

BOARD OF COUNTY COMMISSIONERS
SARPY COUNTY, NEBRASKA

RESOLUTION AUTHORIZING CHAIRMAN TO SIGN AGREEMENT FOR FUNDING
FOR IMPROVEMENTS TO LAPLATTE ROAD & HARLAN LEWIS ROAD IN SARPY
COUNTY, NEBRASKA

WHEREAS, pursuant to Neb. Rev. Stat. §23-104(6) (Reissue 2007), the County has the power to do all acts in relation to the concerns of the county necessary to the exercise of its corporate powers; and,

WHEREAS, pursuant to Neb. Rev. Stat. §23-103 (Reissue 2007), the powers of the County as a body are exercised by the County Board; and,

WHEREAS, an Agreement has been proposed by which the Nebraska Department of Roads would facilitate the acquisition of Federal funding for improvements to LaPlatte Road and Harlan Lewis Road in Sarpy County, Project No. MAPA-3787(3), CN No. 22393, as further described in said Agreement.

NOW, THEREFORE, BE IT RESOLVED BY THE SARPY COUNTY BOARD OF COMMISSIONERS THAT, pursuant to the statutory authority set forth above, the Agreement with the Nebraska Department of Roads concerning improvements to LaPlatte Road and Harlan Lewis Road in Sarpy County, a copy of which is attached hereto, is hereby approved.

BE IT FURTHER RESOLVED that Chair and Clerk are hereby authorized to execute said agreement on behalf of Sarpy County, Nebraska.

DATED this 7th day of July, 2009.

Moved by Rich Jansen, seconded by Rusty Hite, that the above Resolution be adopted. Carried.

YEAS:

NAYS:

ABSENT:

[Handwritten signature]

none

none

[Handwritten signature]

[Handwritten signature]

[Handwritten signature]

[Handwritten signature]



ABSTAIN:

none

[Handwritten signature]
County Clerk

Approved as to form:

[Handwritten signature]
Deputy County Attorney

THOMAS A. LYNAM

SARPY COUNTY SURVEYOR

• 15100 SOUTH 84th STREET • PAPHILLION, NEBRASKA 68046 • 402.339.4606 • FAX: 402.339.6555 •

Memo

To: Sarpy County Board of Commissioners

From: Tom Lynam, Sarpy County Surveyor *TL*

Date: 07/01/2009

Re: *Recommend Approval of the Agreement (Improvements to LapLatte Road and Harlan Lewis Road).*

I recommend approval of the agreement between Sarpy County and The Nebraska Department of Roads for the improvements to Laplatte Road and Harlan Lewis Road. The Nebraska Department of Roads would facilitate Federal Funding for this project.

This is a "Stimulus Project" and the total funds available will not exceed (\$665,700.00), of this we need to deduct the State Fee for the State's oversight costs, leaving Sarpy County the balance of (\$610,700.00). If the project costs are over this amount that would be Sarpy County's responsible.

If you have any questions, please feel free to contact me,

AGREEMENT

COUNTY OF SARPY
STATE OF NEBRASKA, DEPARTMENT OF ROADS
PROJECT NO. MAPA-3787(3), STATE CONTROL NO. 22393
LAPLATTE AND HARLAN LEWIS ROAD RESURFACING PROJECTS
ROADWAY IMPROVEMENTS

THIS AGREEMENT, made and entered into by and between the County of Sarpy, hereinafter referred to as the "County", and the State of Nebraska, Department of Roads, hereinafter referred to as the "State",

WITNESSETH:

WHEREAS, certain streets in the County have been designated as being eligible for American Recovery and Reinvestment Act (ARRA) Funds by the Department of Transportation, Federal Highway Administration, hereinafter called the FHWA, in compliance with Federal laws pertaining thereto, and

WHEREAS, ARRA Funds have been made available by Title 23 of the United States Code, providing for improvements on eligible County Streets, and

WHEREAS, the County certifies that it will request and use funds provided by ARRA and that the funds will be used to create jobs and promote economic growth, and certifies that this project meets the requirement of ARRA.

