

**RESOLUTION
R2024-012**

A Resolution Awarding the purchase and installation two (2) of each dump body, snow plow, frame, hydraulic system, wing, spreader, and pre-wet tank system to Monroe Truck Equipment, of Monroe, Wisconsin in the amount of \$330,746.00.

Be it resolved by the DeKalb County Board of the County of DeKalb, Illinois as follows:

WHEREAS, bids have been invited for two (2) of each dump body, snow plow, frame, hydraulic system, wing, spreader, and pre-wet tank system with installation

WHEREAS, **Monroe Truck Equipment, of Monroe, Wisconsin** has submitted the lowest bid meeting specifications for the provision of the specified

NOW, THEREFORE, BE IT RESOLVED, by the DeKalb County Board that it does approve the award as set forth herein below:

MONROE TRUCK EQUIPMENT


In the amount of **\$330,746.00**

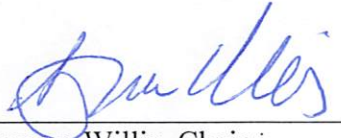
For Furnishing and Delivery of two (2) of each dump body, snow plow, frame, hydraulic system, wing, spreader, and pre-wet tank system and warranties to the Highway Department.

PASSED THIS 21st DAY OF FEBRUARY 2024 AT SYCAMORE, ILLINOIS

ATTEST:

SIGNED:


Tasha Simis
DeKalb County Clerk


Suzanne Willis, Chair
DeKalb County Board

Award Resolution #R2024-012	Estimate of Cost
Highway	\$350,000.

Low bid

DEKALB COUNTY HIGHWAY DEPARTMENT

SNOW PLOW, FRAME, HYDRAULIC SYSTEM, DUMP BODY,
WING, SPREADER AND PRE-WET TANK SYSTEM

Scaled proposals for the furnishing and installing of snow plow, frame, hydraulic system, dump body, wing, spreader, and pre-wet tank system, each on two (2) 2024/25 Kenworth T480 as specified will be received by the Highway Committee of the DeKalb County Board until 9:00AM, Thursday, January 25, 2024 at the office of the DeKalb County Engineer, 1826 Barber Greene Road, DeKalb, Illinois and at that time publicly opened and read.

The County reserves the right to reject any and all bids and to waive any technicalities.

The bids shall not include taxes for which we are exempt.

Proposal for furnishing & installing
Two (2) Snow plow, frame, hydraulic system,
dump body, wing, spreader
and pre-wet tank system as specified

Total Bid Amount	<u>\$ 165,373.00</u>	<u>2</u>	<u>\$ 330,746.00</u>
	Unit Price	Quantity	Total Bid Price


Delivery Date: 275 Days After Receipt of Order Pending on Chassis arrival

Proposal submitted by:

Name Monroe Truck Equipment Inc.

Address 1051 West 7TH St.

Monroe WI 53566

Signature 

**SPECIFICATIONS FOR EACH TRUCK: SNOWPLOW, FRAME, HYDRAULIC SYSTEM,
DUMP BODY, WING, SPREADER AND PRE-WET TANK SYSTEM**

PUSH FRAME AND PLOW LIFT: Shall be Bonnell model HFF/SP quick Hitch with Bonnell-QAC coupler and Even Lift by telescoping lift arm. Side plate hitch type. The lifting device and push frame shall be constructed that a suitable power reversible type snowplow may be used. The push frame side plates shall not be less than **5/8"** thick and shall extend back as far as practical from the front end of the truck frame so as to reinforce the frame. **Push frame shall have 11" ground clearance to bottom of push frame (Drawing included).** Hitch shall be provided with a double acting hydraulic cylinder with nitrated rod of sufficient capacity to raise the plow specified. Hitch shall be compatible with plow Bonnell model **12TA3762MXIQA**. Plow hitch shall be tilt type, **if necessary**, for access to engine compartment or fixed type, and shall have hydraulic cushion block for reversing cylinders installed. Unit shall have auxiliary **ABL 3800 full LED combination drive lights with 5 integrated functions including directional signals and hardened glass lens.** Auxiliary lights shall be hood mounted with Stainless Steel brackets, with spacing on 60" centers (+/- 5"). **Height shall be 75" from ground to bottom of light.** Auxiliary lights shall be controlled by switch on control box. High and low beam on both original and auxiliary unit will be controlled by original dimmer switch. Truck is supplied with stationary grill. **Install "Load Share Air Bag" (P/N 6926) on right front suspension. 2 Heavy Duty Tow Hooks mounted on side plates of plow hitch.**

POWER REVERSIBLE SNOW PLOW:

Shall be Bonnell model **12TA3762MXIQA (or comparable Per County Approval)** reversing table and AA frame, Painted Yellow (L6806EB) to match cab and chassis color.

