VILLAGE OF FREEBURG

FREEBURG MUNICIPAL CENTER
14 SOUTHGATE CENTER, FREEBURG, IL 62243
PHONE: (618) 539-5545 • FAX: (618) 539-5590
Web Site: www.freeburg.com

March 5, 2012

NOTICE
MEETING OF THE ELECTRIC COMMITTEE
(Blaies/Smith/Matchett)

An Electric Committee Meeting of the Village of Freeburg will be held at the Municipal Center, Executive Board Room, **Wednesday, March 7, 2012, at 5:30 p.m.**

ELECTRIC COMMITTEE MEETING AGENDA

I. Items to be Discussed

A. Old Business
1. Approval of February 8, 2012 minutes
2. Franchise Fee (Ameren)
3. Highway lighting
4. HAPS
5. Portable Generator repair and replacement
6. Fuel Cost Adjustment
7. Arc Flash Study
8. Spill containment/Wiegmann's expansion
9. Lineman/Safety Training
10. Digger truck/Demo
11. American Tower Request
12. Charter Agreement
13. Work on electric poles/transformers behind grade school
14. Shed
15. Security at North Power Plant

B. New Business
1. IMEA Monthly Review of Operations for January 2012

C. General Concerns

D. Public Participation

E. Adjourn

At said Electric Committee Meeting, the Village Trustees may vote on whether or not to hold an Executive Session to discuss the selection of a person to fill a public office [5 ILCS, 120/2 – (c) (3)], litigation [5 ILCS, 120/2 - (c)(11)] personnel [5 ILCS, 120/2 – (c) (1) a.]; or real estate transactions [5 ILCS, 120/2 - (c)(5)].

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ELECTRIC COMMITTEE MEETING
Wednesday, March 7, 2012 at 5:30 p.m.

The meeting of the Electric Committee was called to order at 6:04 p.m. on Wednesday, March 7, 2012 by Chairman Mike Blaies. Committee members present were Chairman Mike Blaies, Trustee Steve Smith, Trustee Ray Matchett, Trustee Rita Baker, Mayor Ray Danford, Village Clerk Jerry Menard, Public Works Director Ron Dintelmann, Assistant Public Works Director John Tolan, Village Administrator Dennis Herzing and Office Manager Julie Polson.

A. OLD BUSINESS:

1. Approval of February 8, 2012 Minutes: *Trustee Steve Smith motioned to approve the February 8, 2012 minutes and Trustee Ray Matchett seconded the motion.* All voting aye, the motion carried.

2. Franchise Fee (Ameren): Nothing new.

3. Highway lighting: Nothing new.

4. HAPS: Per the recommendations of Attorney LaDonna Driver, we are waiting to conduct the final testing due to EPA language related to tests performed prior to that date. Dennis told the committee BHM&G has requested to bill down to 5% on the HAPS project and he agreed to that.

5. Portable Generator Repair and Replacement: Ron is going to work on this. Mike asked where we use portable generators and John said they can be used to run the pumps at the West Plant and Meadowbrook lift station, the warming shelters. We are looking at possibly putting two in next year's budget.

6. Fuel Cost Adjustment: John said he and Jane looked at the current security light program. We charge $6 for 100 watt lights and $12 for 250/400 watt lights. Currently, we have 166 customers with a 100 watt security light and 25 customers with a 250/400 watt light. The customer is required to sign a two-year agreement. The average cost of a 100 watt light is $4.55 and $13.46 for a 250/400 watt. John would like to see our ordinance rewritten and raise the rates. He believes a new customer should pay for the costs if they want a light and a pole needs to be installed. Right now the cost of the streetlights is being covered by the fuel factor. Since we have a good count on streetlights, Dennis would like to review the numbers and look at our existing ordinance and talk about that at next month's meeting. Dennis informed the committee IMEA is going to raise our price for power. Dennis said we haven't passed any of the recent IMEA increases onto our customers. Those have been absorbed by the Village.

7. Arc Flash Study: BHM&G conducted the arc flash training last Thursday that lasted approximately 2.5 hours. Ron, John and Dennis were also present and said the training was pretty thorough. Attached to the packet are BHM&G's recommendations to upgrade our relays which include replacing 10 relays at the old plant with microprocessor relays, 20 test switches and 10 covers to cover the existing holes. The cost would be $77,900 which includes installation and programming. They also quoted a price of $13,600 to have the entire electrical distribution

systems relays tested (70 relays). This should be done every 3 - 5 years and our relays have not been tested since 2002. By fixing the relays, the power plant will work more efficiently and eliminate nuisance trips. Dennis would like for BHM&G to put the relays out for bid and he will bring that back to the committee in the form of a formal approval. Dennis said most of our locations have a very low arc flash risk and we only had a couple locations with a higher risk to them. We will probably only need to purchase a coverall instead of the full arc flash suit and we might be able to rent the coverall. Dennis still needs to get a copy of the summary of the study to the committee.

8. Spill containment/Wiegmann: Dennis provided a handout summarizing the conference call he, Ron and John had with Dean Park this morning. Dean has measured all the loads and the calculations are done. Based on BHM&G's proposal, Dennis thinks our guys can do all of the work which would get the cost down to $100,000 - $130,000. The estimate provided is just our portion of the work that needs to be done and does not include the $30,000 grant from IMEA. Both John and Dennis reminded the committee this is a safety and environmental nightmare that needs to be taken care of. Wiegmanns is our largest electric customer and we need to take care of them. We will now meet with Wiegmanns and try to get this scheduled as quickly as possible. It will probably take most of the summer to complete.

9. Safety Training: John said we have the arc flash training through IMUA later this month.

10. Digger truck/demo: John and Dennis met with the Altec representative who provided a revised quote. We had asked for a $10,000 reduction and a 3-year warranty. He reduced the cost of the digger truck by $3,484.00 and included the second year warranty cost of $3,525.00 for a total savings of $7,009.00 off the original quote. Dennis said he was a little disappointed there wasn't a bigger reduction and also said he doesn't think we have much choice. There was some question on whether it should have included a two or three year warranty and John will check into that. This digger truck will be a replacement from our current one. We would like to keep that one to use as a crane and save on the wear and tear of the new truck for as long as we can.

Trustee Steve Smith motioned to recommend to the full Board the purchase of the Altec Digger Truck at a cost not to exceed $239,832 contingent on confirmation of the warranty and Trustee Ray Matchett seconded the motion. All voting aye, the motion carried.

11. American Tower Request: Item can be taken off the agenda.

12. Charter Agreement: Dennis said he has been in contact with Charter and they have finally come to an agreement with respect to the pole agreement. They have agreed the old agreement is still valid which states we will be paid $5 per pole on a yearly basis. We estimate 800 poles and Dennis said he calculated the cost to be $46,000. He used 2001 as a starting point because that is the year Charter took over from AT&T. He suggested we split the cost and Charter agreed to pay us $23,000. Charter asked if we were going to raise our pole attachment fee and Dennis said only if he found out we had a significantly higher pole count. John said the poles were counted today and we have 895 poles. Going forward, we will charge $5 per pole per year and Mike asked that this agreement be placed on the spreadsheet. He also asked for the spreadsheet to be put back on the agenda. Once this issue has been taken care of, we will address the franchise agreement.