WHEREAS, regulations for implementing the provisions of the above mentioned act provide that the Federal share of the cost of those projects will be paid only to the State, and

WHEREAS, the regulations further permit the use of funds other than State funds in matching any required Federal Funds for the improvements of those streets, and

WHEREAS, the State is willing to cooperate to the end of obtaining Federal approval of the proposed work and Federal Funds for the construction of the proposed improvement, with the understanding that no State Funds are to be expended on this project, and

WHEREAS, the County is to provide a qualified, full time public employee to be in Responsible Charge (RC) of the project at all times, and

WHEREAS, the State's responsibility is to provide quality assurance and project oversight to ensure that the project is designed, constructed and managed according to Federal rules and regulations. The State will notify the County when Federal funding will be withheld or lost, and

WHEREAS, if the County is to receive Federal participation for any portion of the work on the proposed project, it is necessary all phases of work comply with Federal requirements and procedures, and

WHEREAS, the State shall supervise the contract letting, and

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WHEREAS, this project has been designated as a Full Federal Oversight project, and
WHEREAS, Federal Regulations provide that the County shall not profit or otherwise gain
from local property assessments that exceed the County's share of project costs, and

WHEREAS, the funding for the project under this agreement, includes pass-through
monies from the Federal Highway Administration (FHWA). If a non-Federal entity expends
\$500,000 or more in total Federal awards in a fiscal year, then the A-133 audit is required as
explained further in this agreement, and

WHEREAS, the County desires that this project as shown on attached EXHIBIT "A" be
constructed under the designation of Project No. MAPA-3787(3), as evidenced by the
Resolution of the County dated the 7th day of July, 2009,
attached as EXHIBIT "B" and made a part of this agreement, and

WHEREAS, the total cost of the project which includes: preliminary engineering, final
design, Right-of-Way, nonbetterment utility rehabilitation, construction and construction
engineering is currently estimated to be \$665,700, and

WHEREAS, the project is described as follows:

LaPlatte Road from the BNSF Railroad crossing to Harlan Lewis Road and Harlan Lewis
Road from LaPlatte Road to the BNSF Railroad crossing will be milled and resurfaced with 3"
asphaltic concrete.

NOW THEREFORE, in consideration of these facts, the County and State agree as
follows:

SECTION 1. This project has been designated as Full Federal Oversight and the State shall
present this project to the FHWA for its approval.

SECTION 2. The County further certified that this project meets the requirements of ARRA as
follows:

1. The investment has received the full review and vetting required by law.
2. The County accepts responsibility that this infrastructure investment is an
appropriate use of taxpayer dollars.
3. This investment will be used for MAPA-3787(3), is included in the Statewide
Transportation Plan, and has an overall cost estimate of \$665,700, of which
\$610,700 will be the maximum ARRA payment amount.
4. The County agrees to ARRA reporting requirements and agrees that the State will
not reimburse the County with Federal or State funds unless all ARRA reporting
requirements are met.

SECTION 3. The County understands that payment for the costs of this project, whether they be services, engineering, Right-of-Way, utilities, material or otherwise, are the sole responsibility of the County where Federal participation is not allowable or available. Therefore, where the Federal government refuses to participate in the project or any portion of the project the County is responsible for full project payment with no cost or expense to the State in the project or portion of the project. Should the project be abandoned before completion, the County shall pay all costs incurred by the State prior to such abandonment.

The County shall maintain all correspondence files, books, documents, papers, field notes, quantity tickets, accounting records and other evidence pertaining to costs incurred and shall make such material available at its office at all reasonable times during the contract period and for three years from the date of final payment under this agreement; such records must be available for inspection by the State and the FHWA or any authorized representatives of the Federal government, and the County shall furnish copies to those mentioned in this section when requested to do so.

SECTION 4. The County shall have on file with the State an acceptable drug-free workplace policy.

SECTION 5. Because the County is to receive Federal Funds for any part of this project, the County shall perform the services for all phases of work, including, but not limited to preliminary engineering, environmental studies, acquisition of Right-of-Way, construction (includes construction engineering), etc., according to Federal procedures and requirements as well as the current Local Public Agencies Guidelines Manual for Federal-Aid Projects. Although Federal Funds may be allocated to the project, all phases or certain phases of work will become ineligible for Federal Funds if Federal procedures and requirements are not met.

