

**AGREEMENT
BETWEEN THE COUNTY OF LAKE
AND THE GRANT TOWNSHIP ROAD DISTRICT FOR THE CONSTRUCTION OF
ROADWAY AND MULTI-USE PATH IMPROVEMENTS AT THE INTERSECTION OF
WILSON ROAD (COUNTY HIGHWAY 7) AND NIPPERSINK ROAD**

THIS AGREEMENT is entered into this ____ day of _____, A.D. 20__, by and between the COUNTY OF LAKE, Illinois, an Illinois body politic and corporate, acting by and through its Chair and County Board, hereinafter referred to as the COUNTY, and the Grant Township Road District, an Illinois unit of local government, acting by and through its Township Highway Commissioner, hereinafter referred to as the ROAD DISTRICT. The COUNTY and the ROAD DISTRICT are hereinafter referred to collectively as "parties" to THIS AGREEMENT, and either one is referred to individually as a "party" to THIS AGREEMENT.

WITNESSETH

WHEREAS, the COUNTY, in order to facilitate the free flow of traffic and ensure the safety of the motoring public, is desirous of making certain permanent roadway and non-motorized facility improvements at the intersection of Wilson Road (County Highway 7) and Nippersink Road (hereinafter IMPROVEMENT). Said IMPROVEMENT shall include, but not be limited to, the reconstruction, widening and resurfacing of Wilson Road at Nippersink Road, providing for a three (3) lane signalized intersection, curb and gutter, tree planting and construction of eight (8) foot wide multi-use paths along the south side of Nippersink Road (hereinafter ROAD DISTRICT PATH) and along the east side of Wilson Road north of Nippersink Road (hereinafter COUNTY PATH). The IMPROVEMENT shall be referred to as County Section 03-00070-06-CH. As of this writing, the current letting date for the IMPROVEMENT is October 17, 2017; and,

WHEREAS, the COUNTY has maintenance and jurisdictional authority over Wilson Road; and,

WHEREAS, the ROAD DISTRICT has maintenance and jurisdictional authority over Nippersink Road; and,

WHEREAS, said IMPROVEMENT shall be constructed in substantial conformance with the design engineering plans and specifications prepared by TranSystems Corporation (hereinafter PLANS), which by reference herein, hereby become a part hereof. As of this writing, the current PLANS are those dated December 8, 2016 (Final version); and,

WHEREAS, the IMPROVEMENT includes the installation of permanent traffic control signals, equipment with interconnection to the COUNTY's Program for Arterial Signal Synchronization and Travel Guidance (hereinafter PASSAGE) and emergency vehicle pre-emption system (hereinafter EVPS), (collectively hereinafter SIGNALS), at the intersection of Wilson Road and Nippersink Road; and,

WHEREAS, the ROAD DISTRICT agrees to reimburse the COUNTY for fifty percent (50%) of the energy costs for the SIGNALS, fifty percent (50%) of the maintenance costs for the SIGNALS and fifty percent (50%) of all future costs for the SIGNALS; and,

WHEREAS, the ROAD DISTRICT is desirous that the COUNTY include the construction of the ROAD DISTRICT PATH as a ROAD DISTRICT facility, within a portion of the Nippersink Road right-of-way and within the original project limits, as a part of the IMPROVEMENT, for which the ROAD DISTRICT shall reimburse the COUNTY as stipulated hereafter; and,

WHEREAS, the ROAD DISTRICT is further desirous that the COUNTY install additional ROAD DISTRICT PATH along Nippersink Road and include the resurfacing of Nippersink Road, beyond the original eastern project limit of the IMPROVEMENT to the Village of Round Lake corporate limit, for which the ROAD DISTRICT shall reimburse the COUNTY as stipulated hereafter; and,

WHEREAS, said entire length of ROAD DISTRICT PATH along Nippersink Road shall be owned and maintained by the ROAD DISTRICT at its sole expense in perpetuity with no reimbursement from the COUNTY; and,

WHEREAS, the ROAD DISTRICT is desirous that the COUNTY plant trees along Nippersink Road as part of the IMPROVEMENT. Said trees along Nippersink Road shall be owned and maintained by the ROAD DISTRICT at its sole expense in perpetuity with no reimbursement from the COUNTY; and,