Cutting Edge Holes	Standard AASHTO Punch for (2) 6 ft. cutting edges
Cutting Edge Length	12 Feet
Cutting Edge Material	3X FLEX Rubber-Encased Carbide Cutting Edge System
Cutting Edge Bolts	5/8" GR 8 Counter sunk
Cutting swath at 35 degrees	9'9"
Cutting swath at 28 degrees	10'7"
Reversing Cylinder	Two - 4" Dia., 2" <u>nitrated rods</u> , 12" stroke
Moldboard Material	10 gauge
Moldboard Bottom Angle	4" x 7" x 3/4"
Carbide Frog Protector	2 (outsides)
Moldboard Ribs	Seven – 1/2" x 3" with the left one doubled (looking at the plow from the back)
Level Raise Lift System	Chains
Springs	8
Flap	Minimum height 16", Anti-Sail
Snow Plow Jack	Swivel Jack, Top wind, 2,000 lbs. Lift Capacity Center/ground 10" Retracted. 10" Travel, Weld-On Tubular Mount (Bulldog part# TWS158DTSF)
A-Frame	Shall have gussets behind stops. QA Loop Welded to the lower side of plate.

WING:

Shall be The **Monroe Para-Glide Double Function Patrol Wing direct hydraulic model Monroe DFPW-9-TE (or comparable per County Approval)**. Mounted on the right front of truck, Painted Yellow (L6806EB) to match cab chassis color. All hydraulic cylinders shall have nitrated rods. Wing lock valves for heel and toe cylinders.

Overall length: 9'8"

Overall height, front: 29"

Overall height, rear: 39"

Moldboard thickness: 3/16" hi-tensile steel

Cutting edge: shall be Nordic curved edge wing blade (Nordic plow manufacture)

Rear mount for push bar top frame cross beam with lower pipe brace support.

Push bars: 1 - adjustable spring cushioned

1 - hydraulic extension and hydraulic cushion block

Clearing width: 60"-90"

Front lift height: 14"

Rear lift height: 96"

Weight: 1700#

UNDER TAILGATE SPREADER:

Shall be **Monroe MS969-OW/DD-DD Under Tailgate Spreader (or comparable Per County Approval)**

7 GA STAINLESS BODY with 1/4" endplates

Dual Discharges, Left and Right Ends

Full width auger located below the dump body floor

One-Piece, Removable & Hinged Combination Cover and Rear Panel

Auger to have One Way 3/8" X 9" flighting with a 6" pitch

Main Auger shall also include additional flighting on the discharge sides of the auger to slow down the leakage of salt from the auger discharge equivalent to 3" pitch

Auger is to be direct driven by low speed high torque hydraulic motor

18" poly spinner with all stainless-steel brackets attached to truck dump body

Anti-flow plate shall be 20"

TRUCK MOUNTED HYDRAULIC PRE-WETTING SYSTEM;

Shall be **Monroe Model LDS455 (or comparable Per County Approval)**. Behind the cab 120 gallon stainless steel frame and mounts. 2 in. male bulk fill kit. Flush kit. Spinner disconnect kit.

Hydraulics:

PTO

Hot shift PTO. Shall be a Muncie model MC1-A1007. PTO opening needs to be on the left side of transmission. Dip stick needs to be on the right side.

Direct Mount TXV-92 Pump (PTO)

The pump shall be a Force America TXV92 pump or approved equal.

The hydraulic pump shall be an axial piston pressure and flow compensated load-sensing type. The pump shall have a displacement of 5.61 cubic inches per revolution at maximum stroke which will deliver 23.7 GPM @ 1000 engine RPM. The pump shall have a minimum 2" inch suction line and ½" control drain line plumbed directly back to the reservoir. The pumps compensator shall have rear facing adjustments. The pump shall be rated for 5800 PSI maximum and 4800 PSI continuous. The pump shall have a Din type-mounting flange and aDin 5462 8-tooth shaft. The pump shall be **FORCE America TXV92** or prior approved equal.