Prior to beginning any phase of work on the proposed project, the County shall contact the State's Local Projects Division Urban Engineer for direction and assistance to ensure that all project work will be accomplished according to Federal procedures and requirements.

SECTION 6. If the County performs any part of the work on this project itself, the County shall abide by the provisions of the Nebraska Fair Employment Practices Act as provided by Neb.Rev.Stat. §48-1101, through 48-1126, and all regulations relative to nondiscrimination in federally assisted programs of the Department of Transportation, Title 49 CFR, Parts 21 and 27 as set forth in the DISCRIMINATION CLAUSES Section of this agreement.

SECTION 7. The funding for the project under this agreement includes pass-through Federal monies from the FHWA. According to the Single Audit Act Amendments of 1996 (signed into law by President Clinton on July 5, 1996) and the implementing regulations contained in OBM

Circular A-133, the A-133 Audit is required if the non-Federal entity expends \$500,000 or more in total Federal awards in a fiscal year. Non-Federal entity means state and local governments and non-profit organizations.

The County shall have its finance officer or auditor, review the situation to determine what the County must do to comply with this Federal mandate. If applicable, the expenditures related to the FHWA should be shown in the Supplementary Schedule of Expenditures of the Federal Awards under U.S. Department of Transportation as a pass-through Nebraska Department of Roads, Federal CFDA Number 20.205. If an A-133 Audit is performed, the County shall send the audit report to the Nebraska Department of Roads, Highway Audits Manager, P.O. Box 94759, Lincoln, NE 68509-4759.

SECTION 8. The County shall assign a person to be in RC of the project at all times. The County shall provide the State with current project schedules, submittal dates and critical milestone dates. The County shall notify and keep the State informed on all project issues. The County shall notify the State of all project coordination meetings. The State must be invited to the project environmental scoping meeting, Plan-In-Hand field review, public meetings/hearings, preconstruction meeting and the final inspection.

SECTION 9. The total cost of the project which includes: preliminary engineering, final design, Right-of-Way, nonbetterment utility rehabilitation, construction and construction engineering is currently estimated to be \$665,700. The Federal Share of the project is to be 100 percent of the awarded construction amount, construction engineering costs (capped at 13 percent of the awarded amount) and flat fee of \$2,500 for ARRA audits which is currently estimated to be \$610,700 up to a maximum amount of \$610,700. The County's share of the project is to be 100 percent of all actual eligible costs of preliminary engineering and Right-of-Way and 100 percent of all costs over the capped construction and construction engineering amounts which is currently estimated to be \$55,000. Progress billings may be submitted no more often than monthly. The State will reimburse the Contractor using SiteManager. The State will invoice the County for any costs over the maximum ARRA reimbursement amount.

The final settlement between the State and the County will be made after the State accepts the project and the final costs have been determined by the State. The amount of the final settlement between the State and the County will be the difference between:

- (1) (a) the net expenditure by the County for actual cost items
- (b) Plus the value of work performed by the County based on agreed prices

- (c) Plus cash advances by the County to the State.
 - (d) Less previous payments by the State to the County AND,
- (2) The County share of the project cost.

If (1) is greater than (2) the State will pay to the County the difference within thirty days after that determination has been made. If (2) is greater than (1) the State will bill the County for the difference. The County agrees to pay the State the amount of such bill within thirty days of its receipt.

Costs incurred by the State with respect to the entire project must be considered as a part of the cost of the project to be paid out of County and Federal funds. The State may, at its discretion, initiate progress invoices for costs incurred by the State during the progression of the project and the County agrees to pay such invoices within thirty days of their receipt. The County's share of the total project cost will be all costs not paid for by Federal funds.

The criteria contained in Part 31 of the Federal Acquisition Regulations System (48 CFR 31) will be applied to determine the allowability of costs incurred by the County under this agreement.

Final payment consisting of the retention withheld minus the State incurred expenses will not be reimbursed to the County until the County has filed a completed State DR Form 299 with the State, and both the County and the State have signed it. Once the DR Form 299 is signed by the County, no reimbursement requests will be accepted by the State and the FHWA.