WHEREAS, the general depictions/locations indicating the approximate limits of the IMPROVEMENT, the ROAD DISTRICT PATH and the COUNTY PATH and their respective jurisdictions are as indicated in EXHIBIT A to THIS AGREEMENT, which is attached hereto and is hereby made a part hereof; and,

WHEREAS, the ROAD DISTRICT agrees to be responsible for one hundred percent (100%) of any and all costs associated with the removal and/or relocation of any facility or facilities deemed to be in conflict with the construction of the ROAD DISTRICT PATH outside of the original project limits; and,

WHEREAS, the estimated total cost to the ROAD DISTRICT for the construction of the ROAD DISTRICT PATH and the resurfacing of Nippersink Road are as indicated in EXHIBIT B to THIS AGREEMENT, which is attached hereto and is hereby made a part hereof; and,

WHEREAS, the IMPROVEMENT will be constructed by the COUNTY and upon completion, the ROAD DISTRICT shall own and maintain, or cause to be maintained, said ROAD DISTRICT PATH; and,

WHEREAS, the ROAD DISTRICT and the COUNTY have expressed their desire to partner together to provide maintenance for the COUNTY PATH. The ROAD DISTRICT agrees to perform routine maintenance (hereinafter ROUTINE MAINTENANCE) and the COUNTY agrees to perform capital maintenance (hereinafter CAPITAL MAINTENANCE); and,

WHEREAS, upon completion of the IMPROVEMENT, the COUNTY shall continue to own, maintain and have jurisdictional authority over Wilson Road; and,

WHEREAS, upon completion of the IMPROVEMENT, the ROAD DISTRICT shall continue to own, maintain and have jurisdictional authority over Nippersink Road; and,

WHEREAS, said IMPROVEMENT as heretofore described will be of immediate benefit to the residents of the COUNTY and of the ROAD DISTRICT and will be permanent in nature.

NOW, THEREFORE, for and in consideration of the mutual covenants contained herein, made pursuant to all applicable statutes, local ordinances and authority, the COUNTY and the ROAD DISTRICT do hereby enter into the following:

SECTION I.
Recitals/Headings

1. It is mutually agreed by and between the parties hereto that the foregoing preambles are hereby incorporated herein as though fully set forth.
2. It is mutually agreed by and between the parties hereto that the "headings" as contained in THIS AGREEMENT are for reference only and the actual written provisions, paragraphs and words of THIS AGREEMENT shall control.

SECTION II.
**The Design, Construction and Maintenance of the IMPROVEMENT,
COUNTY PATH and ROAD DISTRICT PATH**

1. The COUNTY agrees to prepare, or cause to be prepared, the necessary surveys, design engineering plans and specifications and contract letting documents for the IMPROVEMENT in accordance with Lake County Division of Transportation (hereinafter LCDOT) policies and standards, with reimbursement from the ROAD DISTRICT as hereinafter stipulated.

As of this writing, the current PLANS are the final set of plans prepared by TranSystems Corporation, with a submission date of December 8, 2016. Said PLANS, by reference herein, hereby become a part hereof.

The ROAD DISTRICT shall have the opportunity to review and approve said PLANS with respect to the ROAD DISTRICT PATH and Nippersink Road. Said review and approval of the PLANS by the ROAD DISTRICT shall not be unnecessarily withheld.

2. It is mutually agreed by and between the parties hereto that the COUNTY shall process the construction of the IMPROVEMENT to be let and awarded by LCDOT. As of this writing, the anticipated letting date for the IMPROVEMENT is October 17, 2017. (The letting date is subject to change, without notice to the ROAD DISTRICT, and is dependent upon project readiness and the availability of project funding).
3. The COUNTY agrees to cause the IMPROVEMENT to be constructed, including the

planting of trees along Nippersink Road and the construction of the extension of the ROAD DISTRICT PATH and the resurfacing of Nippersink Road beyond the original eastern project limit of the IMPROVEMENT to the Village of Round Lake corporate limit, and to perform, or cause to be performed, the construction engineering supervision for the IMPROVEMENT in accordance with LCDOT procedures and requirements, with reimbursement from the ROAD DISTRICT as hereinafter stipulated.