HYDRAULIC CONTROL VALVE

Valve segments shall be **Force America Add-A-Fold® 4020** model or approved equal

The hydraulic valve shall be of modular manifold design. Each hydraulic function requires an individual manifold stacked together to form the manifold base. The manifold base shall consist of an inlet section with SAE #16 inlet porting, SAE #20 outlet porting, and SAE #4 load sense porting. There shall be a main system relief in the inlet section to protect the system from high pressure in case the pump compensators fail. The dump body manifold shall be stacked next to the inlet section, and capable of 40 GPM with SAE #12 porting. The hydraulic control valves shall be pulse-width modulated, proportionally controlled. Each hydraulic valve segment shall be individually mounted to the manifold base assembly and be serviceable without removing any hydraulic hoses or any other hydraulic valve segments. Each hydraulic valve segment shall have individual pressure compensation to achieve independent simultaneous operations. All segments shall have heavy-duty continuous duty coils and connections shall be with Din connectors. All coils shall operate at 12 VDC and require a maximum of 1400 mille-amps. Each segment shall be equipped with a manual override except for the auger and spinner sections. The dump body segment shall be rated to 40 GPM, with all other segments rated to 20 GPM. If a double acting hoist is utilized, the dump body segment shall be equipped with a down side relief to protect the body down function. This relief shall be set to the hoist manufacturer's specifications. Hydraulic Valve to be mounted outside of frame in **Stainless** valve enclosure left hand side. Spinner hose hookups to be inside left rear frame rail and Auger hose hookups to be **recessed mounted** in upper right rear corner post of dump body.

The valve is to be arranged as follows:

Hoist	4-way 40 GPM with 500 PSI down side work port relief valve
Plow lift	4-way 21 GPM
Plow angle	4-way 21 GPM
Wing toe	4-way 21 GPM
Wing heel	4-way 21 GPM with 1500-psi (A) port relief valve
Push bar	4-way 21 GPM
Auger	4-way 14 GPM (for momentary reversing for clean out)
Spinner	4-way 7 GPM (for momentary reversing for clean out)
Liquid	2-way proportional cartridge 7 GPM

CONTROL JOYSTICK: (Comparable Specs will be considered Per County Approval)

The control console shall be equipped with a Hall Effect joystick for activation of the hydraulic functions. The unit shall be designed for severe duty conditions encountered in military, construction and agricultural applications. There shall be three safety interlock zones on the joystick activated by capacitive sensors. Mechanical trigger style contact type safety interlocks are not acceptable. All three interlock zones must be programmable to control specific functions. The joystick shall have proportional control with X, Y and Z axis movement. The single joystick shall provide one point-of-control for hydraulic functions. The joystick shall communicate through a Can Buss communication system to all of the modules of the control system. The single joystick shall be fully proportional and operate all of the cylinder functions. The joystick shall be equipped with left side buttons for spreader rate increase/decrease and standby, right side buttons for spinner speed increase/decrease and blast. The joystick face shall be equipped with five programmable control switches with LED colored backlighting for activation and control of multiple cylinder, spreader and anti-ice functions.

CONTROL CENTER:

Controls for all valve functions and electronic spreader control will be integrated into a single, self-contained control center. The control center shall be a padded armrest style that is ergonomically designed. Control center shall be modular in design for ease of installation and service, and wiring and connectors shall be keyed and color-coded throughout. All components must be durable for long life and trouble-free operation.

The electronic controller shall be fully proportional to operate all cylinder functions. Controls for spreader must be located on armrest at the operator's fingertips.

To ensure longevity of performance all lighting to be LED technology. The use of incandescent lamps or EL backlighting is unacceptable.

Controller shall communicate all joystick data over the spreader control CAN bus. For ease of service and diagnostics the joystick control shall have the following easily accessible through the spreader control calibration menus:

- Unique MIN/MAX adjustments for each joystick function (forward, back, left and right)
- On-screen output status indicators for each PWM output
- Audible and visible output error status indicators with flashing error codes for each joystick function

The joystick outputs shall be communicated over the spreader control CAN bus to the Valve Module. Spreader control outputs and joystick control outputs shall be operated on the same Valve Module, or multiple modules as necessary.