SECTION 10. The parties agree that preliminary engineering, which includes project design, plan development, environmental studies and final design, will be accomplished by the County or a State certified Consultant selected by the County. If a Consultant is to be selected, the method of procurement and evaluation must follow all guidelines and requirements outlined in the State's Federal Aid Guidelines Manual for LPA's. That State will review and approve the Request for Proposals prior to advertising. Any PE work performed prior to Federal authorization and receipt of a Notice to Proceed will not be eligible for Federal Aid.

It is understood by the parties that the State will rely on the professional performance and ability of the County or their Consultant. Any examination by the State, or acceptance or use of the work product of the County or their consultant will not be considered to be a full and comprehensive examination and will not be considered an approval of the work product of the County or their Consultant which would relieve the County from any liability or expense that would be connected with the County's sole responsibility for the propriety and integrity of the professional work to be accomplished by the County.

SECTION 11. The County or its Consultant shall design the project according to the current AASHTO Policy on Geometric Design of Highways and Streets, the Nebraska Minimum Design Standards of the Board of Public Roads Classifications and Standards and to the Americans with Disabilities Act (ADA) Accessibility Guidelines. All plans, specifications and bid proposals, permits and any other contract documents must be submitted to the State prior to any bid letting by the State. Any deviations from the above publications must be approved by the State.

SECTION 12. ENVIRONMENTAL RESPONSIBILITY

The County shall be responsible to complete any federally required environmental actions, commitments, and documents for this project, and receive approval by the State and the FHWA **prior** to proceeding with appraising property, acquiring any Right-of-Way, or final design for the project.

When it is determined that a public hearing is a Federal requirement for the project, the County shall offer an opportunity for a location or design hearing or combined location and design public hearing.

If a public hearing is required, the County shall contact the State's Public Hearing Officer (PHO) prior to doing any public hearing activity, so the PHO can advise the County of the proper procedures and policies for conducting the hearing. The County can contact the State's PHO by calling (402) 479-4871.

SECTION 13. The County shall be responsible for preparing and executing any railroad agreement or agreements required for this project. The County shall send a copy of the executed railroad agreements to the State prior to advertising the project for bids. Should the railroad agreement include work to be performed by the Railroad as part of the project, which is eligible for reimbursement, the County shall pay the Railroad and bill the State for reimbursement. The State will reimburse the County according to the payment section in this agreement.

SECTION 14. Any utility rehabilitations or installations made within the Right- of-Way on this project after execution of this agreement must be in accordance with the provisions of Federal-Aid Highway Policy Guide, 23 CFR 645A, "Utility Relocations, Adjustments and Reimbursement", and Federal-Aid Policy Guide, 23 CFR 645B, "Accommodation of Utilities" issued by the U.S. Department of Transportation, Federal Highway Administration, or a State approved Utility Accommodation Policy. In order to receive Federal-Aid Funds for this improvement, the County shall follow the current "Policy for Accommodating Utilities on State Highway Right-of-Way." Any work within the State Right-of-Way requires a permit. The County

shall contact the State's District Engineer or Permits Officer to determine if a permit or permits is needed for the project and to make application for those permits if necessary.

All nonbetterment municipally owned and operated utility rehabilitation costs within the corporate limits of the County will become a project cost, but that outside the corporate limits, only the nonbetterment portion of the rehabilitation costs of facilities currently occupying private Right-of-Way will be reimbursed. Further, there will be no Federal reimbursement for private or nonmunicipally owned and operated utilities if they are located on public Right-of-Way, however, nonbetterment costs of privately owned and operated utilities will be reimbursed if they exist on privately owned Right-of-Way and it is necessary to rehabilitate the utilities due to this project. All such reimbursements will be based on items and estimates submitted by the utility and approved by the County and State. Should this project necessitate the nonbetterment rehabilitation of any privately owned and operated utilities, then the County shall send the State an estimate of those nonbetterment utility rehabilitation costs prior to the work being done. The County shall pay for utility nonbetterment rehabilitation and then bill the State for those eligible reimbursement costs. All reimbursements will be based on the actual costs of material, services and labor. This will be subject to audit, if the State deems that one is necessary.