13. Work on electric poles/transformers behind grade school: This project will be done over the summer.

14. Shed: Ron is going to start work on the shed design. Dennis, Ron and John have discussed this project and feel the $100,000 we recently received should be used towards the shed. We have very expensive equipment that needs to be taken care of and the committee agreed. Dennis will start working on the grant paperwork.

15. Security at North Power Plant: John said the fence has been fortified a little more, keypads are hooked up, the first call goes Cencom and the tattletale (outdoor sensors) have been ordered and should be here next week.

B. NEW BUSINESS:

1. IMEA Monthly Review of Operations for January, 2012: Dennis said this was provided for informational purposes.

Three applications for lineman/apprentice lineman have been received and John has talked to all of them advising this is an ongoing process. We may ask the qualified applicants to come out for a visit and gauge their interest at that time. Mayor Danford said we may want to protect the Village and think about requiring an employee to reimburse us for training costs if they leave Village employment.

John would like to surplus our 1968 bucket truck. We will get that on the next board meeting agenda. John said he is looking at additional lighting on Kessler Road.

C. GENERAL CONCERNS: None.

D. PUBLIC PARTICIPATION: None.

E. ADJOURN: *Trustee Steve Smith motioned to adjourn at 7:29 p.m. and Trustee Ray Matchett seconded the motion.* All voting aye, the motion carried.

Julie Polson
Office Manager

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ELECTRIC COMMITTEE MEETING
Wednesday, February 8, 2012 at 5:30 p.m.

The meeting of the Electric Committee was called to order at 5:30 p.m. on Wednesday, February 8, 2012 by Chairman Mike Blaies. Committee members present were Chairman Mike Blaies, Trustee Steve Smith, Trustee Ray Matchett, Assistant Public Works Director John Tolan, Village Administrator Dennis Herzing and Office Manager Julie Polson.

A. OLD BUSINESS:

1. Approval of January 11, 2012 Minutes: *Trustee Steve Smith motioned to approve the January 11, 2012 minutes and Trustee Ray Matchett seconded the motion.* All voting aye, the motion carried.

2. Franchise Fee (Ameren): Nothing new.

3. Highway lighting: Nothing new.

4. HAPS: We only have the final testing to do.

5. Portable Generator Repair and Replacement: Nothing new.

6. Fuel Cost Adjustment: John will get meter readings off the lights to make sure we are in line with what we are charging for the lights.

7. Arc Flash Study: Dennis and John reported we received the report and have invited BHM&G to come out and review it with us. We want the highlights pointed out and Steve asked if there was a summary included in the report. Dennis believes there is and he will get a copy to everyone. The report provides suggestions of what needs to be done. Dennis said he wants a list of items prioritizing the most dangerous items that need to be taken care first.

8. Spill containment/Wiegmann: Dennis, John and Dean Park met today with Tom Hottenrott and representatives of Wiegmann's and said it went really well. John said we might be able to start measuring the loads next week. These measurements are used by Dean to design the transformers correctly. Dennis said Wiegmann's could possibly save up to $20,000 a year and we will be eliminating tremendous safety problems and environmental containment issues. The total cost of the project will be approximately $150,000.

9. Safety Training: John doesn't have anything on safety training, but said Tyler completed the Basic Regulator Training seminar conducted by Fletcher-Reinhardt. John asked Tyler to bring in all his certifications so they can sit down with IMEA and see where he is. He thinks Tyler has about 1.5 - 2 years to go on his lineman training. Steve asked if we are going to look for another lineman. The committee agreed to advertise for a lineman through the Belleville News Democrat and also put the ad back on the website.

10. Digger truck/demo: The Altec quote was discussed. John said as you can see from the quote, it is customized to Freeburg's specifications. Dennis said the guys did a really good job of designing the truck with the features they needed and didn't go overboard. Both Mike and Steve asked if any other company could provide a quote to us. John said he went to Altec because our other trucks are Altec trucks and the communities that are part of our Mutual Aid Agreement have Altec trucks. The committee asked John to go back and see if Altec can give us any price break on the quote to prevent us from going out to bid on the truck. John said we need a new truck now and if we go with this Altec truck, it will take nine months to have it built.

11. American Tower Request: We have not heard back from American Tower. Item can be taken off the agenda.

12. Spreadsheet of agreements: A copy of the spreadsheet was provided and Julie will get it updated to add in additional agreements. John mentioned that he and Dennis met with Charter about getting their facilities off the poles on Jefferson Road leading to SAVE site. Dennis said the talks are moving forward with getting a pole rental agreement executed with Charter. Neither he nor Charter could find any signed agreement increasing the $5 per pole charge to $10 per pole charge. Dennis said he would prefer to cover the entire length of time at the lower per pole charge and invoice Charter for that. He also told Charter he wouldn't talk to them about the franchise agreement until an agreement could be reached on the pole rental agreement. This item will be added to the agenda.

13. Work on electric poles/transformers behind grade school: John said this project will be done over the summer. Dennis said the next big safety issue that needs to be addressed is the transformer outside the school window and Dean Park will need to design this. Dennis would like to put this project in the budget and John said the school should help contribute on the cost.

14. Shed: Nothing new.

Steve asked about the 3-to-5 year plan and Dennis said he needs to start working on it. Steve found a camera that can read facial features and license plates. John advised the committee the north power plant was broken into again and a bolt cutter and copper wire was stolen. He had the guys out there and spent a lot of time securing the area. He said the alarm system is live and all calls go directly to Cencom. He has a quote from HD Supply for a wireless motion detector that monitors motion, heat and smoke. It would cost $2,000 for the initial system and $500 a year for cell phone service. All the calls would go straight to Cencom. You can mount the system anywhere you want to. Dennis said we need to do something and John agreed. The committee agreed to order the motion detection system and directed John to look into the camera system.

B. NEW BUSINESS:

1. Chubb Inspection Report 1/9/12: Dennis said Chubb performed the air tank inspection even though we did not have our boiler policy through them. There was a lag in the cancellation paperwork. We have received our refund from Chubb.

2. HD Supply Quote for Alarm System: Discussed above.

3. Itron Maintenance Renewal: John said this is the software/handheld/Bluetooth for the radio read meters. Dennis said this is a yearly renewal.

4. IMEA Summary of Operations: Provided for informational purposes. Dennis said Prairie State's first unit should go online this month.

C. **GENERAL CONCERNS:** Mike asked to reschedule the March Electric meeting since he and John will be at the Legislative Rally. It was reset to 3/7/12 at 5:30 p.m. Julie will check with Rita to see if Personnel can be moved to that night at 6:30 p.m. Dennis advised the committee that he did receive the Safe Routes to School plans today. He and John went out and looked at the site and said the drawings don't look quite right. Dennis will contact Marsha from TWM and schedule a meeting with her to come out and review the plans.

D. **PUBLIC PARTICIPATION:** None.

E. **ADJOURN:** *Trustee Steve Smith motioned to adjourn at 6:43 p.m. and Trustee Ray Matchett seconded the motion.* All voting aye, the motion carried.