The electronic spreader control shall be designed for precise, closed-loop control of granular and pre-wet liquid applications and operate on a CAN Bus protocol. The Central Processing Unit (CPU) shall have keyed and color coded connections to prevent incorrect installation. The CPU shall be mounted in the cab with visual access to diagnostic LED's. Mounting of the CPU unit outside of the cab is unacceptable. The unit shall have USB connectivity for file and data transfer, Ethernet connection, a CAN bus communication port for spreader-only data use, a J1708 connection for a road and air temperature sensor, and a RS-232 connection for AVL communication. The CPU shall have on-board diagnostics, which provide real-time status of CAN bus communication, processor activity, and power status. The CPU shall have a built-in audible alarm for diagnostic purposes. The CPU operating system shall NOT be Windows-based.

The spreader control interface shall have two, color-coded, continuous rotation encoders for granular and spinner control. These encoders shall have integrated push buttons for blast mode and stand-by. The controller shall have a third multifunction 4-way joystick that has an integrated rotary encoder and push button, that can be used for menu navigation, pre-wet liquid control, or an additional conveyor function. There shall be four, two-way soft keys included in the interface that are generically-labeled and user-configurable for different functions depending on the equipment needs. The controller shall also utilize iButton technology that is capable of using a Supervisor key to provide access to the calibration parameters without the access code. The entire operator interface shall be backlit and encased in flexible silicone material with wear-limiting coating applied to the base silicone material. The operator interface shall communicate on the spreader control system CAN bus.

The spreader control display shall be a remotely-mounted, 7" diagonal color TFT LCD, with a low-profile 16:9 widescreen format and minimum of 800X480 pixel resolution. LCD shall have variable LED backlighting. CCFL backlighting is unacceptable. The display shall include a scratch-resistant polycarbonate lens with anti-glare coating. A power status LED shall be immediately visible on the front of the display and shall report display diagnostics including loss of CAN communication. Display unit shall have a built-in audible alarm. To avoid driver distraction, the display shall have no integrated dials or pushbuttons and shall not be touch screen. LCD shall communicate on the spreader control system CAN bus.

The operator menus shall be color-coded to match the encoder knobs on the operator interface. The display shall be capable of displaying the following on-screen simultaneously: Granular material name, granular material set point and actual application rate including units of measure, pre-wet liquid name, pre-wet liquid set point and actual application rate including units of measure, spread width, road temperature, air temperature, material usage total, liquid usage total, vehicle speed, and current date and time. The operator shall have the option of selecting five data items to be displayed onscreen during operation. The display will also provide four warning light indicators for low oil level, body up, oil temp, and filter bypass. These warning lights are to be functional regardless of spreader operation or status.

The display must provide visual indication that the spreader control is connected to a compatible AVL device, if equipped. The spreader control shall warn operator if communication with the AVL device fails at power-up.

A proportional PWM driver and input module (Valve Module) shall be remotely-mounted inside the hydraulic valve enclosure for control of both spreader control and joystick control outputs. The entire Valve Module shall be of rugged design for the mobile environment, and must meet a minimum of IP67 requirements for dust and water ingress. The Valve Module shall include a minimum of eight proportional PWM outputs with potted valve output connections. All outputs shall be protected against short-circuits. Outputs shall have adjustable PWM frequency. There shall be a minimum of five switch-to-ground type inputs for monitoring hydraulic system inputs such as oil level, body up, Hi and Low filter bypass, and oil temperature warnings. A minimum of two switch-to-ground type pulse train inputs shall be included in the Valve Module for connection of feedback sensors such as auger feedback and prewet liquid flowmeter feedback. A keyed and color-coded connection shall be provided for CAN bus connection to the CPU module inside the cab. A second CAN bus connection must be provided for daisy-chaining of multiple Valve Modules within the valve enclosure. Diagnostic LED's shall be included for every input and output on the Valve Module, as well as a power status LED and CAN bus activity LED's. The Valve Module shall be potted.

The integrated spreader control and joystick control system shall be equipped with a qualified ESTOP device that immediately disconnects battery power from all outputs. All spreader control and joystick-operated outputs shall immediately cease to function and the system display shall inform the operator that the ESTOP device has been activated. The ESTOP device must remove power from all output devices, while maintaining power to the display and CPU for diagnostic purposes. Resetting of the ESTOP device shall not result in spreader control and joystick-operated outputs returning to an ON state without operator acknowledgement.