4. The COUNTY agrees to prepare, or cause to be prepared, all necessary documents for any rights-of-way or easements, either permanent or temporary, that may be necessary to construct the IMPROVEMENT, the COUNTY PATH and the ROAD DISTRICT PATH, inclusive of any appraisals, plats, deeds and legal descriptions that may be necessary to acquire those rights-of-way or easements, either permanent or temporary, with reimbursement from the ROAD DISTRICT as hereinafter stipulated.
5. It is mutually agreed by and between the parties hereto that, upon completion of the IMPROVEMENT, the COUNTY shall continue maintenance responsibility and jurisdictional authority over Wilson Road, and the ROAD DISTRICT shall continue maintenance responsibility and jurisdictional authority over Nippersink Road.
6. It is mutually agreed by and between the parties hereto that the ROAD DISTRICT shall be responsible for one hundred percent (100%) of the costs relating to any rights-of-way and easement purchase, design engineering, construction and construction engineering supervision for the extension of the ROAD DISTRICT PATH along Nippersink Road and the resurfacing of Nippersink Road from the original eastern project limit of the IMPROVEMENT to the Village of Round Lake corporate limit.
7. It is mutually agreed by and between the parties hereto that, upon completion of the IMPROVEMENT, the ROAD DISTRICT shall assume maintenance responsibility over both the ROAD DISTRICT PATH and the COUNTY PATH. The ROAD DISTRICT shall perform ROUTINE MAINTENANCE of the COUNTY PATH, and shall perform all maintenance of the ROAD DISTRICT PATH, in perpetuity with no reimbursement from the COUNTY.
8. The ROAD DISTRICT shall own and maintain the ROAD DISTRICT PATH and the trees along Nippersink Road, as ROAD DISTRICT facilities in perpetuity, with no reimbursement from the COUNTY.
9. It is mutually agreed by and between the parties hereto that an area of two (2) feet in width from the edge of each side of the COUNTY PATH and fifteen (15) feet in height from the

surface of the COUNTY PATH, (hereinafter the MAINTENANCE ZONE), shall be kept clear of any obstruction.

10. It is mutually agreed by and between the parties hereto that for purposes of THIS AGREEMENT, the ROAD DISTRICT shall perform, or cause to be performed, ROUTINE MAINTENANCE of the COUNTY PATH. ROUTINE MAINTENANCE shall include items such as ensuring daily accessibility, removal of debris and garbage from the COUNTY PATH, removal of graffiti from signage and all other visible surfaces, repair of potholes, ruts and other abrupt vertical abnormalities in the COUNTY PATH surface, and landscaping maintenance (including, but not limited to, mowing regularly during the growing season and the removal of vegetation affecting travel and/or encroaching in the MAINTENANCE ZONE) and/or obscuring visibility of signs or limiting sight distance at intersections along the COUNTY PATH. Snow plowing, ice removal and/or salting may be performed by the ROAD DISTRICT as part of ROUTINE MAINTENANCE. Any damage caused to the COUNTY PATH due to snow plowing, ice removal and/or salting shall be repaired, or cause to be repaired by the ROAD DISTRICT. Said ROUTINE MAINTENANCE shall be performed by the ROAD DISTRICT at its sole expense in perpetuity without reimbursement from the COUNTY.

It is further mutually agreed by and between the parties hereto that for purposes of THIS AGREEMENT, the COUNTY shall perform, or cause to be performed, CAPITAL MAINTENANCE as it applies to the COUNTY PATH. CAPITAL MAINTENANCE shall include items such as correcting structural deficiencies, resurfacing, seal coating, tree removal upon notice from the ROAD DISTRICT due to clear signs of danger (such as disease, split limbs or excessive lean), and replacement and/or reinstallation of damaged and/or end of life COUNTY -owned signage (including all crossing signs and advanced warning signs). Said CAPITAL MAINTENANCE shall be performed, or caused to be performed, by the COUNTY at its sole expense in perpetuity without reimbursement from the ROAD DISTRICT.