Julie Polson
Office Manager

BARNES, HENRY,
MEISENHEIMER & GENDE, INC.
Engineers Serving Municipalities and Utilities

March 5, 2012

Mr. Dennis Herzing,
Village Administrator
14 Southgate Ctr
Freeburg, IL 62243-1541

REF: Municipal Electric System
B0002

Subject: South Substation Relay Upgrades

Dear Dennis:

BHMG's proposal as described below is for upgrading the protective relays at the South Substation that could not be set correctly for load and coordination and ARC Flash. BHMG will do the project as a turnkey project for a fixed sum listed below.

Microprocessor based protective relays often combine protective functions thus allowing a single relay to perform such functions as time overcurrent, overload, instantaneous overcurrent, over/under voltage and reclosing functions. By being package in one multi-function unit, the different functions are coordinated to provide more effective protection. The protective curves that are selected can be fully coordinated and be applied to fit the actual needs of the system rather than just choosing the curve that fits closest as would occur with electromechanical relays. As of now the neutral relay trips are pulled at the South substation on some feeders because of nuisance tripping due to the fact that the electromechanical relays have a small window of settings as compared to the Microprocessor relays. The existing relays make it impossible to coordinate the system and provide the arc flash protection that is necessary.

Another advantage of microprocessor-based relays is maintained accuracy. Over time the accuracy of mechanical relay elements drift. Thus the settings may periodically require adjustments because the measuring elements will change in their reaction to the electrical function they are monitoring. Microprocessor relays don't have this issue because they are digital.

Microprocessor based protective relays provide operation and fault monitoring in the relay's event records. When an event occurs the relay will record the time it occurred and the electrical quantities that caused it. Thus by comparing the fault record with the relay settings it can be determined why a certain trip occurred. This is a great aid in troubleshooting nuisance or unexplained trips that may occur for no viable reason. When microprocessor-based protective relays are installed on all breakers, then the

clocks can be coordinated and a determination can be made as to which device operated first, thus providing a sequence of events which will aid in fault analysis.

Communications is another area of advantage provided by microprocessor-based relays. These units can be connected to your SCADA system and provide the data to your desk top rather than going to the relay to check the event record. Even metering, status and control functions can be handled through communications with the relay.

There are a total of 10 relays at the South Substation that needs to be replaced. Our proposal includes the 10 Microprocessor relays, 20 test switches, and 10 covers or skins to cover the existing holes plus installation and programming.

Lump Sum Turnkey Cost: **$77,900.00**

The Village of Freeburg has expressed interest in having their entire electrical distribution systems relays tested. Electro-mechanical relays should be tested every three years, while Microprocessor relays should be tested every three to five years. The relays have not been tested since approximately 2002.

There are approximately 70 relays in the Villages system. BHMG's proposal as described herein is for performing testing and functionality testing of approximately 70 relays. A report and test sheets will be provided upon completion of testing. Circuits might need to be tied together in the system and the Village will be responsible for tying the circuits together to perform the required test.

Cost Not to Exceed for Testing Relays **$13,600.00** last cost one

BHMG appreciates this opportunity to provide this proposal. Should any questions arise as you review it, please call at your convenience.

Best regards,
BHMG Engineers, Inc.

Chuck E. Fiessinger

Chuck E. Fiessinger, P.E.
Vice-President

MEMORANDUM

To: Dennis Herzing

From: Dean Park

Subject: 3/7/12 conference call regarding Improved service to Wiegmann

Date: March 7, 2012

Copies: Ron Dintelmann, John Tolan

Project No.: B1019

This morning; Dennis, Ron, John, and I held a teleconference to discuss progress with the project at the Wiegmann plant. The project has several purposes: 1) increase safety and gain compliance with National Electrical Safety Code requirements and U.S. EPA requirements, 2) improve the efficiency of energy delivery to the plant, 3) modernize the electric service facilities (those owned by the Village), and 4) prepare for a future conversion from the Village's older 4kv distribution system to its new 12kv distribution system. Part of the improvements will be funded through a three year grant program sponsored by the IMEA.

During February, the City's electric crew and Wiegmann's electrical staff cooperated to measure the electrical load at each service location serving the plant. The electronic data files were sent to me for analysis. That analysis is now complete. BHMG has segregated the various electrical loads into secondary voltage classes and transformer groupings in order to determine the best method for replacing some old, existing aerial

transformers with newer, smaller, more efficient transformers. Together, all of the existing transformers (both aerial and pad mount) total 5,879.5kva. All of the aerial transformers must be removed and replaced with new pad mount transformers. But, since the existing transformers are greatly oversized, they waste energy through inefficient use. Their replacements can be much smaller.

In addition to the replacement of the aerial transformers, consideration should be given to the future elimination of some of the other transformers on the site that do not require replacement at this time, but which will need to be replaced at some time in the future when the distribution circuit is converted to 12kv. The transformers that are to be installed as a part of this project will have sufficient capacity to assume some of that load. Only two of the four older pad mount transformers will need to be replaced in the future. Both of those transformers have differing secondary voltages from any of the units being considered for replacement as part of this project.

An accurate tally of the energy savings from this project will eventually need to be made. This will require information from the old, existing transformers and from the new and yet to be purchased transformers. For now, it is sufficient to know that the minimum amount of savings is still generous. All of the existing transformers are standard efficiency transformers with a loss factor of about 1% of rating. If we assume that the new transformers will also be standard efficiency (even though high efficiency transformers will be purchased), we can determine the approximate minimum savings.

The reduction in the total kva rating of all of the transformers is 2,367kva. At 1% losses, the total amount of loss is 23.67kva. These losses continue every hour of the year so the approximate total annual loss savings is 23.67 x 8,760 hours, or 207,350 kilowatt-hours. Freeburg's average industrial rate is approximately $0.106 per kwh (per DOE statistics, 2010). This places the minimum savings at about $22,000.

Three transformers would be purchased for the project. All would be rated for primary voltages of 4.16kv and 12.47kv. The secondary voltages will be 120/240v (240 volt delta with 120v tap for single phase loads) for two of the transformers. The third would be 120/208v. The 120/240v transformers would be rated at 500kva and 750kva. The 120/208v transformer would be rated at 500kva.

The installation would likely be as follows:

1) Install new pads and transformers
2) Install new underground primary distribution line w/metering cabinet
3) Energize new transformers
4) Transfer load to the new pad mount transformers from the aerial transformers
5) Install new underground primary lines to the existing pad mount transformers
6) Disconnect old overhead primary lines and reconnect existing pad mount transformers to new underground lines
7) Re-energize existing pad mount transformers
8) Retire old ground-mounted aerial transformer banks and overhead lines

Obviously, the new transformers and line materials would need to be ordered well in advance of the construction work.

The construction work could be performed by the Village's crew, a contract crew, or a combination of both.