(A) One 10 micron return line filter with spin-on element with 1-1/4" NPT ports mounted as close as possible to the reservoir with a by-pass and condition indicator gauge. Shut off valve to be installed between filter and hydraulic reservoir.

(B) **Stainless** hydraulic reservoir with low oil level sensor (with warning light, warning buzzer mounted in control box) and shut off valve on the suction side of reservoir to be installed.

(C) Suction hose to be 2" I.D. minimum

(D) Pressure hose from pump to valve body to be 1" 2-wire.

(E) Dump body hose to be 1" 2-wire from valve body to "T" for cylinder. 3/4" from "T" to cylinder kept short as possible, 3/4" return lines.

(F) Snow plow lift hose to be 1/2" 2-wire

(G) Shuttle hoses to be 3/8" 2-wire

(H) Pump drain hose to be 1/2" 2-wire

(I) All hoses to have swivels on at least 1 end

HYDRAULIC LINES:

All hydraulic lines connecting spreader, power reversible plow and wing to truck shall be equipped with quick couplers. These couplers to be reversed, male-female to prevent incorrect hook-up. The hose, fitting and couplers shall be of sufficient size and strength to withstand the maximum output capacity and pressure of the pump(s).

STAINLESS DUMP BODY:

Shall be a western style under body, for mounting on chassis having a 115" CT. Lights, reflectors and mud flaps to meet minimum DOT and State of Illinois standards.

12' 6" x 7' 8-10 yard capacity
34" sides
44" tailgate, angle iron across top and loop, air operated
Extend tail gate lever rod past body for manual release
50" Straight front head sheet
Double-ribbed head sheet for added strength
Full depth rear corner posts, boxed stainless steel construction
Full depth rear apron
Tailgate, double-acting, w/full length 3/8" proof coil chains, tubes welded solid in tailgate
for (4) 3/8" shield bolts
All seams shall be continuous welds throughout including cab shield
7 ga. Stainless Steel construction throughout
1/4" AR400 Floor
9" radius sides to floor
Boxed top rail
2 center supports for sideboards per side at 8" tall each
2 Body safety struts
Half cab shield.
Grab handles on driver's side cab shield horizontal and vertical of minimum 1" pipe.
Lights shall be recessed (all oval) L.E.D. strobe, stop-tail-turn and back up on upper rear corners, mounted in conjunction with Light Bar on pintle hitch plate. (**NOTE** :) DeKalb County Highway Dept. to be notified prior to installation for spacing between strobe lights, stop-tail-turn and back up lights recessed on rear corners.
Minimizer 4000 poly fenders (4) (P/N 4-PM4001) with plastic mounting kit
(P/N B4578BTPA)
Fenders mounted
Mud Flaps shall be installed on the rear of the truck using "Fast Flap" brackets:
Minimizer P/N- 101227
Junction box to rear of frame
All rear lights and wiring will be continuous from light to junction box, i.e., no splices
Ladder, one step below box 14" wide minimum
2 Steps on inside of box at front corners, 14" long
1 Stainless Steel Shovel Holder (Buyers SH675SS) ship loose
Full length shields on tailgate. Shields must stay inside box (at top) when tailgate is open.
Vibrator for box. Mounted at the front of box in center under floor.
Undercoating

HOIST:

Shall be a Crysteel Roller Combo Model RC690 (**or comparable per County Approval**)
NTEA Performance Class 90
Standard double acting cylinders
Two single stage cylinders
Cylinder bore 6"
Cylinder stroke 32-1/2"
2-3/8" cylinder shaft diameter
Cylinder shaft is chromed SW85 steel, 85,000 PSI yield strength
Maximum operating pressure 2200 PSI
Internal bypass to protect cylinders from damage
Base port size for raise SAE-12 (1-16), rod port lower SAE-10 (7/8-14)
Cylinder displacement up 1837.8 cubic inches, cylinder displacement down 1579.4 cubic inches
50 degree dumping angle
16-5/8" mounting height
Hoist shall have patented "Roller Combo" design with the initial lift point ahead of the center line of the body, directing the force of the hoist cylinder upwards for more breakaway power before transferring it to a scissors action
Greaseless composite bearings at all critical pivot points
Full-length subframe for added stability
Subframe has 4-5/8" high, fabricated "C" channel frame rails
Subframe rails fabricated of 1/4" A1011 steel 50,000 PSI yield, 65,000 PSI tensile strength
Rear hinge fabricated with 8" x 4" x 1/2" x 38" structural angle
Hinge pins 2-3/8" x 6" C1045 steel round with grease zerks**
Two body props to support empty body weight

PINTLE HITCH:

Holland PH-775-01552 swivel type pintle hook.

