



Illinois Department of Transportation

Local Agency Agreement for Federal Participation

Local Agency Lake County		State Contract X	Day Labor	Local Contract	RR Force Account
Section 08-00999-01-RS		Fund Type ARA	ITEP Number		
Engineering					
Job Number C-91-026-10	Project Number ARA-9003(467)	Job Number	Project Number	Job Number	Project Number
Construction		Right-of-Way			

This Agreement is made and entered into between the above local agency hereinafter referred to as the "LA" and the state of Illinois, acting by and through its Department of Transportation, hereinafter referred to as "STATE". The STATE and LA jointly propose to improve the designated location as described below. The improvement shall be constructed in accordance with plans approved by the STATE and the STATE's policies and procedures approved and/or required by the Federal Highway Administration hereinafter referred to as "FHWA".

Location

Local Name Fairfield Road Route 191 Length 3.00 miles

Termini IL 176 to Old McHenry Rd

Current Jurisdiction Local Existing Structure No N/A

Project Description

Resurfacing

Division of Cost

Type of Work	FHWA	%	STATE	%	LA	%	Total
Participating Construction	1,101,133	(*)	()	()	738,329	(BAL)	1,839,462
Non-Participating Construction		()	()	()		()	
Preliminary Engineering		()	()	()		()	
Construction Engineering	43,030	(*)	()	()	18,441	(BAL)	61,471
Right of Way		()	()	()		()	
Railroads		()	()	()		()	
Utilities		()	()	()		()	
Materials		()	()	()		()	
TOTAL	\$ 1,144,163		\$		\$ 756,770		\$ 1,900,933

*Maximum FHWA (ARA) participation 100% not to exceed \$1,144,163.00

NOTE:

The costs shown in the Division of Cost table are approximate and subject to change. The final LA share is dependent on the final Federal and State participation. The actual costs will be used in the final division of cost for billing and reimbursement.

If funding is not a percentage of the total, place an asterisk in the space provided for the percentage and explain above.

The Federal share of construction engineering may not exceed 15% of the Federal share of the final construction cost.

Local Agency Appropriation

By execution of this Agreement, the LA is indicating sufficient funds have been set aside to cover the local share of the project cost and additional funds will be appropriated, if required, to cover the LA's total cost.

Method of Financing (State Contract Work)

METHOD A---Lump Sum (80% of LA Obligation) _____
 METHOD B--- Monthly Payments of _____
 METHOD C---LA's Share BALANCE divided by estimated total cost multiplied by actual progress payment.

(See page two for details of the above methods and the financing of Day Labor and Local Contracts)

DRAFT
BLR 05310 (Rev. 05/28/09)

Agreement Provisions

THE LA AGREES:

- (1) To acquire in its name, or in the name of the state if on the state highway system, all right-of-way necessary for this project in accordance with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and established state policies and procedures. Prior to advertising for bids, the LA shall certify to the STATE that all requirements of Titles II and III of said Uniform Act have been satisfied. The disposition of encroachments, if any, will be cooperatively determined by representatives of the LA, and STATE and the FHWA, if required.
- (2) To provide for all utility adjustments, and to regulate the use of the right-of-way of this improvement by utilities, public and private, in accordance with the current Utility Accommodation Policy for Local Agency Highway and Street Systems.
- (3) To provide for surveys and the preparation of plans for the proposed improvement and engineering supervision during construction of the proposed improvement.
- (4) To retain jurisdiction of the completed improvement unless specified otherwise by addendum (addendum should be accompanied by a location map). If the improvement location is currently under road district jurisdiction, an addendum is required.
- (5) To maintain or cause to be maintained, in a manner satisfactory to the STATE and FHWA, the completed improvement, or that portion of the completed improvement within its jurisdiction as established by addendum referred to in item 4 above.
- (6) To comply with all applicable Executive Orders and Federal Highway Acts pursuant to the Equal Employment Opportunity and Nondiscrimination Regulations required by the U.S. Department of Transportation.
- (7) To maintain, for a minimum of 3 years after the completion of the contract, adequate books, records and supporting documents to verify the amounts, recipients and uses of all disbursements of funds passing in conjunction with the contract; the contract and all books, records and supporting documents related to the contract shall be available for review and audit by the Auditor General and the department; and the LA agrees to cooperate fully with any audit conducted by the Auditor General and the department; and to provide full access to all relevant materials. Failure to maintain the books, records and supporting documents required by this section shall establish a presumption in favor of the STATE for the recovery of any funds paid by the STATE under the contract for which adequate books, records and supporting documentation are not available to support their purported disbursement.
- (8) To provide if required, for the improvement of any railroad-highway grade crossing and rail crossing protection within the limits of the proposed improvement.
- (9) To comply with Federal requirements or possibly lose (partial or total) Federal participation as determined by the FHWA.
- (10) (State Contracts Only) That the method of payment designated on page one will be as follows:
Method A - Lump Sum Payment. Upon award of the contract for this improvement, the LA will pay to the STATE, in lump sum, an amount equal to 80% of the LA's estimated obligation incurred under this Agreement, and will pay to the STATE the remainder of the LA's obligation (including any nonparticipating costs) in a lump sum, upon completion of the project based upon final costs.
Method B - Monthly Payments. Upon award of the contract for this improvement, the LA will pay to the STATE, a specified amount each month for an estimated period of months, or until 80% of the LA's estimated obligation under the provisions of the Agreement has been paid, and will pay to the STATE the remainder of the LA's obligation (including any nonparticipating costs) in a lump sum, upon completion of the project based upon final costs.
Method C - Progress Payments. Upon receipt of the contractor's first and subsequent progressive bills for this improvement, the LA will pay to the STATE, an amount equal to the LA's share of the construction cost divided by the estimated total cost, multiplied by the actual payment (appropriately adjusted for nonparticipating costs) made to the contractor until the entire obligation incurred under this Agreement has been paid.
- (11) (Day Labor or Local Contracts) To provide or cause to be provided all of the initial funding, equipment, labor, material and services necessary to construct the complete project.
- (12) (Preliminary Engineering) In the event that right-of-way acquisition for, or actual construction of the project for which this preliminary engineering is undertaken with Federal participation is not started by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the LA will repay the STATE any Federal funds received under the terms of this Agreement.
- (13) (Right-of-Way Acquisition) In the event that the actual construction of the project on this right-of-way is not undertaken by the close of the twentieth fiscal year following the fiscal year in which this Agreement is executed, the LA will repay the STATE any Federal Funds received under the terms of this Agreement.
- (14) (Railroad Related Work Only) The estimates and general layout plans for at-grade crossing improvements should be forwarded to the Rail Safety and Project Engineer, Room 204, Illinois Department of Transportation, 2300 South Dirksen Parkway, Springfield, Illinois, 62764. Approval of the estimates and general layout plans should be obtained prior to the commencement of railroad related work. All railroad related work is also subject to approval by the Illinois Commerce Commission (ICC). Final inspection for railroad related work should be coordinated through appropriate IDOT District Bureau of Local Roads and Streets office. Plans and preemption times for signal related work that will be interconnected with traffic signals shall be submitted to the ICC for review and approval prior to the commencement of work. Signal related work involving interconnects with state maintained traffic signals should also be coordinated with the IDOT's District Bureau of Operations.
The LA is responsible for the payment of the railroad related expenses in accordance with the LA/railroad agreement prior to requesting reimbursement from IDOT. Requests for reimbursement should be sent to the appropriate IDOT District Bureau of Local Roads and Streets office.

(15) And certifies to the best of its knowledge and belief its officials:

- (a) are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any Federal department or agency;
 - (b) have not within a three-year period preceding this Agreement been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements receiving stolen property;
 - (c) are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, local) with commission of any of the offenses enumerated in item (b) of this certification; and
 - (d) have not within a three-year period preceding the Agreement had one or more public transactions (Federal, State, local) terminated for cause or default.
- (16) To include the certifications, listed in item 15 above and all other certifications required by State statutes, in every contract, including procurement of materials and leases of equipment.
- (17) (State Contracts) That execution of this agreement constitutes the LA's concurrence in the award of the construction contract to the responsible low bidder as determined by the STATE.
- (18) That for agreements exceeding \$100,000 in federal funds, execution of this Agreement constitutes the LA's certification that:
- (a) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress or an employee of a Member of Congress, in connection with this Federal contract, grant, loan or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying", in accordance with its instructions;
 - (b) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress or an employee of a Member of Congress, in connection with this Federal contract, grant, loan or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying", in accordance with its instructions;
 - (c) The LA shall require that the language of this certification be included in the award documents for all subawards at all ties (including subcontracts, subgrants and contracts under grants, loans and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.
- (19) To regulate parking and traffic in accordance with the approved project report.
- (20) To regulate encroachments on public right-of-way in accordance with current Illinois Compiled Statutes.
- (21) To regulate the discharge of sanitary sewage into any storm water drainage system constructed with this improvement in accordance with current Illinois Compiled Statutes.
- (22) That the LA may invoice the STATE monthly for the FHWA and/or STATE share of the costs incurred for this phase of the improvement. The LA will submit supporting documentation with each request for reimbursement from the STATE. Supporting documentation is defined as verification of payment, certified time sheets, vendor invoices, vendor receipts, and other documentation supporting the requested reimbursement amount.
- (23) To complete this phase of the project within three years from the date this agreement is approved by the STATE if this portion of the project described in the Project Description does not exceed \$1,000,000 (five years if the project costs exceed \$1,000,000).
- (24) Upon completion of this phase of the improvement, the LA will submit to the STATE a complete and detailed final invoice with all applicable supporting supporting documentation of all incurred costs, less previous payments, no later than one year from the date of completion of this phase of the improvement. If a final invoice is not received within one year of completion of this phase of the improvement, the most recent invoice may be considered the final invoice and the obligation of the funds closed.
- (25) (Single Audit Requirements) That if the LA receives \$500,000 or more a year in federal financial assistance they shall have an audit made in accordance with the Office of Management and Budget (OMB) Circular No. A-133. LA's that receive less than \$500,000 a year shall be exempt from compliance. A copy of the audit report must be submitted to the STATE with 30 days after the completion of the audit, but no later than one year after the end of the LA's fiscal year. The CFDA number for all highway planning and construction activities is 20.205.

THE STATE AGREES:

- (1) To provide such guidance, assistance and supervision and to monitor and perform audits to the extent necessary to assure validity of the LA's certification of compliance with Titles II and III requirements.
- (2) (State Contracts) To receive bids for the construction of the proposed improvement when the plans have been approved by the STATE (and FHWA, if required) and to award a contract for construction of the proposed improvement, after receipt of a satisfactory bid.
- (3) (Day Labor) To authorize the LA to proceed with the construction of the improvement when Agreed Unit Prices are approved and to reimburse the LA for that portion of the cost payable from Federal and/or State funds based on the Agreed Unit Prices and Engineer's Payment Estimates in accordance with the Division of Cost on page one.
- (4) (Local Contracts) That for agreements with Federal and/or State funds in engineering, right-of-way, utility work and/or construction work:

(a) To reimburse the LA for the Federal and/or State share on the basis of periodic billings, provided said billings contain sufficient cost information and show evidence of payment by the LA;

(b) To provide independent assurance sampling, to furnish off-site material inspection and testing at sources normally visited by STATE inspectors of steel, cement, aggregate, structural steel and other materials customarily tested by the STATE.

IT IS MUTUALLY AGREED:

- (1) That this Agreement and the covenants contained herein shall become null and void in the event that the FHWA does not approve the proposed improvement for Federal-aid participation or the contract covering the construction work contemplated herein is not awarded within three years of the date of execution of this Agreement.
- (2) This Agreement shall be binding upon the parties, their successors and assigns.
- (3) For contracts awarded by the LA, the LA shall not discriminate on the basis of race, color, national origin or sex in the award and performance of any USDOT – assisted contract or in the administration of its DBE program or the requirements of 49 CFR part 26. The LA shall take all necessary and reasonable steps under 49 CFR part 26 to ensure nondiscrimination in the award and administration of USDOT – assisted contracts. The LA's DBE program, as required by 49 CFR part 26 and as approved by USDOT, is incorporated by reference in this Agreement. Upon notification to the recipient of its failure to carry out its approved program, the department may impose sanctions as provided for under part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31U.S.C. 3801 et seq.). In the absence of a USDOT – approved LA DBE Program or on State awarded contracts, this Agreement shall be administered under the provisions of the STATE's USDOT approved Disadvantaged Business Enterprise Program.
- (4) In cases where the STATE is reimbursing the LA, obligations of the STATE shall cease immediately without penalty or further payment being required if, in any fiscal year, the Illinois General Assembly or applicable Federal Funding source fails to appropriate or otherwise make available funds for the work contemplated herein.
- (5) All projects for the construction of fixed works which are financed in whole or in part with funds provided by this Agreement and/or amendment shall be subject to the Prevailing Wage Act (820 ILCS 130/0.01 et seq.) unless the provisions of that Act exempt its application.

ADDENDA

Additional information and/or stipulations are hereby attached and identified below as being a part of this Agreement.

Number 1 Location Map

(Insert addendum numbers and titles as applicable)

The LA further agrees, as a condition of payment, that it accepts and will comply with the applicable provisions set forth in this Agreement and all addenda indicated above.

APPROVED

APPROVED
State of Illinois
Department of Transportation

Name Suzi Schmidt

Title Chair, Lake County Board

County Board Chairperson/Mayor/Village President/etc.

Gary Hannig, Secretary of Transportation

Date

Signature _____

By: _____

(Delegate's Signature)

Date _____

(Delegate's Name – Printed)

TIN Number 36-6006600

NOTE: If signature is by an APPOINTED official, a resolution authorizing said appointed official to execute this agreement is required.

Christine M. Reed, Director of Highways/Chief Engineer

Date

Ellen J. Schanzle-Haskins, Chief Counsel

Date

Ann L. Schneider, Director of Finance and Administration

Date



Detailed Project Report

PIN	Route/Description	Mi.	Lead Agency	MFT Section No.	Worktype	Category	Base Const Cost/F	Project Dates
B-00267	Fairfield Rd IL Rte 176 TO Old McHenry Rd	3.55	LCDOT	08-00999-01-RS	Resurface	Preservation	\$ 1,839.5 F	Original Date 04 / 01 / 2011 Current Program Date 06 / 11 / 2010 Fund Available Date 01 / 01 / 2010

Resurfacing
Grind 2"
4.5" AC surface
Bike lanes
70-30% funding, and federal participation not to exceed \$1,173,480
Phase II Design costs for B-267 contained in B-675a

FUND	Phase	FC	Total	Pre-2010	FY-2010	FY-2011	FY-2012	FY-2013	FY-2014	FY-2015	Post-2015	Work Description	Revenue Source
MFT	D											(costs are in B-675a)	
MT	C		\$759.9		759.9							County match	
CHT	I		\$134.1		134.1							Resurfacing - Phase III	
CHTR	V		\$93.9		93.9							Resurfacing - Phase III	IDOT - C.E. I
Programmed			\$894.0		\$894.0								
Carryover			\$894.0		\$894.0								

Note: Totals do not include Reimbursable Fund Types CBR, MTR, MFTR, and STR (Phase = V)



Detailed Project Report

MFT Section No	MFT	Primary
08-00999-01-RS	Source: fy0813_4a 11/18/08 Phase II design engineering services MFT \$120,000 (see B-675a).	Yes