March 6, 2012
Our 83rd Year

John Tolan

VILLAGE OF FREEBURG
14 SOUTHGATE CTR

FREEBURG, IL 62243-1541
US

Bill To:
VILLAGE OF FREEBURG
14 SOUTHGATE CTR

FREEBURG, IL 62243-1541
United States

Altec Quotation Number 172139 - 1
Account Manager: Mark Finch
Inside Sales Rep: Toni L Tribby
Altec Sales Order(s):

Item	Description	Qty	Price
	Unit		
1.	ALTEC Model DM45-B; 45 foot Digger Derrick with hydraulic extending full capacity intermediate and upper booms. Built in accordance with standard specifications and to include the following features:	1	

A. Pole Setting Sheave Height: 44.4 feet
B. Maximum Horizontal Reach from centerline of rotation: 35.0 feet
C. Digging Radius from centerline of rotation: 16.0 to 24.8 feet
D. Lift Capacity at 10 Ft. Radius: 12,970 lbs. (Without optional equipment installed). See complete load chart for capacities with installed options.
E. Boom Articulation: -20 to 80 degrees
F. Continuous Rotation with high capacity worm gear drive gearbox
G. Insulated, 46 KV and below
H. Hydraulic Overload Protection (HOP) System: activates when the unit is exposed to an overload condition. System prevents actuation of all functions that could increase the overload condition. System automatically resets when overload condition is relieved. Overload protected functions include:
- Boom Lower
- Intermediate Boom Extend
- Third Stage Boom Extend
- Winch Raise
- Digger Dig

I. Load Indicator Gauge: located at the main control panel, displays the percentage of total allowable lifting capacity being utilized. By use of this gauge, the operator is aware of the hydraulic and structural design rating of the derrick and proximity to the limits during operation.
J. Electronic Controls: Intuitive electronic controls with superior metering. Includes a diagnostic port which by connecting a handheld service tool, provides troubleshooting code readouts and the ability to calibrate function speeds and

control sensitivity. Electric controls eliminate the risk of high pressure hose leaks near the operator and leak points are minimized throughout the machine.

K. Manual override of electronically controlled boom, winch, and digger functions at the main control valve

L. Standard/Low Speed Selector: Allows operator to select standard or low function speed operation. When in standard mode, each function operates at normal speeds. When in low speed, the maximum operational speed of each function is slower providing finer feathering capability. The function is separate from engine throttle control.

M. Remote Control Retrofitable: Control system includes single quick connect plug for quick and easy installation of radio remote control system in the field upon request (if not already equipped).

N. Proportional Hydraulic Control System: Closed Center Hydraulic control valve for boom, winch, and digger funtions are operated and controlled by a proportional pilot system which provides full metering and feathering characteristics.

O. Hydraulic System: Closed Center hydraulic system with maximum flow of 43 gpm for simultaneous operation of multiple functions. Flow is provided by a variable displacement, pressure compensated, piston pump. This 'flow on demand' system optimizes the overall efficiency and minimizes heat generation. System is designed for smooth transitions between functions. Maximum system pressure is 3000 psi.

P. Hydraulic Dump Valve: on the main hydraulic circuit provides extra protection by diverting pressurized hydraulic flow away from the main control valve when the unit is idle.

Q. Fiberglass hydraulic upper boom and boom tip with provision for platform attachment.

R. Transferable Hydraulic Pole Guides and Steel Boom Flares at the boom tip with adjustable alignment guides. Pole guides are hydraulically powered for open, close, and tilt.

S. Pole Guide Tilt Interlock: Prevents the upper boom from extending when the transferable guides are attached to the intermediate boom until the proximity sensors detect that the guides are tilted all the way up and out of the way.

T. Bearings: All extending booms utilize self lubricating, low friction, slide bearings.

U. Boom Stow Protection System: A proximity switch on main boom detects the boom support as the boom is being stored and limits the boom down function to avoid excessive down force into the stow.

V. Auger Stow Protection: Limits the upward travel of the auger as it reaches the top of the auger stow latch to prevent an overstow condition.

W. Two-part load line attachment point on the intermediate boom

X. Unit is painted with a powder coat paint process which provides a finish-painted surface that is highly resistant to chipping, scratching, abrasion and corrosion.

Y. Structural Warranty: all of the following applicable major components is to be warranted for so long as the initial purchaser owns the product: Booms, boom articulation links, hydraulic cylinder structures, outrigger weldments, pedestals, subbases and turntables.

Z. Manuals: Two (2) operator and Maintenance/Parts manuals

2. Rear mount pedestal — 1

3. Rear Mount Altec Opti-View Control Seat, installed on curb side of turntable, includes twin multi-function joystick controls and foot throttle. — 1

4. Turntable Mounted Winch — 1

5.	Winch: Normal Speed with 15,000 lbs. bare drum capacity. Turntable Winch Speeds: 34 - 47 fpm. Boom Tip Winch Speeds: 23- 36 fpm.	1
6.	Digger, Two-Speed Mechanical Shift, 12,000 ft-lbs, includes all of the components necessary to operate digger, installed	1
7.	2.50 in Hex Output Shaft With 2.50 in Hex Extension Shaft	1
8.	Normal Digger Storage: located on the Street Side. (NOTE: for behind the cab mount derricks, the digger will be located on the curbside)	1
	Nylon auger wind up strap included.	
9.	Derrick is Not Rated for Platform Use: Unit is designed and tested for use only as a digger derrick.	1
10.	Vinyl Cover for Altec Opti-View Control Seat (covers seat and both control panels)	1
11.	Foot throttle.	1
12.	Radio Remote Controls, full function for use as lower or upper controls. Must be used in docking station for use as uppers. Radio Remote Controls can be a stand alone system or can be used in conjunction with other control systems.	1
13.	No hard wired upper controls and NO TOOL CIRCUIT at boom tip	1
14.	Standard Hydraulic Side Load Protection: relieves overload conditions by allowing rotation system to back drive.	1
15.	Altec RotaFloat System. Activating this switch while digging frees the booms to rotate, thus eliminating one of the many functions needed to install screw anchors. Includes alarm and visual indicator.	1
16.	Power Distribution Module Is A Compact Self-Contained Electronic System That Provides A Standardized Interface With The Chassis Electrical System. (Includes Operator's Manual)	1
17.	Code 450 Outriggers, A-frame, folding shoe, 153 maximum spread, for use as auxiliary or primary outriggers	1

- **A.** Maximum Spread: 153 inches measured from centerline of shoe pins
- **B.** Penetration at maximum extension: 6.5 inches (for standard installation on a 40 inch frame height)
- **C.** Standard Shoe Dimensions: 14 x 15.25 inches
- **D.** Hydraulic Outrigger Control Valves
- **E.** Outrigger/Unit Selector Control: Reduces the potential for inadvertent outrigger movement during machine operation if outrigger controls are bumped.
- **F.** Outrigger motion alarms

G. Outrigger Interlocks: will not allow the unit to be operated until the outriggers have been at least partially deployed.

18. Code 41: Outriggers, A-frame, fixed shoe, 149 maximum spread, for use as auxiliary outriggers only, includes: 1

A. Maximum Spread: 149 inches to outer edge or shoes
B. Penetration at maximum extension: 6.75 inches (for standard installation on a 40 inch frame height)
C. Standard Shoe Dimensions: 12 x 12 inches
D. Hydraulic Outrigger Control Valves
E. Outrigger/Unit Selector Control: Reduces the potential for inadvertent outrigger movement during machine operation if outrigger controls are bumped.
F. Outrigger/Unit Selector Control: Reduces the potential for inadvertent outrigger movement during machine operation if outrigger controls are bumped.
G. Outrigger Interlocks: Will not allow the unit to be operated until the outriggers have been at least partially deployed.