50 ton pintle hitch mounted not to interfere with hydraulic lines. Remount factory tow hooks to rear upper frame. **Must have Air lines and Glad hands.**

CHIPPER BAR:

Per County specification. (Drawing included). Contact the Highway Department with any questions.

BOX WARRANTY:

Minimum 5-year extended warranty on complete basic unit

Note: Warranty to be dealer registered, warranty coverage and proof of warranty registration must be provided at time of vehicle delivery. Warranty to begin upon date of delivery and acceptance by the DeKalb County Highway Department

Lighting:

Whelen State of Illinois (D.O.T. approved), 72" (or approved length) Justice light bar (P/N 01-0684859-41) with (2) 8" riser legs (P/N 01-0441414-00) on cab with rear strobes 500 Vert LIN L.E.D. flashing Amber (left rear) flashing White (right rear) (P/N 5V02ZAD) with 5 Grommet (2) in box. With scene lights option installed in light bar mounted on cab of truck (P/N JHTLS2). Also to include stop-turn-taillights option (P/N JHBTTLED) installed in light bar mounted on cab of truck. Light bar and all strobes to be L.E.D. (P/N 01-0684859-41) and (above P/N) or **Similar as approved by the DeKalb County Highway Department**. All lights to be constructed with clear domes to allow for Amber/White L.E.D. lighting combinations for better visibility.

Customer supplied switches for strobes, wing light, plow lights and work lights to be installed at the direction of customer.

Lights to include shipped loose for installation by DeKalb County Highway: (4) ABL Model ST2000 LED Asymmetrical Flood Pattern.

CAB:

Install customer supplied switch panel for the purpose of controlling the **Strobe Lights, Scene Lights, Spreader Light and Wing Light**. Switch panel shall be installed on the dashboard as close to the driver as possible to allow ease of access for operating switches.

14 gauge jacketed 2 wire shall be run from control box to left rear corner of dump body for spreader light and from control box a 15 ft. loop of wire **in cab** for wing light.

All electrical (relays, circuit breakers, solenoids and wire connections) for control box mounted

Additional Parts Shipped Loose:

One (1) per truck Auger Motor P/N- 05006774

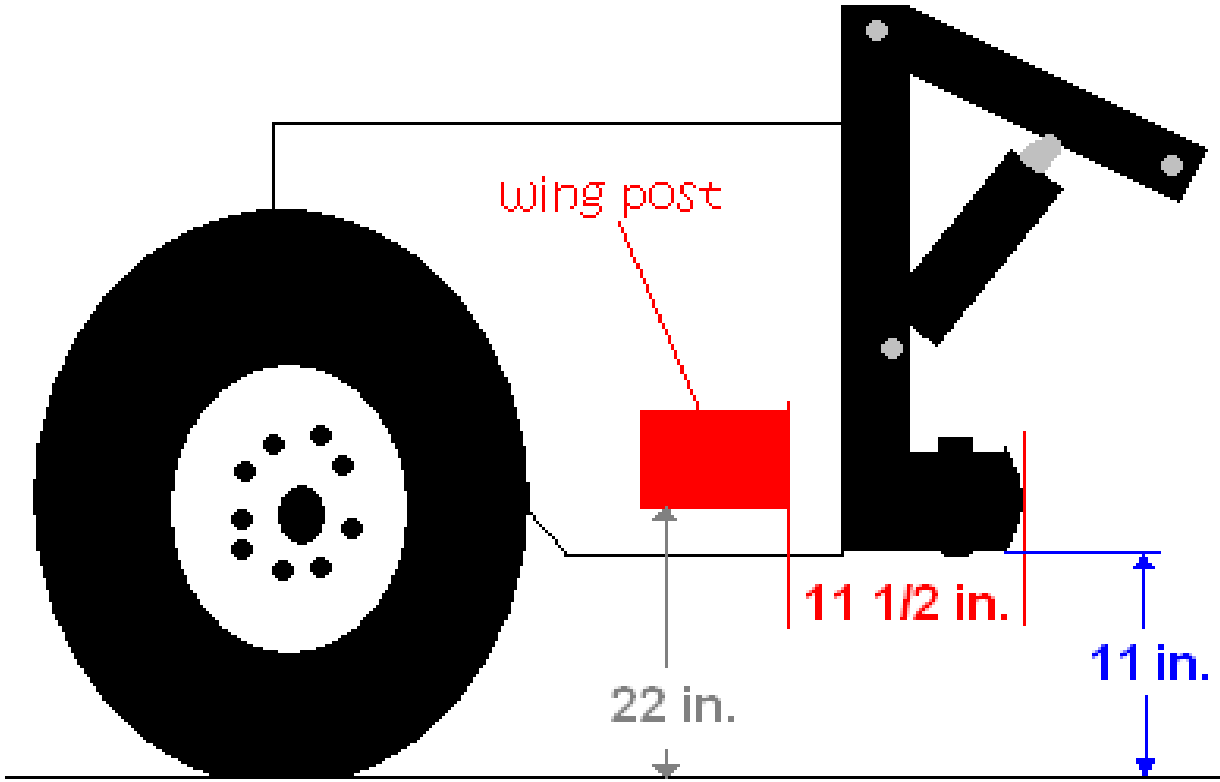
One (1) per truck Spinner Motor P/N- 05006795