11. It is mutually agreed by and between the parties that should the ROAD DISTRICT desire to hire a contractor or contractors, as the case may be, to perform its ROUTINE

MAINTENANCE obligations under THIS AGREEMENT, the ROAD DISTRICT shall notify the COUNTY's County Engineer (hereinafter COUNTY ENGINEER) of said desire and shall require said contractor(s) to provide proof of the appropriate insurance indemnifying the COUNTY, its elected officials, duly appointed officials, agents, employees and representatives, and LCDOT, its duly appointed officials, agents, employees, and representatives from and against, any and all claims, suits, settlements, actions, losses, expenses, damages, injuries, judgments and demands (collectively referred to hereinafter as "claims") arising from and relating to the ROUTINE MAINTENANCE (or lack thereof) of the COUNTY PATH as heretofore described. The insurance limits required to be provided by the contractor shall be determined by the COUNTY.

12. The ROAD DISTRICT agrees to keep the COUNTY PATH open for use and to monitor and inspect the conditions of the COUNTY PATH on a regular basis, and if any portion of the traveled surface is in disrepair, it is the responsibility of the ROAD DISTRICT to repair potholes, ruts and other surface abnormalities and to make prompt notification to the COUNTY ENGINEER of any structural deficiencies of said COUNTY PATH. Snow removal is not a required ROUTINE MAINTENANCE item but neither is it prohibited.
13. Either the COUNTY or the ROAD DISTRICT may terminate the maintenance obligations of the COUNTY PATH under THIS AGREEMENT, at will and without cause, upon written notification providing ninety (90) days notice of the time and date when such maintenance shall terminate. Said notification shall be given to the COUNTY ENGINEER or the Highway Commissioner of the ROAD DISTRICT.
14. The ROAD DISTRICT agrees that upon completion of the IMPROVEMENT, the SIGNALS at the intersection of Wilson Road and Nippersink Road shall be the sole and exclusive property of the COUNTY.

The ROAD DISTRICT further agrees that the COUNTY shall have the sole and exclusive right to control, operate, and regulate the sequence and all other aspects of the timing of the SIGNALS at the intersection of Wilson Road and Nippersink Road.

15. The COUNTY agrees to maintain, or cause to be maintained, the SIGNALS subject to reimbursement by the ROAD DISTRICT as hereinafter stipulated.

SECTION III.

The ROAD DISTRICT's Reimbursement to the COUNTY

1. The ROAD DISTRICT shall be responsible for one hundred percent (100%) of the costs for the ROAD DISTRICT PATH along Nippersink Road and the resurfacing of Nippersink Road beyond the original eastern project limit of the IMPROVEMENT to the Village of Round Lake corporate limit. The cost to the ROAD DISTRICT for the ROAD DISTRICT PATH and the resurfacing of Nippersink Road beyond the original project limits of the IMPROVEMENT is estimated to be \$355,161 inclusive of any rights-of-way and/or easements, either permanent or temporary, design engineering, construction and construction engineering supervision costs, and is as indicated on EXHIBIT B to THIS AGREEMENT.
2. The COUNTY's published report, POLICY ON INFRASTRUCTURE GUIDELINES FOR NON-MOTORIZED TRAVEL INVESTMENTS, as may be amended (hereinafter NON-MOTORIZED POLICY), sets forth a standardized cost-sharing arrangement between the COUNTY and local agencies for new multi-use paths within rights-of-way that are within the project limits of the IMPROVEMENT.

The ROAD DISTRICT agrees that the sharing of costs for the installation of the ROAD DISTRICT PATH within the original project limits of the IMPROVEMENT shall be in accordance with the NON-MOTORIZED POLICY; namely, the COUNTY shall pay for any rights-of-way and/or easements, either permanent or temporary, design engineering, construction and construction engineering supervision costs of the ROAD DISTRICT PATH within the original project limits, with reimbursement by the ROAD DISTRICT in an amount equal to twenty percent (20%) of the above mentioned items for the ROAD DISTRICT PATH within the original project limits of the IMPROVEMENT. The cost to the ROAD DISTRICT for the ROAD DISTRICT PATH within the original project limits is estimated to be \$32,370 and is as indicated in EXHIBIT B to THIS AGREEMENT.