19. Altec white (standard). 1

20. Piston Pump, Pressure Compensated, left hand rotation, provides 43 gpm max system flow at 3000 psi max system pressure 1

Unit & Hydraulic Acc.

21. Unit Installation Components. 1

22. Carbide Teeth Auger, 18" Dia., With 2-1/2" Hex X 104" Long 1

23. Winch Rope For Turntable Winch 1

24. Screw Anchor Wrench Kit, 10,000 LB, For 1-3/8 Anchors, 2-1/2 Hex (Includes Locking Dog, Kelly Bar Adapter, And Wrench) . 1

25. Load Line Swivel Hook, 5 Ton (Crosby) 1

26. DL/DM Series Derrick Subbase (Rigid) Add a stop in the center at 102 inches. 1

27. Subbase Storage With Drop Down Door (Paddle Latch) At Rear 1

28. Long Tool Storage in Rear Pedestal 1

29. HVI-22 Hydraulic Oil (Standard). 65

30. Reservoir, 60 Gallon, (Altec Standard) 1

31. Standard Pump For PTO 1

32. Hot shift PTO for automatic transmission 1

33.	Muncie PTO (Altec Standard)	1
34.	Braden PD18 Hydraulic Front Winch And Bumper Package. 20,000 LB Planetary, Single-Speed Winch With Tool Box And RH Extended Shaft	1
35.	200' Of 1/2" Winch Cable	1
36.	Quick Hook (5 TON)	1
37.	Winch Controls, Dual-Location (In-Cab And Remote Mounted), Air, Single Axis Control Levers (Meterable)	1
38.	Pole Puller Assembly With 5/8" Chain And Puller Plate	1
39.	THE FOLLOWING OPTION IS NOT INCLUDED IN THE QUOTE OR QUOTE PRICE, BUT IS RECOMMENDED. TALK TO YOUR OUTSIDE SALES REPRESENTATIVE FOR ADDITONAL DETAILS: Complete Derrick OSHA Compliance (D.O.C.) Package: Includes Anti-Two Block Device & Load Moment Limiter.	1

Body

40.	Altec Body	1
41.	Steel Body	1
42.	Platform (PL), Flatbed Body	1
43.	Custom Body Length 176 flatbed length.	1
44.	Custom Body Width 94	1
45.	Finish Paint Entire Body. No Undercoat Applied Under The Body	1
46.	Altec White	1
47.	5 Inch High Structural Flatbed Crossmembers	1
48.	15 Inch Cross Storage at Rear With Drop Down Door & Paddle Latch	1
49.	Custom Cargo Retaining Boards 6 inch high fold down side boards to include spring loaded locking mechanism. Street side and curb side and 3 inch lip at rear of flatbed.	1
50.	Gripstrut Recessed Flatbed Access Steps (Curbside) This would be the 3rd vertical on the curb side.	1
51.	Outrigger Cutout Required	1

52.	Unit Cutout Required	1
53.	Recessed D-Ring Tie Downs 4 D-Rings recessed in flatbed to be a square design in front of the pedestal and behind reservoir.	4
54.	Notch Outside Rails for Tire Clearance	1
55.	Additional Body Option Weatherproof Underslung Box to include a drop down door and vented. Installed street side under flatbed. 36 inches L x 18 inches H x 24 inches D. Inverter to be installed in this compartment.	1
56.	Additional Body Option Weatherproof Underslung Box to include a drop down door. Installed street side under flatbed. 36 inches L x 18 inches H x 24 inches D	1
57.	Additional Body Option First and Second Vertical 36 inches W Double overlapping doors. Ten (10) locking swivel hooks (2-6-2). Install rope lighting.	1
58.	Additional Body Option 3rd vertical on curb side will be the grip strut walk way. Install 12 gauge tread plate scuff panels on each wall of the access walkway. Install drop in retainer board at the top of the access walk way.	1
59.	Additional Body Option Weatherproof Underslung Box to include a drop down door. Installed curb side directly behind access walkway under flatbed. This box is to be as big as possible.	1

Body and Chassis Accessories

60.	Cable Step Installed At Rear, Double Step with Rigid Top Step Installed street side rear corner of tailshelf.	1
61.	Cable Step Mounted Beneath Side Access Steps (Installed To Extend Approx. 2 Outward)	1
62.	Riding Seat Access Step (For Derricks)	1
63.	Small Grab Handle Installed At Rear Installed street side rear corner of tailshelf.	1
64.	ICC (Underride Protection) Bumper Installed At Rear	1
65.	Dock Bumpers (Pair), Fixed Mounting (Rectangular Bumper), Installed At Rear Frame Rails So They Are The Furthest Point Back	1
66.	T-125 Style Pintle Hitch (30,000 LB MGTW with 6,000 LB MVL)	1

67.	Set Of Eye Bolts for Trailer Safety Chain, installed one each side of towing device mount.	1
68.	Custom Glad Hands Install glad hand connectors at curbside of vehicle. Tractor package to be supplied with chassis.	1
69.	Fold Over, Post Style Cone Holder For Installation On A Front Bumper	1
70.	Pole Rack, Two Pole Capacity With Ratchet Tie Binders (Fixed at Rear) Two pole capacity Pole Rack, installed at rear to be 16 inches H and include nylon ratchet strap tie-downs. Rear rack to be as low as possible along with the ractchet strap binders. Both ratchet binders to be accessible from the ground. Derrick Storage Support, to include front pole rack assembly with nylon ratchet strap tie-downs. Ratchet strap binders to be as low as possible to access from the ground. *** SHOW 40 foot and 55 foot pole on sales drawing.	1
71.	Secondary Boom Saddle For Offset Stowing Of Derrick Due To Pole Rack	1
72.	Custom Boom Rest Derrick Storage Support, to include front pole rack assembly with nylon ratchet strap tie-downs. Ratchet strap binders to be as low as possible to access from the ground.	1
73.	Plastic Outrigger Pad, 24" x 24" x 2", Black With Rope Handle (Dica)	4
74.	Outrigger Pad Holder, 25" L x 25" W x 3" H, Fits 24" x 24" x 2" And Smaller Pads, Bolt-On, Bottom Washout Holes, 3/4" Lip Retainer, Steel	4
75.	Wheel Chocks, Rubber with Metal Hairpin Style Handle, 9.75" L X 7.75" W X 5.00" H (Pair)	1
76.	Mud Flaps With Altec Logo (Pair)	1
77.	10 LB Fire Extinguisher With Light Duty Bracket, Shipped Loose	1
78.	Triangular Reflector Kit Installed In Cab Installed in cab behind seat on passenger?s side.	1
79.	Slope Indicator Assembly For Machine With Outriggers	1
80.	Flag Holder	1