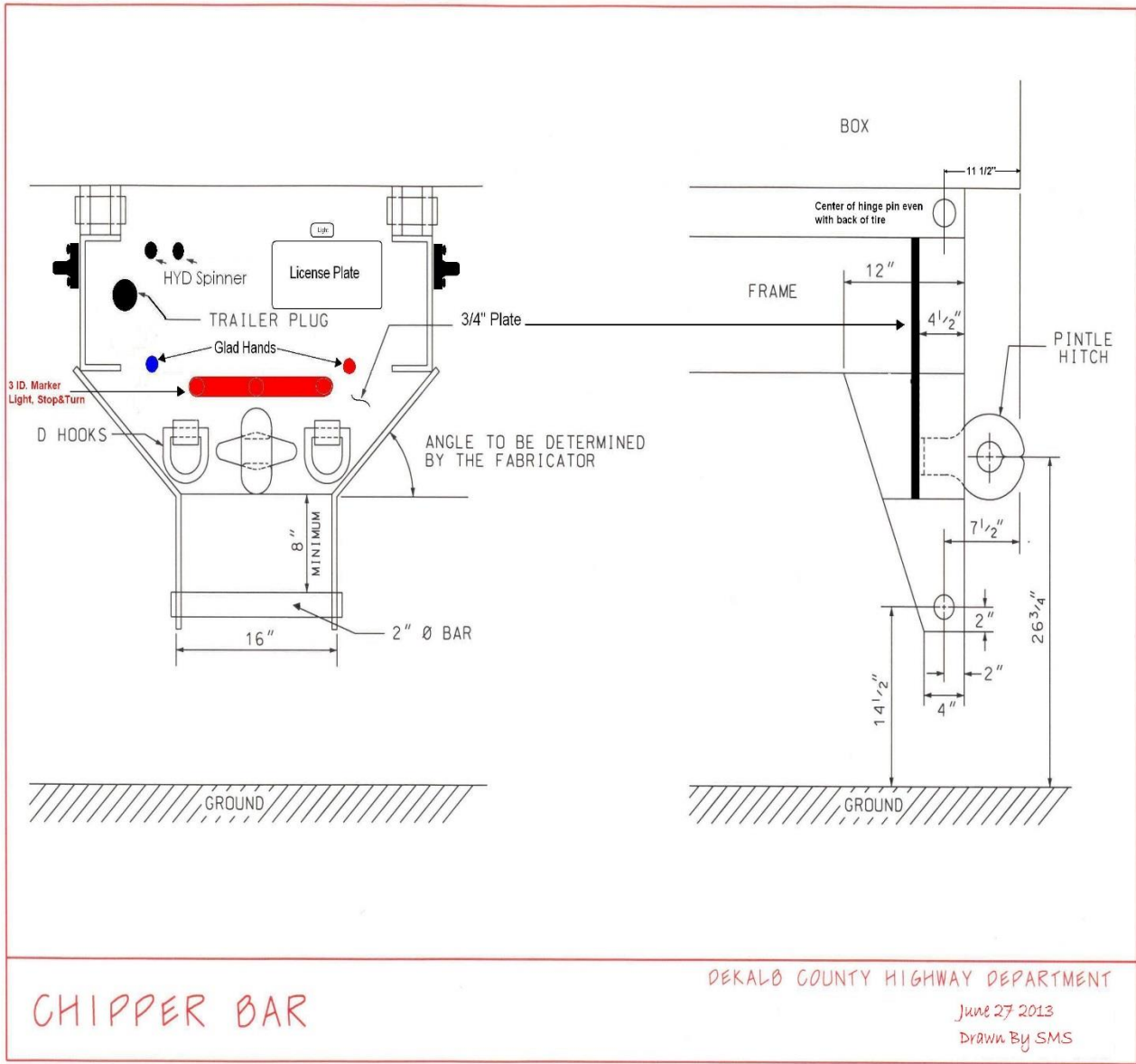
For questions on bidding specifications to match existing DCHD fleet, or to schedule an appointment for viewing please contact us @ 815-756-9513.