3. The ROAD DISTRICT agrees that its estimated total obligation under THIS AGREEMENT for the ROAD DISTRICT PATH within and beyond the original project limits along Nippersink Road and the resurfacing of Nippersink Road from the original eastern project limit of the IMPROVEMENT to the Village of Round Lake corporate limit is \$387,531, which is identified as "ROAD DISTRICT Total Cost" on EXHIBIT B.
4. The ROAD DISTRICT further agrees that upon award of the construction contract, the ROAD DISTRICT will pay to the COUNTY within thirty (30) days of the receipt of an invoice from the COUNTY, in a lump sum amount based on awarded contract unit prices for

the ROAD DISTRICT PATH and resurfacing of Nippersink Road, an amount equal to ninety-five percent (95%) of its obligation. At this time, it is estimated that the ROAD DISTRICT shall owe to the COUNTY an amount equal to \$368,154.

5. The ROAD DISTRICT further agrees to pay the remaining five percent (5%) of its obligation for the ROAD DISTRICT PATH and resurfacing of Nippersink Road, upon completion of the IMPROVEMENT, in a lump sum amount within thirty (30) days of the receipt of an invoice from the COUNTY. Final obligation shall be based on the final costs and final contract quantities at contract unit prices for actual work performed for the ROAD DISTRICT PATH and resurfacing of Nippersink Road. At this time, it is estimated that the ROAD DISTRICT shall owe to the COUNTY an amount equal to \$19,377.
6. The ROAD DISTRICT agrees to reimburse the COUNTY for fifty percent (50%) of all costs for the repair, replacement, and all maintenance and all other work performed for the SIGNALS. The ROAD DISTRICT shall pay the COUNTY within thirty (30) days of the receipt of an invoice from the COUNTY.

The ROAD DISTRICT further agrees to reimburse the COUNTY for fifty percent (50%) of all energy costs associated with the SIGNALS. The ROAD DISTRICT shall pay the COUNTY within thirty (30) days of the receipt of an invoice from the COUNTY.

7. It is mutually agreed by and between the parties hereto that, from time to time, said SIGNALS shall require modernization, improvement, revision, replacement, major repairs, upgrading, and/or interconnection with adjoining traffic control signals. The ROAD DISTRICT agrees, that upon written notification from the COUNTY ENGINEER, the ROAD DISTRICT shall pay a portion equal to fifty percent (50%) of all future costs for said modernization, improvement, revision, upgrading, replacement, major repairs, and/or interconnection of the SIGNALS.

**SECTION IV.
General Provisions**

1. It is mutually agreed by and between the parties hereto that nothing contained in THIS AGREEMENT is intended or shall be construed as, in any manner or form, creating or establishing a relationship of co-partners between the parties hereto, or as constituting the ROAD DISTRICT (including its elected officials, duly appointed officials, employees and agents), the agent, representative or employee of the COUNTY for any purpose or in any manner, whatsoever. The ROAD DISTRICT is to be and shall remain independent of the COUNTY with respect to all services performed under THIS AGREEMENT.
2. It is mutually agreed by and between the parties hereto that THIS AGREEMENT shall not be construed, in any manner or form, to limit the power or authority of the COUNTY or the COUNTY ENGINEER to maintain, operate, improve, construct, reconstruct, repair, manage, widen or expand COUNTY Highways as may be best determined, as provided by law.
3. It is mutually agreed by and between the parties hereto that each party warrants and represents to the other party and agrees that (1) THIS AGREEMENT is executed by duly authorized agents or officers of such party and that all such agents and officers have executed the same in accordance with the lawful authority vested in them, pursuant to all applicable and substantive requirements; (2) THIS AGREEMENT is binding and valid and will be specifically enforceable against each party; and (3) THIS AGREEMENT does not violate any presently existing provision of law nor any applicable order, writ, injunction or decree of any court or government department, commission, board, bureau, agency or instrumentality applicable to such party.
4. The ROAD DISTRICT agrees to indemnify, defend and hold harmless the COUNTY, its elected officials, duly appointed officials, agents, employees and representatives and LCDOT duly appointed officials, agents, employees, and representatives from and against, any and all claims, suits, settlements, actions, losses, expenses, damages, injuries, judgments and demands (collectively referred to hereinafter as "claims") arising from and relating to the ROUTINE MAINTENANCE (or lack thereof) of the COUNTY PATH as heretofore described.
5. The COUNTY agrees to indemnify, defend and hold harmless the ROAD DISTRICT, its elected officials and its duly appointed officials, agents, employees and representatives from and against any and all claims, suits, settlements, actions, losses, expenses, damages, injuries, judgments and demands (collectively referred to hereinafter as "claims") arising from and relating to the design and construction of the IMPROVEMENT and CAPITAL MAINTENANCE of the COUNTY PATH as heretofore described.