SECTION 15. The Federal law governing acquisition and relocation on federally assisted projects is Public Law 91-646, the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, commonly called just the Uniform Act. The County shall comply with the Uniform Act, and the State's Right-of-Way Acquisition guide for new LPA's.

The Uniform Act applies whenever Federal dollars are used in any phase of a project, such as planning, engineering, environmental studies, or construction. **The Uniform Act must be followed even if there is NO Federal funding in the right-of-way phase.** The State's Relocation Assistance Act, Neb. Rev. Stat. 76-214 through 76-1238 applies on all projects.

Prior to beginning Right-of-Way appraisals and acquisition, the County shall submit to the Local Projects Division Urban Engineer Right-of-Way plans, legal descriptions and an estimate for review and approval. If acceptable, the State will issue the County a Notice-to-Proceed with the Right-of-Way work phase.

The County shall present to the State, a Right-of-Way Certificate that certifies the County has complied with the Uniform Act requirements and that the project is ready for construction. The State will grant the County authorization to proceed with the construction phase of the project, if the documentation submitted by the County supports the Right-of-Way Certificate.

SECTION 16. The County at no cost to the project, shall clear the present Right-of-Way of this project of all advertising signs. The County at no cost to the project, shall clear any other privately owned facility or thing that may interfere with the construction, maintenance and operation of the improvement planned in this project, and keep the old and new Right-of-Way free of future encroachments, except those authorized by permit.

SECTION 17. The County shall locate and reference or have located and referenced all section corners, quarter section corners and subdivision lot corners required for construction of the proposed project in accordance with Section 39-1708 et. seq., R.R.S. 1943 as amended.

SECTION 18. The Federal share of this project must be reduced by any project specific local property assessments that exceed the appropriate local share on this project. This is subject to State review.

SECTION 19. The County shall certify after accomplishment, that any Right-of-Way for this improvement not donated in compliance with FHWA guidelines will be acquired in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended, 49 CFR 24, and the NDOR Right-of-Way Manual as approved by FHWA.

SECTION 20. Prior to advertising the project for bids, the County shall submit a Right-of-Way Certificate and the final plans package (100 percent full size plans, specifications, summary of quantity sheets, status of utilities, environmental permits and other PS & E required documents) to the State's Local Projects Division Urban Engineer for review. The State and County agree the State is to advertise and conduct a letting and receive bids for the County on the contemplated improvement. The selection of the lowest responsible bidder and the awarding of a contract or contracts must be concurred in by the County prior to State award. The County shall sign the Contract or Contracts.

SECTION 21. The State and County agree that the construction engineering, which is an eligible project expense and which includes construction management, staking, inspection and field testing, will be accomplished by County forces or a State Certified Consultant selected by the County.

The County agrees, if a Consultant is to be selected, that the method of procurement and evaluation and the resulting agreement between the Consultant and the County must conform to the State's standard practices and will be subject to State review and concurrence prior to agreement execution between the County and the Consultant. **Any CE work performed prior to Federal authorization and receipt of a NTP will not be eligible for Federal funding.**

The County shall provide a Project Manager to oversee the project and to ensure that the construction engineering performed by County forces or the County's Consultant comply with

requirements for Federal funding. The Project Manager's services include, but are not limited to, arranging the preconstruction conference, keeping the State's District Construction Representative informed of project start and ending dates, and other scheduled construction milestones, and project management as required and preparing contractor change orders and supplemental agreements.

The inspection, sampling and testing of all materials must be done in accordance with the current State of Nebraska Standard Specifications for Highway Construction, the State Materials Sampling Guide, Quality Assurance Program for Construction, and the State Standard Methods of Tests (www.transportation.nebraska.gov) or applicable AASHTO or ASTM procedures. The County shall provide adequate quality control, construction administration on the project and will be responsible for the sampling and delivery of project materials for testing to a qualified laboratory. In all cases, the State will provide a State District Construction Representative designated by the State on a part-time basis, who will inspect the project, perform quality assurance, and ensure that the County is in compliance with the contract, plans, specifications, scope of work, regulations, statutes, etc., in order that Federal Funds may be expended on the project. Upon project completion, the County shall complete and sign a State DR Form 299, "Notification of Project Completion and Materials Certification" and provide it to the State District Construction Representative for further action.