All installation to be to the satisfaction of DeKalb County Engineer.

INSPECTION – Materials or equipment purchased are subject to inspection and approval at the County's destination. The County reserves the right to reject and refuse acceptance of items which are not in accordance with the instructions, specifications, drawings or data of Seller's warranty (expressed or implied). Rejected materials or equipment shall be removed by, or at the expense of the Seller promptly after rejection

PLOW FRAME/ WING MOUNT SPACING AND HEIGHT:





CHIPPER BAR

DEKALB COUNTY HIGHWAY DEPARTMENT

June 27 2013

Drawn By SMS

DEKALB COUNTY TRANSPORTATION IMPROVEMENT PROGRESS REPORT

Changes from previous month are in red.

Project Description	Construction Estimate of Cost	County's Local Cost	Preliminary Engineering	Design Engineering	Land Acquisition	Contract Construction
1 CHICAGO-ROLLO-WEST SUYDAM Lee County to Shabbona & LaSalle County to Rol	2,425,000	100,000	95%	95%	n/a	0%
2 GLIDDEN RD SHLDRS Rich Rd to Route 64	Day Labor	100%	N/A	40%	100%	10%
3 GLIDDEN RD ROW Route 64 to Base Line	240,000	240,000	100%	N/A	94%	N/A
4 GLIDDEN RD INTX SAFETY Intersection with Base Line Road	800,000	135,000	92%	40%	50%	2024
5 GLIDDEN ROAD PAVING Route 64 to Route 72	2,085,000	0	0%	0%	n/a	0%
6 GOELITZ RD BRIDGE 800 ft N of Rt 64	200,000	100,000	100%	60%		
7 PEACE RD BRIDGE WIDENING Over Kishwaukee River	6,000,000	6,000,000	95%	93%	0%	2024
8 PEARL STREET BRIDGE Over Kishwaukee River	3,122,000	0	95%	80%		2024
9 PERRY ROAD BRIDGE 1/2 mile east of Anderland Rd	750,000	750,000	100%			
10 PERRY ROAD BRIDGE 1/2 mile east of Chase Rd	500,000	100,000	100%	100%	50%	2024
11 PLANK ROAD STUDY Lindgren Rd to E of Lukens Rd	141,755	141,755	88%			N/A
11 PLANK ROAD ROUNDABOUT Intersection with Lindgren Rd	1,500,000	300,000	18%	8%	0%	2025
12 PRITCHARD RD BRIDGE Over Branch of Big Rock Creek	1,250,000	50,000	100%	95%	0%	2024
13 ROLLO RD CULVERTS Suydam Rd to Chicago Rd	250,000	250,000	100%	95%	100%	85%
14 SOMONAUK RD R.O.W. I-88 to Perry Rd	250,000	250,000	50%	3%		
15 SOMONAUK RD CULVERTS Perry Road to Barber Greene Rd	500,000	500,000	100%	100%	0%	2024
17 COUNTYWIDE SEAL COAT Various locations	1,000,000	250,000	0%	0%	n/a	0%
18 ROAD DISTRICT HMA PAVING Various locations	1,500,000	0	0%	0%	n/a	0%

Total: 22,513,755 9,166,755

Progress reported as of 1/24/2024