6. It is mutually agreed by and between the parties hereto that THIS AGREEMENT shall be deemed to take effect on March 1, 2017, provided the duly authorized agents of the parties hereto duly execute THIS AGREEMENT by affixing their signatures prior to March 1, 2017. In the event the date that the last authorized agent of the parties hereto affixes his/her signature to THIS AGREEMENT is subsequent to March 1, 2017, the effective date of THIS AGREEMENT shall then be the first day of the month which follows the date that the last authorized agent of the parties hereto affixes his/her signature.
7. It is mutually agreed by and between the parties hereto that THIS AGREEMENT shall be enforceable in any court of competent jurisdiction by each of the parties hereto by any appropriate action at law or in equity, including any action to secure the performance of the representations, promises, covenants, agreements and obligations contained herein.
8. It is mutually agreed by and between the parties hereto that the provisions of THIS AGREEMENT are severable. If any provision, paragraph, section, subdivision, clause, phrase or word of THIS AGREEMENT is for any reason held to be contrary to law, or contrary to any rule or regulation having the force and effect of law, the illegality of such provision shall not affect the remaining portions of THIS AGREEMENT.
9. It is mutually agreed by and between the parties hereto that the agreement of the parties hereto is contained herein and that THIS AGREEMENT supersedes all oral agreements and negotiations between the parties hereto relating to the subject matter hereof.
10. It is mutually agreed by and between the parties hereto that any alterations, amendments, deletions or waivers of any provision of THIS AGREEMENT shall be valid only when expressed in writing and duly executed by the parties hereto.
11. THIS AGREEMENT shall be binding upon and inure to the benefit of the parties hereto, their successors and assigns. No party hereto may assign, transfer, sell, grant, convey, deed, cede or otherwise give over, in any manner or form, any of its duties, obligations and/or responsibilities as heretofore set forth in THIS AGREEMENT without first obtaining the expressed written consent and permission of the other party, except as provided for in THIS AGREEMENT.
12. THIS AGREEMENT may be executed in multiple identical counterparts, and all of said counterparts shall, individually and taken together, constitute THIS AGREEMENT.

13. Except where otherwise provided in THIS AGREEMENT, the term of THIS AGREEMENT shall be perpetual in nature and terminable only by the mutual written agreement of both of the parties hereto.
14. THIS AGREEMENT shall be considered null and void in the event that the construction contracts covering the improvements contemplated herein are not awarded by January 1, 2022.

ATTEST:


Clerk

GRANT TOWNSHIP ROAD DISTRICT

By: 
Highway Commissioner
GRANT TOWNSHIP ROAD DISTRICT

Date: MAY 24, 2017

RECOMMENDED FOR EXECUTION

Paula J. Trigg, P.E.
Director of Transportation / County Engineer
Lake County

COUNTY OF LAKE

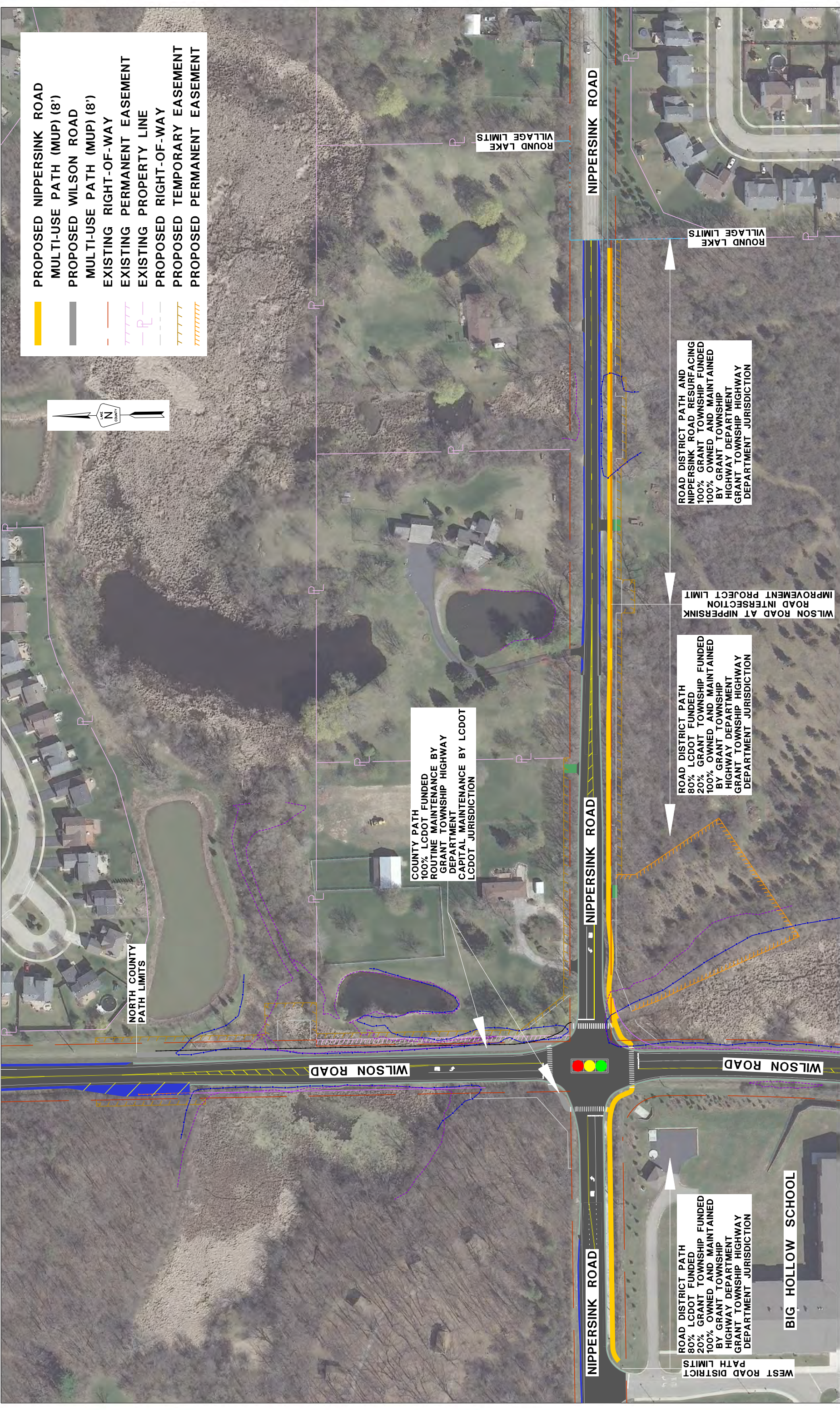
ATTEST:

County Clerk

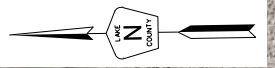
By: _____
Chairman
Lake County Board

Date: _____

EXHIBIT A
General Depictions of the IMPROVEMENT, COUNTY PATH and ROAD DISTRICT
PATH
County Section 03-00070-06-CH



- PROPOSED NIPPERSINK ROAD
- MULTI-USE PATH (MUP) (8')
- PROPOSED WILSON ROAD
- MULTI-USE PATH (MUP) (8')
- EXISTING RIGHT-OF-WAY
- EXISTING PERMANENT EASEMENT
- EXISTING PROPERTY LINE
- PROPOSED RIGHT-OF-WAY
- PROPOSED TEMPORARY EASEMENT
- PROPOSED PERMANENT EASEMENT