Electrical Accessories

81.	Install Start/Stop system.	1
82.	Install Outrigger Interlock System	1

83.	Altec Standard Multi-Point Grounding System	7
84.	Spring Loaded Grounding Reel, Aeromotive GR900 - Holds #2 GA, 1/0 GA, Or 2/0 GA Cable (Max 40 FT) Installed in front of the cord reel. Payout to curb side	1
85.	Grounding Cable, 1/0 GA Yellow Jacketed Cable	40
86.	Grounding Clamp, Bronze Tower Style With Serrated Jaws (Includes Ferrule and Heat Shrink Tubing)	1
87.	Copper U Shaped Grounding Lug (Threaded) Installed at curb side front and curb side rear of vehicle.	2
88.	Lights and reflectors in accordance with FMVSS #108 lighting package. (Complete LED, including LED reverse lights)	1
89.	Altec Standard Amber LED Strobe Light With Brush Guard Installed on street/curb side of derrick storage support with master switch and indicator light installed in cab. Strobe light is to be visible from the front and rear of the vehicle.	2
90.	4-Corner Strobe Lighting, Amber LED, Front Grille Surface Mounted Lights And Rear Grommet Mounted Lights	1
91.	6" Diameter Spot Light With Rubber Housing (J.W. Speaker #1500761) Install (4) J W Speaker brand model 6700T/6040-12/28V LED work light: one at riding seat console with switch on light itself. one each side of the boom rest to illuminate cargo floor with dash mount switch. one at curb side behind the underslung box to illuminate the ground.	4
92.	6" Diameter Flood Light With Rubber Housing (J.W. Speaker #1500771) Install two J.W. Speaker LED back up lights installed near pintle hitch and wire to switch on dash.	2
93.	Spot Light, Permanent Mount, With Dash Mounted And Wireless Remotes (Go-Light #2067) Installed on the chassis hood centered.	1
94.	Dual Tone Back-Up With Outrigger Motion Alarm	1
95.	PTO Hour Meter, Rectangular With 10,000 Hour Display	1
96.	3000 Watt Pure-Sine Wave Inverter (120 And 240 VAC Capable) Install street side 1st underslung box upside down. Keyed hot to ignition. Switch on dash.	1
97.	7-Way Trailer Receptacle (RV Blade Type)	1
98.	Electric Trailer Brake Controller (Tekonesha Voyager #9030)	1
99.	Altec Modular Panel System (AMPS) - Includes Mounting Panel and Accessory Switches	1
100.	Electrical Cord Reel, Retractable, Includes 50' Of 12-3 Cord, Ball Stop, and Receptacle	1

Install next to hose reel to pay out to the curb side.

Finishing Details

101.		1
102.	Delivery Of Completed Unit	1
103.	Focus Factory Build	1
104.	Powder Coat Unit Altec White	1
105.	Finish Paint Body And Accessories Altec White	1
106.	Finish Paint Body Compartment Interiors Altec White	1
107.	Heavy Duty Cargo Coating, Rhino-Liner Rhino line entire cargo area and rear tailshelf/light channels, pintle hook area. The back of the underslung boxes need to be coated as well.	1
108.	Heavy Duty Cargo Coating, Rhino Lining, Cargo Area Floor and Tailshelf	1
109.	English Safety And Instructional Decals	1
110.	Vehicle Height Placard - Installed In Cab	1
111.	Dielectric test unit according to ANSI requirements.	1
112.	Stability test unit according to ANSI requirements.	1
113.	DOT Certification Required .	1
114.	Placard, HVI-22 Hydraulic Oil	1
115.	Inbound Freight	1

Chassis

116.	Chassis	1
117.	Altec Supplied Chassis	1
118.	International 7500 SFA	1
119.	Chassis Color - White NAV9036	1
120.	Chassis Cab To Axle/Trunion Length - 126 inch 120 useable	1

121.	Chassis Wheelbase Length - 201	1
122.	GVWR 35,000 LBS	1
123.	14,000 LBs Front Axle Rating	1
124.	Other Rear Axle Weight Rating 21,000	1
125.	385/65R22.5 Front Tire	1
126.	11R22.5 Rear Tire	1
127.	Maxxforce 10	1
128.	330 HP Engine Rating	1
129.	Allison RDS-3000 Automatic Transmission	1
130.	Other Exhaust 7BEJ EXHAUST SYSTEM Single, Horizontal, Aftertreatment Device Frame Mounted Outside Right Rail Under Cab; Includes Vertical Tail Pipe and Guard.	1
131.	12VZA - International PTO Throttle Wiring	1
132.	International Heavy Duty Taillight Wiring (08HAB)	1
133.	International Transmission Dipstick Relocated to RH Side Of Transmission (13WGH)	1
134.	Air Brakes	1
135.	No Idle Engine Shut-Down Required	1
136.	4x4 Front Drive Axle	1
137.	Conventional Cab	1

Miscellaneous

138.	Standard Altec Warranty One (1) year parts warranty One (1) year labor warranty Ninety (90) days warranty for travel charges Limited Lifetime Structural Warranty	1

		Total	**$239,832.00**

Note: Travel charges may apply for un-scheduled service (4-hour maximum coverage on travel).

1.	**Travel, Labor, Material, Expense**		
2.	Extension through end of 2nd year (Day 91-730).	**INCLUDED**	**$3525.00**
		GRAND TOTAL	**$239,832.00**

Altec Industries, Inc.

BY _____

Toni L Tribby

Notes:

1 Altec Standard Warranty:

One (1) year parts warranty.

One (1) year labor warranty.

Ninety (90) days warranty for travel charges.

Warranty on structural integrity of the following major components is to be warranted for so long as the initial purchaser owns the product: Booms, boom articulation links, hydraulic cylinder structures, outrigger weldments, pedestals, subbases and turntables.

Bidder is to supply a self-directed, computer based training (CBT) program. This program will provide basic instruction in the safe operation of this aerial device. This program will also include and explain ANSI and OSHA requirements related to the proper use and operation of this unit.

2 F.O.B. - Customer Site

3 Unless otherwise noted, all measurements used in this quote are based on a 40 inch (1016mm) chassis frame height and standard cab height for standard configurations.

4 Changes made to this order may affect whether or not this vehicle is subject to F.E.T. A review will be made at the time of invoicing and any applicable F.E.T. will be added to the invoice amount.

5 Price does not reflect any local, state or Federal Excise Taxes (F.E.T). The quote also does not reflect any local title or licensing fees. All appropriate taxes will be added to the final price in accordance with regulations in effect at time of invoicing.

6 Terms: If chassis is ordered through ALTEC Industries, Inc. the chassis payment is due upon receipt of the chassis at ALTEC Industries, Inc. Balance is due NET 30 days after receipt of completed unit.

7 Interest charge of 1/2% per month to be added for late payment.

8 Delivery: 210 days after receipt of order PROVIDING:
A. Chassis is received a minimum of sixty (60) days before scheduled delivery.
B. Customer approval drawings are returned by requested date.
C. Customer supplied accessories are received by date necessary for compliance with scheduled delivery.
D. Customer expectations are accurately captured prior to releasing the order. Unexpected additions or changes made at a customer inspection will delay the delivery of the vehicle.

9 Trade-in offer is contingent upon equipment being maintained to DOT (Department of Transportation) operating and safety standards. This will include, but not limited to tires, lights, brakes, glass, etc. If a trade-in is not maintained to DOT standards, additional transportation expenses will apply and could be invoiced separately.