DATE	USERID	VERSION	FUNDING/OUTSIDE REVENUE COMMENTS
02/19/2009	MTULACH	fy0914_1d	The strategy now is to apply for Stimulus/LAPP funding through IDOT for two "clustered" groups of resurfacing projects: (1) B-675a thru e, and (2) B-678a and b...
02/19/2009	MTULACH	fy0914_1d	...Per Alex Househ at IDOT BLR, that would require plans at IDOT BLR in April '09 (actually, MZ will submit these two "clustered" applications to IDOT BLR today)...
02/19/2009	MTULACH	fy0914_1d	...Construction costs for B-675a thru e equal ~\$5M, while Construction costs for B-678a and b equal ~\$2.2M. IDOT would pay Construction costs directly (not LCDOT pay, IDOT reimburse)....
02/19/2009	MTULACH	fy0914_1d	...THEREFORE, all nine (9) Construction expense line items were removed from the fund table. Per MGB, assume Phase III by LCDOT (CHT) without IDOT reimbursement for now.
07/27/2009	MTULACH	fy0914_3a	Fairfield Rd has been removed from the 5-some of resurfacing jobs (Fairfield-Old McHenry-Old McHenry-Old McHenry-Gilmer) and a separate IDOT Job Request Form was completed on 7/20/09...
07/27/2009	MTULACH	fy0914_3a	...said doc shows C(tot) = \$1,542,288, of which Fed = \$1,079,602 (70%) and local = \$462,686 (30%), AND I(tot) = \$134,112, of which Fed = \$93,878 and local = \$40,234.
09/22/2009	MTULACH	fy0914_3d	MGB's instruction is to assume we receive 70/30% LAPP funding (project description field updated).
09/22/2009	MTULACH	fy0914_3d	Per BC, assume that pay-and-reimburse model is the same for LAPP funding as it is with CMAQ funding.
10/23/2009	MTULACH	fy0914_3g	REMOVED FROM "LAPP" STATUS. MZ's email to MT dated 10/13/09 states the following: project being processed as a CE-I instead of a LAPP project due to the IDOT resurfacing thickness...
10/23/2009	MTULACH	fy0914_3g	...limitations. The CE-I app (rev'd per Kevin Stallworth's comments) + pre-final plans will be delivered to IDOT this week, in-line with the 3/5/10 IDOT letting schedule...
10/23/2009	MTULACH	fy0914_3g	...BC told MT (undocumented, in conversation on 10/13/09) thst funding will not change; still 70/30%.
11/19/2009	MTULACH	fy0914_4b	BC supplied to MT by email dated 11/18/09 a revised IDOT Job Request Form, dated 11/18/2009. MT updated the fund table to reflect the increase in estimated construction costs.
01/26/2010	MTULACH	fy0914_4h	1/24/10: Instructed by MGB to change the MT/MTR "C" and "I" entries to CHT/CHTR, respectively.

DATE	USERID	VERSION	GENERAL COMMENTS
09/09/2008	MTULACH	fy0813_3a	Per MGZ (9/4/08): - Scoping meeting at IDOT 9/8/08 (McClure to attend). - Targeting October '08 CB Meeting. - 4/21/09 letting date still possible.
11/13/2008	MTULACH	fy0813_4a	Updated funding tab, following MGB's instructions.
11/19/2008	MTULACH	fy0813_4a	11/18/08 CB: Consultant contract with McClure Engineering for Phase II design engineering not to exceed \$99,553.80.
01/27/2009	MTULACH	fy0813_4d	Moved \$2.3116M in MFT Construction expense from 2009 to 2010 for 2009 balancing prior to 2009 Annual Update.
02/25/2009	MTULACH	fy0914_1g	Now assuming a 7/31/09 letting (Program Date) in Springfield >> change made in General tab. Also added the info, "Possible Stimulus funding (100%)" to the project description in the General tab.
04/10/2009	MTULACH	fy0914_2c	At the instruction of MGB, MT programmed LCDOT Construction dollars for this project - we were all shocked to learn that the Stimulus package amounted to just \$2.2M and that some 30 projects...
04/10/2009	MTULACH	fy0914_2c	...would be vying for those funds. We have no choice now but to be pessimistic/conservative, which means programming-in the full Construction cost from LCDOT funds.
04/28/2009	MTULACH	fy0914_2d	Update: Adding bike lanes to this PINS B-675a thru B-675e as part of 2009-2014 Pavement Management Program, while preparing the 2009-2014 5-Year Program amounts to the following cost additions:...
04/28/2009	MTULACH	fy0914_2d	...675a (\$245.0K), 675b (\$103.5K), 675c (\$88.0K), 675d (\$0--included in the \$88.0K figure) and 675e (\$50.7K).
04/28/2009	MTULACH	fy0914_2d	MT moved the Program Date to 2010 (from 7/31/09) as part of 2009-2014 Pavement Management Program, while preparing the 2009-2014 5-Year Plan.
04/28/2009	MTULACH	fy0914_2d	MT updated the basic Construction cost for B-675a thru e (w.o. bike lanes), from \$4,943.2K to \$5,165.5K, which represents the sum of individual resurfacing project costs pulled from the PMS report.
04/28/2009	MTULACH	fy0914_2d	MT updated "surface" info in project description from 4" to 4.5" for the 2009-2014 Pavement Management Program, while preparing the 2009-2014 5-Year Program.
06/10/2009	MTULACH	fy0914_2h	MGB to balance MT in 2009-2014 5-Year Program for 2010 moved out to 2011
07/27/2009	MTULACH	fy0914_3a	Decision was made to pull B-675a out from B-675a thru d and to program it as a 2010 LAPP candidate project. This means that B-675a became B-267 and that...
07/27/2009	MTULACH	fy0914_3a	...B-675b B-675c B-675d and B-675e became B-675a B-675b B-675c B-675d, respectively.