NORTH COUNTY
PATH LIMITS

ROUND LAKE
VILLAGE LIMITS

WEST ROAD DISTRICT
PATH LIMITS

ROAD DISTRICT PATH AND
NIPPERSINK ROAD RESURFACING
100% GRANT TOWNSHIP FUNDED
100% OWNED AND MAINTAINED
BY GRANT TOWNSHIP
HIGHWAY DEPARTMENT
GRANT TOWNSHIP HIGHWAY
DEPARTMENT JURISDICTION

WILSON ROAD AT NIPPERSINK
ROAD INTERSECTION
IMPROVEMENT PROJECT LIMIT

ROAD DISTRICT PATH
80% LCDOT FUNDED
20% GRANT TOWNSHIP FUNDED
100% OWNED AND MAINTAINED
BY GRANT TOWNSHIP
HIGHWAY DEPARTMENT
GRANT TOWNSHIP HIGHWAY
DEPARTMENT JURISDICTION

COUNTY PATH
100% LCDOT FUNDED
ROUTINE MAINTENANCE BY
GRANT TOWNSHIP HIGHWAY
DEPARTMENT
CAPITAL MAINTENANCE BY LCDOT
LCDOT JURISDICTION

BIG HOLLOW SCHOOL

NIPPERSINK ROAD

NIPPERSINK ROAD

NIPPERSINK ROAD

WILSON ROAD

WILSON ROAD

NO.	REVISIONS / REMARKS	DATE	BY	SURVEYOR:	SCALE	Tran Systems	Lake County	ROUTE	SECTION	SECTION NUMBER	SHEET	SHEETS
	DESCRIPTION	/ /	/ /	DSGNR/LIAISON:	HORIZ.		Division of Transportation	CH7	070	03-00070-06-CH	15	16
				PLOTTED BY:	0 70 140							

EXHIBIT B

Estimated Cost Split Between the ROAD DISTRICT and LCDOT

Wilson Road and Nippersink Road Improvements

County Section #: 03-00070-06-CH

Total Construction cost from Final Check Set Estimate **\$9,111,895**

Construction Costs	LCDOT	ROAD DISTRICT	Total
IMPROVEMENT & Traffic Signals	\$8,674,795		\$8,674,795
ROAD DISTRICT PATH within the original project limits along Nippersink Road (80/20 split)	\$109,062	\$27,266	\$136,328
ROAD DISTRICT PATH - Eastern project limit to Round Lake Village limit		\$275,496	\$275,496
Nippersink Resurfacing - Eastern project limit to Round Lake Village Limit		\$25,276	\$25,276
Construction Total	\$8,783,857	\$328,038	\$9,111,895

Construction Engineering (10% of Construction Cost)	\$878,386	\$32,804	\$911,190
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ROW/Easements Costs	LCDOT	ROAD DISTRICT	Total
IMPROVEMENT & Traffic Signals	\$20,154		\$20,154
ROAD DISTRICT PATH within the original project limit along Nippersink Road (80/20 split)	\$1,873	\$468	\$2,341
ROAD DISTRICT PATH - Eastern project limit to Round Lake Village limit		\$3,258	\$3,258
Total Estimated ROW Costs	\$22,027	\$3,726	\$25,753

Design Engineering Costs (includes plats/legals, negotiations and appraisals)	LCDOT	ROAD DISTRICT	Total
IMPROVEMENT & Traffic Signals	\$811,398		\$811,398
ROAD DISTRICT PATH within the original project limits along Nippersink (80/20 split)	\$7,634	\$1,909	\$9,543
ROAD DISTRICT PATH - Eastern project limit to Round Lake Village Limit (does not include appraisals and negotiation)	\$7,316	\$19,285	\$26,601
Nippersink Resurfacing - Eastern project limit to Round Lake Village limit		\$1,769	\$1,769
Total Design Engineering Costs	\$826,349	\$22,963	\$849,312
TOTAL COST	\$10,510,619	\$387,531	\$10,898,149

The ROAD DISTRICT is funding the path 100% outside the original project limits and within Grant Township

Costs are in 2016 dollars

Construction cost includes 15% contingency

ROW costs are based on either settled amounts or appraisals plus a contingency

Design Engineering = 7% of Construction Cost

Construction Engineering = 10% of Construction Cost

Exhibit B
Sheet 15 of 15