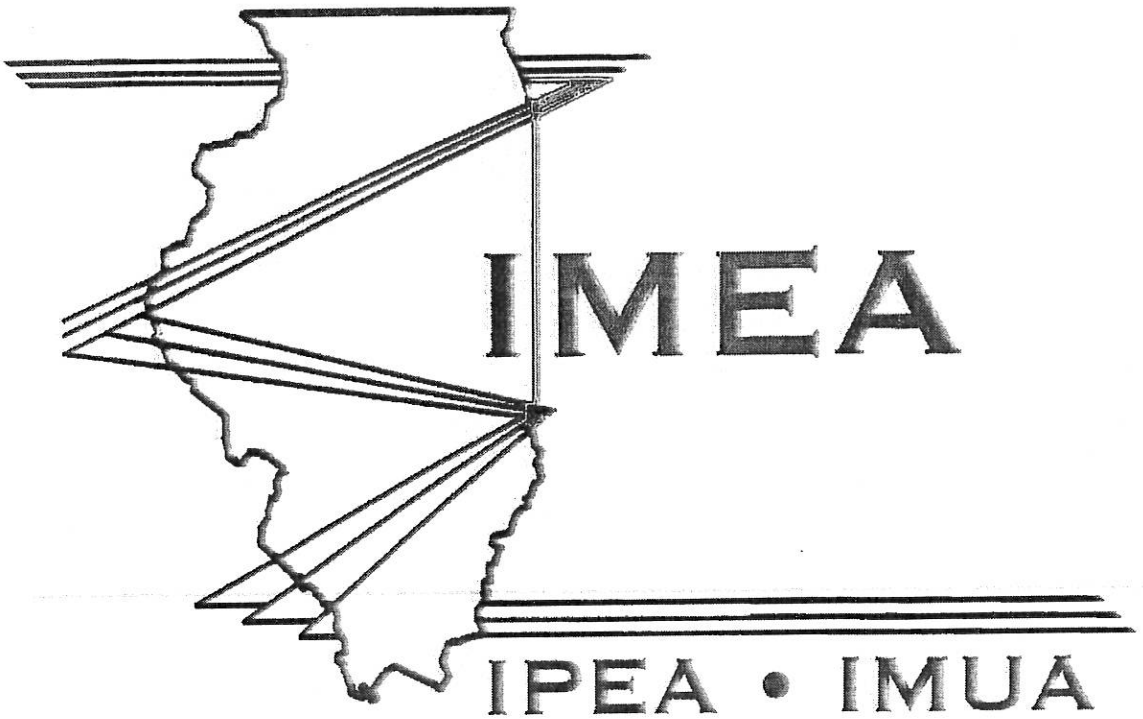
All equipment, i.e., jibs, winches, pintle hooks, trailer connectors, etc., are to remain with the vehicle unless otherwise agreed upon in writing by both parties. Altec Industries reserves the right to re-negotiate its trade-in offer if these conditions are not met.

Customer may exercise the option to rescind this agreement in writing within sixty (60) days after receipt of purchase order. After that time Altec Industries will expect receipt of trade-in vehicle upon delivery of new equipment as part of the terms of the purchase order.

10 This quotation is valid until MAR 07, 2012. After this date, please contact Altec Industries, Inc. for a possible extension.

11 After the initial warranty period, Altec Industries, Inc. offers mobile service units, in-shop service and same day parts shipments on most parts from service locations nationwide at an additional competitive labor and parts rate. Call 877-GO-ALTEC for all of your Parts and Service needs.

12 Please direct all questions to Mark Finch at 317-313-6145



Monthly Review of Operations
January 2012

January 2012

Energy Purchases by IMEA Members

IMEA/ Local Balancing Authority	Noncoincident Peak (kW)	Coincident Peak (kW)	IMEA Coincident Peak Date & Time	Total Energy (kWh)	Total Generation (kWh)	Load Factor
IMEA	630,274	597,117	01/19/12 H19	340,489,187	1,333,485	77%
Ameren IP	127,578	121,200	01/12/12 H19	64,301,959	106,428	71%
AmerenCIPS	127,325	123,065	01/12/12 H19	71,534,631	736,782	78%
ComEd	328,057	322,607	01/19/12 H19	181,529,364	157,026	76%
SIPC	8,337	n/a	01/13/12 H09	4,236,591	6,579	68%
CWLP	13,284	n/a	01/12/12 H19	6,413,547	n/a	65%
Ameren/RECC	22,416	22,167	01/12/12 H19	10,726,510	326,670	65%
AmerenCILCO	3,277	n/a	01/12/12 H19	1,746,586	n/a	72%

Long-Term Sources of Power for IMEA Use [1]

Source	Net Purchases (MWh)	Estimated Net Cost ($)	Estimated Average Cost of Power ($/MWh)
Ameren Energy - WESA	70,800	$1,924,084.73	$27.18
Trimble County # 1 & 2	96,297	$3,702,363.43	$38.45
Ameren Energy - EPSA	81,000	$3,853,497.50	$47.57
Exelon	74,400	$3,813,000.00	$51.25
Constellation	10,440	$635,274.00	$60.85
NextEra	26,510	$1,682,319.90	$63.46
Municipal Generation[2]	1,007	$238,798.66	$237.18
TOTAL	**286,053**	**$12,036,338.23**	**$42.08**

Fuel Cost Reimbursement

Current Month (estimates)

	Internal Combustion	Steam Turbine	Combustion Turbine	Total
Net Gen (kWh)	877,704	115,280	13,831	1,006,815
Total Fuel Consumed (Gal)	65,481	22,406	1,640	89,527
Total Fuel Consumed (Therm)	0			0
Total Cost of Fuel ($)	$196,939	$38,373	$1,474	$236,786

Fuel Cost Reimbursement

Previous Month (actuals)

	Internal Combustion	Steam Turbine	Combustion Turbine	Total
Net Gen (kWh)	745,868	0	0	745,868
Total Fuel Consumed (Gal)	53,568	0	1,700	55,268
Total Fuel Consumed (Therm)	413			413
Total Cost of Fuel ($)	$160,176	$0	$1,783	$161,960

[1] Does not include transmission charges.
[2] Estimated energy cost of Municipal Generation, as reported by the Member Municipals on the Fuel Cost Reporting Forms..

