consultants	\$21,750
Task 7. Asset Inventory Development	\$21,807
APTech	\$807
Transconomy	\$21,000
Task 8. PMS Configuration and Budget Analysis	\$11,178
Task 9. Rejuvenator and Longitudinal Joint Sealing Treatment Effectiveness Study	\$4,471
Task 10. Reporting and Software Assistance	\$15,009
<b>Total</b>	<b>\$229,064</b>

Applied Pavement Technology  
T00397 – Kane County, IL – Guardrail Inventory  
Project Fee Proposal

Item	Description		Units	Amount
Project Set Up & Management	Shapefile reconciliation and set up in Roadmap Project Management		Lump Sum	\$2,500
Guardrail Inventory	AI Inventory	Route	Lump Sum	\$15,000
		GPS – Begin XY, End XY		
		Images		
		End Terminal Type		
		End Terminal Location		
	Field Inventory	Blockout Images		
		Blockout Material		
		Guardrail Height		
QA & Deliverables	Quality Assurance & Data Validation GIS Projection & Geodatabase Preparation		Lump Sum	\$3,500
Project Total			\$21,000	

Notes:

1. Pricing estimate is based on approximately 310 centerline miles of county roadways.
2. Pricing includes all labor for data processing and delivery, and all labor, expense, and delivery for field collected data.



Office: 847-870-0544  
Fax: 847-870-0661  
us@soilandmaterialconsultants.com  
www.soilandmaterialconsultants.com

December 9, 2025  
Proposal No. 23,691  
Revised

Mr. Luis Sibaja, P.E.  
Applied Pavement Technology  
1908 South First Street, Suite 201  
Champaign, IL 61820

Re: Pavement Section Investigation  
Thatcher Road & Main Street  
Kane County, Illinois

Dear Mr. Sibaja:

Submitted for your consideration is our proposal to provide the requested pavement section investigation for the proposed improvements along Thatcher Road from Root Lane to Beith Road and along Main Street from County Line Road to Harter Road in unincorporated Kane County, Illinois.

#### Scope of the Investigation

A total of 18 core locations and 8 boring locations will be established by the client in the field. We will contact JULIE to locate public utilities. Coring will be performed every 2,000 feet on opposite sides of centerline. A total of 8 cores will be performed along Thatcher Road and 10 cores on Main Street.

At each core location, existing pavement materials will be cored to determine material types and thicknesses. The cores will extend to the subgrade soils or a depth of 20 inches, whichever is shallower. Dynamic cone penetrometer (DCP) testing will be performed at every core location. The DCP testing will begin at the depth of subgrade soils or at 20 inches, whichever is shallower. Pavement materials will be returned to our laboratory for engineering review.

A total of 4 borings will be performed along Thatcher Road and 4 along Main Street. The borings will be performed in the shoulder if accessible to our truck mounted drilling equipment.

The borings will be power auger drilled and soils sampled using a split barrel sampler at intervals of 2.5 feet to depths of 5.0 feet. Borings may be terminated at shallower depths if refusal is encountered. Rock coring is not included within this proposal.

Upon completion the core and bore holes will be backfilled with spoils and pavement areas patched with non-shrink grout.

Charges

Our unit charges and the estimated total cost for the investigation are indicated on the attached Schedule of Fees. Final billing will be based on actual services rendered at the indicated rates.

Your consideration of this proposal is appreciated. The attached General Conditions are understood to be part of this proposal. If this proposal is acceptable, please execute and return one copy to our office. Should you have any questions concerning the scope of the investigation, please let us know.

Very truly yours,

SOIL AND MATERIAL CONSULTANTS, INC.



Thomas P. Johnson, P.E.  
President

TPJ

Proposal Accepted By: Client \_\_\_\_\_  
Street \_\_\_\_\_  
Town \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_  
Phone (        ) \_\_\_\_\_ Fax (        ) \_\_\_\_\_  
Signature \_\_\_\_\_ Position \_\_\_\_\_  
Printed Name \_\_\_\_\_ Date \_\_\_\_\_



**SCHEDULE OF FEES -- PAVEMENT AND SUBSURFACE SOIL INVESTIGATION**

<u>Item</u>	<u>Units</u>	<u>Fee</u>	<u>Estimated Cost</u>
<b><u>FIELD</u></b>			
Core & Boring Layout			By Client
JULIE Utility Location	4 hr.	\$ 105.00 /hr.	\$ 420.00
Mobilization	1 ea.	\$ Lump Sum	\$ 1,800.00
Pavement Cores (18 locations)	18 ea.	\$ 150.00 ea.	\$ 2,700.00
Dynamic Cone Penetrometer Testing	18 ea.	\$ 75.00 ea.	\$ 1,350.00
Drilling (8 at 5.0')	8 ea.	\$ 150.00 ea.	\$ 1,200.00
Flaggers (2-man crew) 8 hr. minimum per day	32 hr.	\$ 340.00 /hr.	\$ 10,880.00
<b><u>Laboratory</u></b>			
Moisture Content			
Unit Weight	1 ea.	\$ Lump Sum	\$ 400.00
Unconfined Compressive Strength			
<b><u>SUMMARY REPORT</u></b>			
Senior Engineer (P.E.)	20 hr.	\$ 150.00 /hr.	\$ 3,000.00
Estimated Total Cost:			<hr/> \$ 21,750.00

## EXHIBIT “B”

### PREVAILING WAGE RATES

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

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

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

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

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

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

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

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

November 13, 2025

## Campaign Finance

APTech has not contributed to any political campaign funds within the past 12 months.

## List of Stockholders

Shareholder	Address	No. of Shares	Percentage
Kathryn A Zimmerman	412 W Nevada, Urbana, IL 61801	500	2.538%
Margaret R Covalt	4697 S Golden Arrow Dr, Green Valley, AZ 85622	500	2.538%
Kurt D Smith	804 Edgewood Drive, Mahomet, IL 61853	3600	18.274%
Monty J Wade	1509 Riverwood Point, Mahomet, IL 61853	3750	19.036%
Todd E Hoerner	4609 Brittany Trail Dr, Champaign, IL 61822	1700	8.629%
James E Bruinsma	24535 Lancelot Lane, Shorewood, IL 60404	750	3.807%
Kyle M Potvin	6438 Nature Valley Dr, Waunakee, WI 53597	2000	10.152%
Genevieve E Long	1810 Maynard Dr., Champaign, IL 61822	1750	8.883%
Stephanie M Slife	2105 Bristol Rd, Champaign, IL 61821	1600	8.122%
Kelly L Smith	17 Sand Lake Rd, Monticello, IL 61856	600	3.046%
Mark P Gardner	7011 Buccaneer Trail, Austin, TX 78729	400	2.030%
Laura Raczkowski	1915 Savanna Dr, Champaign, IL 61822	600	3.046%
Prashant V Ram	5421 Golden Sun Lane, McKinney, TX 75070	400	2.030%
Peter-Paul F Dzwilewski	8440 Golf Lane Drive, Commerce Township, MI 48382	250	1.269%
Brad W Allen	37 Davis Ave., Albany, NY 12203	400	2.030%
Trenton M Montgomery	445 County Road 900 N, Ivesdale, IL 61851	225	1.142%
William R Weiss	1747 Garrison Drive, Frisco, TX 75033	225	1.142%
Greg M Duncan	1417 N Rogue River St., Spokane, WA 99224	225	1.142%
Luis M Sibaja	3613 Ruidoso St, Reno, NV 89512	225	1.142%

Sincerely,

Applied Pavement Technology, Inc.



Monty Wade, P.E.

President

Applied Pavement Technology, Inc.

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