The County by signing DR Form 299 certifies that all sampling and test results of materials used on the project, manufacturer's certificates of compliance and manufacturer's certified test reports meet contract requirements and are on file with the County and the County shall make them available for inspection to the State and the FHWA or their authorized representatives when requested in writing to do so.

The State District Construction Representative assigned to the project will conduct a final review of the project and will determine if the project is acceptable. If the State District Construction Representative determines the project is acceptable, the State District Construction Representative will sign the DR Form 299 and send it to the State District Engineer for signature. The State District Engineer will forward the form to the State's Local Projects Division Urban Engineer for signing, project closeout and final payment. If the State District Construction Representative determines the project is not acceptable, the State District Construction Representative will notify the County's Project Manager in writing of what needs to be done to bring the project into compliance for acceptability before the State District Construction Representative will sign the DR Form 299 and recommend the project for closeout. The County shall contact the State's District Engineer for State District Construction

Representative assignment. It is understood that any construction engineering services furnished by the State will be part of the cost of the project and the State's expenses will be included as costs of the project, as specified in the reimbursement section of this agreement.

SECTION 22. Changes to the County streets which affect the function or operation of the improvement made either during construction or after the project is completed, will require prior approval of the State. Requests for changes during project construction must be made to the State Representative who will then forward it to the Local Projects Division Urban Engineer for final approval.

Upon project completion and final review, the County shall send one set of "As-Built" plans to the State's Local Projects Division Urban Engineer and one set to the State's District Engineer.

SECTION 23. Upon project completion, the County shall maintain the project at its own expense, and agrees to make provisions each year for the maintenance costs involved in properly maintaining this facility. The County shall also be responsible for any required environmental commitments and monitoring after the construction of the project. The County will release and hold harmless the State and FHWA from any suits brought against the State arising out of the County's construction and maintenance.

SECTION 24. Traffic control during project construction must conform with the Manual on Uniform Traffic Control Devices. Before final acceptance of the project by the State, all signing and marking must be in conformance with the current Manual on Uniform Traffic Control Devices.

SECTION 25. DISADVANTAGED BUSINESS ENTERPRISES

A. Policy

The County shall ensure that disadvantaged business enterprises as defined in 49 CFR Part 26 shall have the maximum opportunity to participate in the performance of contracts financed in whole or in part with Federal Funds under this agreement. Consequently, the disadvantaged business requirements of 49 CFR Part 26 are hereby made a part of and incorporated by this reference into this agreement.

B. Disadvantaged Business Enterprises Obligation

The County and State shall ensure that disadvantaged business enterprises as defined in 49 CFR Part 26 have the maximum opportunity to participate in the performance of contracts and subcontracts financed in whole or in part with Federal Funds provided under this agreement. In this regard, the County shall take all necessary and reasonable steps in accordance with 49 CFR Part 26 to ensure that disadvantaged business enterprises have the

maximum opportunity to compete for and perform contracts. The County shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of FHWA assisted contracts.

The County, acting as a subrecipient of Federal-aid funds on this project shall adopt the disadvantaged business enterprise program of the State for the Federal-aid contracts the County enters into on this project.

Failure of the County to carry out the requirements set forth above shall constitute breach of contract and, after the notification of the FHWA, may result in termination of the agreement or contract by the State or such remedy as the State deems appropriate.