January 2012

Peak Demands and Energy Consumption

Member Municipals	Date & Time of Monthly Peak	Noncoincident Monthly Peak (kW)	Total Energy (kWh)	Monthly Load Factor
Altamont	01/12 @ 19:00	3,677	2,015,146	74%
Bethany	01/02 @ 18:00	1,451	749,726	69%
Breese	01/12 @ 19:00	7,607	4,147,394	73%
Bushnell	01/12 @ 11:00	7,207	3,182,557	59%
Cairo	01/12 @ 19:00	10,349	6,451,808	84%
Carlyle	01/12 @ 18:00	6,245	3,577,537	77%
Carmi	01/12 @ 18:00	9,232	4,972,076	72%
Casey	01/02 @ 19:00	5,735	2,741,670	64%
Chatham	01/12 @ 19:00	13,284	6,413,547	65%
Fairfield	01/13 @ 11:00	12,079	6,521,092	73%
Farmer City	01/17 @ 18:00	3,413	1,794,632	71%
Flora	01/12 @ 19:00	18,122	10,640,898	79%
Freeburg	01/12 @ 19:00	7,216	3,712,774	69%
Greenup	01/19 @ 19:00	2,514	1,398,933	75%
Highland	01/12 @ 19:00	21,624	11,256,061	70%
Ladd	01/20 @ 18:00	2,162	1,191,903	74%
Marshall	01/12 @ 19:00	9,612	5,885,458	82%
Mascoutah	01/12 @ 19:00	8,882	4,571,581	69%
Metropolis	01/12 @ 19:00	13,212	7,373,685	75%
Naperville	01/19 @ 19:00	214,946	119,708,032	75%
Oglesby	01/19 @ 19:00	5,671	3,070,938	73%
Peru	01/17 @ 12:00	34,680	14,559,643	56%
Princeton	01/20 @ 12:00	16,338	9,221,835	76%
Rantoul	01/20 @ 11:00	21,544	12,606,749	79%
RECC	01/12 @ 19:00	22,416	10,726,510	65%
Red Bud	01/13 @ 09:00	8,337	4,236,591	68%
Riverton	01/12 @ 19:00	3,277	1,746,586	72%
Rock Falls	01/19 @ 19:00	12,059	6,119,735	68%
Roodhouse	01/02 @ 19:00	1,928	1,010,633	70%
St. Charles	01/19 @ 18:00	79,298	44,572,262	76%
Sullivan	01/12 @ 19:00	10,662	5,984,200	75%
Waterloo	01/12 @ 19:00	13,738	7,197,661	70%
Winnetka	01/19 @ 19:00	21,754	11,129,335	69%
Total		**630,274**	**340,489,187**	
IMEA Noncoincident Peak			**630,274**	
IMEA Coincidental Peak		**01/19/12 H19**	**597,117**	**77%**

January 2012

Operation of Municipal Capacity

Member Municipals	Total Hours of Operation	Hours of Operation for Agency Purposes	Total Net Energy Produced (kWh)	Net Energy Produced for Agency Purposes (kWh)	Other Net Energy Produced (kWh)	Generation that Qualifies for Sup.Pmt (kWh)	Reported Fuel Cost [1] ($)
Breese	8.83	0.00	18,112	0	18,112	0 $	4,291.80
Carlyle	11.25	0.00	26,795	0	26,795	0 $	5,437.43
Farmer City	0.00	0.00	0	0	0	0 $	-
Freeburg	1.33	0.00	3,430	0	3,430	0 $	529.36
Highland	2.33	0.00	9,196	0	9,196	0 $	1,760.14
Peru	2.08	0.00	9,587	0	9,587	0 $	2,458.84
Princeton	0.00	0.00	0	0	0	0 $	52.53
Waterloo	11.50	0.00	39,308	0	39,308	0 $	6,779.07
TOTAL AMERENIP LBA	**37.33**	**0.00**	**106,428**	**0**	**106,428**	**0 $**	**21,309.17**
Altamont	4.00	0.00	6,422	0	6,422	0 $	1,249.02
Bushnell	2.42	0.00	856	0	856	0 $	-
Carmi	0.00	0.00	0	0	0	0 $	-
Casey	1.67	0.00	2,355	0	2,355	0 $	633.18
Fairfield	2.75	0.00	5,935	0	5,935	0 $	1,791.18
Flora	20.92	0.00	37,770	0	37,770	0 $	8,925.33
Marshall	6.08	0.00	19,197	0	19,197	0 $	3,991.03
Rantoul	0.33	0.00	903	0	903	0 $	212.31
Sullivan	73.42	73.42	663,344	663,344	0	663,344 $	148,922.76
TOTAL AMERENCIPS LBA	**111.58**	**73.42**	**736,782**	**663,344**	**73,438**	**663,344 $**	**165,724.81**
Rock Falls	10.75	0.00	20,908	0	20,908	0 $	4,855.18
Winnetka	45.08	0.00	136,118	0	136,118	0 $	43,317.39
TOTAL COMED LBA	**55.83**	**0.00**	**157,026**	**0**	**157,026**	**0 $**	**48,172.57**
Red Bud	4.25	0.00	6,579	0	6,579	0 $	1,602.08
TOTAL SIPC LBA	**4.25**	**0.00**	**6,579**	**0**	**6,579**	**0 $**	**1,602.08**
IMEA Owned Units - Flora	0.00	0.00	0	0	0		
IMEA TOTAL	**209.00**	**73.42**	**1,006,815**	**663,344**	**343,471**	**663,344 $**	**236,808.63**

Supplemental Generation Credit (3 mills/kWh) **$1,990.03**

Total Energy Cost of Municipal Generation **$ 238,798.66**

[1] As reported by the Member Municipals on the Fuel Cost Reporting Forms.

Summary of Unit Availability [1]
February 2011 - January 2012

Member	Total Dedicated Capacity	Reported Total Downtime Hours for All Units	Reported Total Downtime Forced Hours for All Units	Unit Downtime Percentage	Maximum Outage Hours for an Individual Unit	Member Total Plant Percentage Capacity Hours Unavailable
Breese	12,112	1,084	0	2.47%	1,084	3.12%
Carlyle	10,043	46	114	0.13%	46	0.11%
Farmer City	6,100	0	0	0.00%	0	0.00%
Freeburg	10,755	2,369	28	4.51%	1,251	4.59%
Highland	17,061	780	1	1.27%	266	1.38%
Peru	29,257	0	0	0.00%	0	0.00%
Princeton	38,770	2,051	0	2.93%	2,051	2.15%
Waterloo	16,794	696	506	0.88%	504	1.76%
TOTAL AMERENIP	**140,892**					
Altamont	5,490	0	0	0.00%	0	0.00%
Bushnell	10,845	0	0	0.00%	0	0.00%
Carmi	15,785	8,895	0	11.28%	8,016	1.08%
Casey	5,475	13	0	0.05%	6	0.05%
Fairfield	6,700	753	54	2.87%	753	3.27%
Flora	9,157	6,920	0	15.80%	1,384	15.80%
Marshall	12,235	87	0	0.14%	22	0.15%
Rantoul	25,670	10,184	0	7.75%	8,016	3.00%
Sullivan	18,913	272	4	0.28%	268	0.25%
TOTAL AMERENCIPS	**110,270**					
Rock Falls	9,147	1,412	0	3.22%	498	3.23%
Winnetka	32,000	3,833	0	8.75%	1,472	6.83%
TOTAL COMED	**41,147**					
Red Bud	12,741	179	75	0.34%	167	0.47%
TOTAL SIPC	**12,741**					
IMEA TOTAL	**305,050**	**39,574**	**782**		**25,804**	

	Net Capacity	MTD EFORd	RTM EFORd	MTD Heat Rate	RTM Heat Rate
Trimble County #1	62	0.5%	7.5%	10,909	10,774
Trimble County #2	92	18.9%	10.5%	9,363	9,447

[1] Dedicated Units