Detailed Project Report

07/27/2009	MTULACH	fy0914_3a	Satrugan Shrestha stated in a telephone conversation that the construction estimate of \$1,542,288 DOES NOT include the cost to construct bike lanes.
09/22/2009	MTULACH	fy0914_3d	MGB's instruction is to assume we receive 70/30% LAPP funding (project description field updated). In which case the letting date would be 3/5/10, not 4/1/11 (updated by MT). Will be a Fed letting.
09/22/2009	MTULACH	fy0914_3d	Per BC, assume that pay-and-reimburse model is the same for LAPP funding as it is with CMAQ funding.
10/23/2009	MTULACH	fy0914_3g	REMOVED FROM "LAPP" STATUS. MZ's email to MT dated 10/13/09 states the following: project being processed as a CE-I instead of a LAPP project due to the IDOT resurfacing thickness...
10/23/2009	MTULACH	fy0914_3g	...limitations. The CE-I app (rev'd per Kevin Stallworth's comments) + pre-final plans will be delivered to IDOT this week, in-line with the 3/5/10 IDOT letting schedule.
01/15/2010	MTULACH	fy0914_4f	CFY2010 PROJECTS COORDINATION MTG. (held 12/7/09): MT instructed to move letting from 3/5/10 to 4/23/10 (FED letting).
01/25/2010	MTULACH	fy0914_4h	PUSH OUT LETTING DATE: MZ instructed MT by email (1/18/10) to "Use the 6/11/10 letting as this is the first IDOT letting that the "second tier" funds will be determined/available...
01/25/2010	MTULACH	fy0914_4h	...Funding will be from what is remaining from the 3/23/10-let projects (assuming that there will be bids that are under the estimates).

Given to BC 3/4/10



Request for Construction Engineering Services Performed by Local Forces

Date March 4, 2010
 Local Agency Lake County D.O.T.
 Section Number 08-00999-01-RS
 Project Number ARA-9003(467)
 Job Number C-91-026-10

The Lake County Division of Transportation requests approval for construction engineering services. These services will be provided through local forces.
 Local Agency

Anticipated Engineering Expenses

Job Classification	Labor Hours	Pay Rate	Total
Senior Civil Eng. (R.E.)	800.00	\$34.85	\$27,880.00
Engineer of Constr.	50.00	\$49.93	\$2,496.50
Survey Crew (3)	40.00	\$94.88	\$3,795.20
Materials QC Technician	60.00	\$33.60	\$2,016.00
Summer / Intern	350.00	\$12.00	\$4,200.00

Total Direct Labor \$40,387.70
 *Direct Expenses \$7,424.00
 *Overhead and Benefits Rate (%) 33.82
 Total Direct Labor x Overhead and Benefits Rate \$13,659.12
 Grand Total \$61,470.82

* Assistance for these calculations can be found in the Uniform Audit & Accounting Guide at www.transportation.org/download/AudAcctgGuide.pdf

Signature: *Dennis P. ...* Date 3/4/10

Title: Engineer of Construction
LCDOT