SECTION 26. NONDISCRIMINATION CLAUSES

During the performance of this agreement, the County, for itself, its assignees and successors in interest agrees as follows:

- (1) Compliance with Regulations: The County shall comply with the Regulations of the Department of Transportation relative to nondiscrimination in federally assisted programs of the Department of Transportation (Title 49, Code of Federal Regulations, Parts 21 and 27, hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this agreement.
- (2) Nondiscrimination: The County, with regard to the work performed by it after award and prior to completion of the contract work, shall not discriminate on the basis of disability, race, color, sex, religion or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The County shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix "A," "B," and "C" of Part 21 of the Regulations.
- (3) Solicitations for Subcontracts, Including Procurements of Materials and Equipment: In all solicitations either by competitive bidding or negotiation made by the County for work to be performed under a subcontract, including procurements of materials or equipment, each potential subcontractor or supplier shall be notified by the County of the County's obligations under this agreement and the Regulations relative to nondiscrimination on the basis of disability, race, color, sex, religion or national origin.
- (4) Information and Reports: The County shall provide all information and reports required by the Regulations, or orders and instructions issued pursuant thereto, and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the State or the FHWA to be pertinent to ascertain compliance

with such Regulations, orders and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information, the County shall so certify to the State, or the FHWA as appropriate, and shall set forth what efforts it has made to obtain the information.

- (5) Sanctions for Noncompliance: In the event of the County's noncompliance with the nondiscrimination provisions of this agreement, the State will impose such contract sanctions as it or the FHWA may determine to be appropriate, including but not limited to,
- (a) withholding of payments to the County under this agreement until the County complies, and/or
 - (b) cancellation, termination or suspension of this agreement, in whole or in part.
- (6) Incorporation of Provisions: The County shall include the provisions of paragraph (1) through (6) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, order, or instructions issued pursuant thereto. The County shall take such action with respect to any subcontract or procurement as the State or the FHWA may direct as a means of enforcing such provisions including sanctions for noncompliance: Provided, however, that, in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the County may request the State to enter into such litigation to protect the interests of the State, and in addition, the County may request the United States to enter into such litigation to protect the interests of the United States.

SECTION 27. It is mutually agreed that the final approval of the project will be made by the State and that final project close-out and final payment cannot be made to the County until the project has been approved by the State.

IN WITNESS WHEREOF, the County and State hereto have caused these presents to be executed by their proper officials thereunto duly authorized as of the dates below indicated.

EXECUTED by the County this 7th day of July, 2009.

WITNESS:
Deb Houghtaling



COUNTY OF SARPY

Debra J. Houghtaling
County Clerk

Donie Jones
County Board Chair

EXECUTED by the State this 13th day of September, 2009.

STATE OF NEBRASKA
DEPARTMENT OF ROADS
Jim Wilkinson, P.E.

Jim Wilkinson
Local Projects Division Engineer

RECOMMENDED:

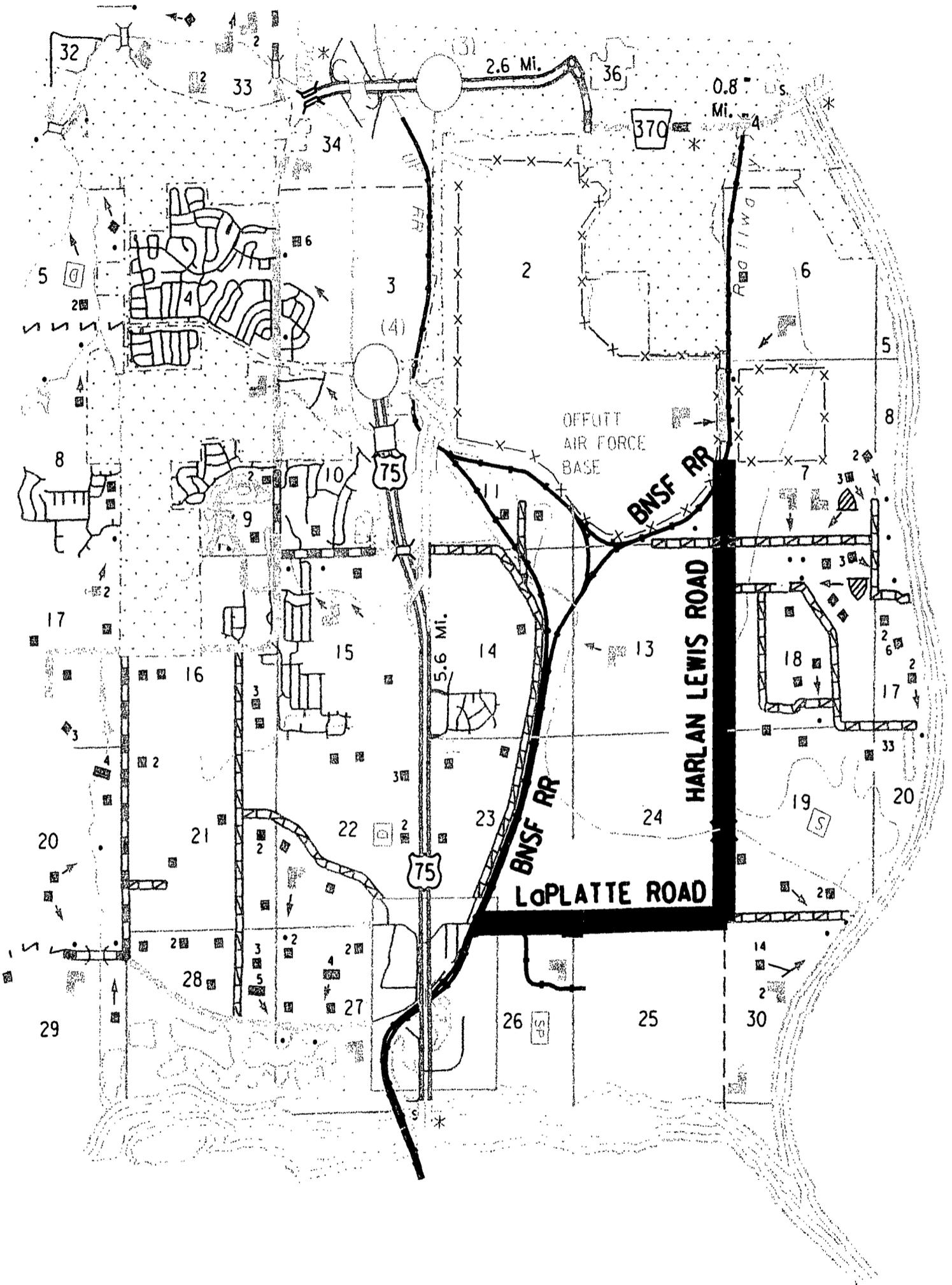
Timothy W. Weander, P.E.

Timothy W. Weander
District 2 Engineer

AGR15-ZO

COUNTY OF SARPY

NEBRASKA



MAPA-3787(3)

C.N. 22393

EXHIBIT "A"

BOARD OF COUNTY COMMISSIONERS
SARPY COUNTY, NEBRASKA

RESOLUTION AUTHORIZING CHAIRMAN TO SIGN AGREEMENT FOR FUNDING
FOR IMPROVEMENTS TO LAPLATTE ROAD & HARLAN LEWIS ROAD IN SARPY
COUNTY, NEBRASKA

WHEREAS, pursuant to Neb. Rev. Stat. §23-104(6) (Reissue 2007), the County has the power to do all acts in relation to the concerns of the county necessary to the exercise of its corporate powers; and,

WHEREAS, pursuant to Neb. Rev. Stat. §23-103 (Reissue 2007), the powers of the County as a body are exercised by the County Board; and,

WHEREAS, an Agreement has been proposed by which the Nebraska Department of Roads would facilitate the acquisition of Federal funding for improvements to LaPlatte Road and Harlan Lewis Road in Sarpy County, Project No. MAPA-3787(3), CN No. 22393, as further described in said Agreement.

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BE IT FURTHER RESOLVED that Chair and Clerk are hereby authorized to execute said agreement on behalf of Sarpy County, Nebraska.

DATED this 7th July day of June, 2009.

Moved by Rich Jansen seconded by Rusty Hike, that the above Resolution be adopted. Carried.

YEAS:

NAYS:

ABSENT:

[Handwritten signature]

none

none

[Handwritten signature]

[Handwritten signature]

[Handwritten signature]

[Handwritten signature]



ABSTAIN:

none

[Handwritten signature]
County Clerk

Approved as to form:

[Handwritten signature]
Deputy County Attorney