



City of Woodstock
Office of the City Manager

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121 W. Calhoun Street
Woodstock, Illinois 60098

Roscoe C. Stelford III
City Manager

WOODSTOCK CITY COUNCIL
City Council Chambers
August 2, 2016
7:00 p.m.

Individuals Wishing to Address the City Council Are Invited to Come Forward to the Podium and Be Recognized by the Mayor; Provide their Name and Address for Purposes of the Record, if willing to do so; and Make Whatever Appropriate Comments They Would Like.

The complete City Council packet is available at the Woodstock Public Library, Woodstock City Hall, and via the City Council link on the City's website, www.woodstockil.gov. For further information, please contact the Office of the City Manager at 815-338-4301 or citymanager@woodstockil.gov.

The proceedings of the City Council meeting are being audio-recorded only to aid in the preparation of the Minutes and are not retained as part of the permanent records of the City.

CALL TO ORDER

ROLL CALL:

A. PRESENTATION:

- 1. Old Farm & Fleet Site Redevelopment - Presentation & Council Comments/Questions**

B. FLOOR DISCUSSION:

Anyone wishing to address the Council on an item not already on the agenda may do so at this time.

1. Public Comments
2. Council Comments

CONSENT AGENDA:

(NOTE: Items under the consent calendar are acted upon in a single motion. There is no separate discussion of these items prior to the Council vote unless: 1) a Council Member requests that an item be removed from the calendar for separate action, or 2) a citizen requests an item be removed and this request is, in turn, proposed by a member of the City Council for separate action.)

C. MINUTES OF PREVIOUS MEETINGS:

July 19, 2016 Regular Meeting

D. WARRANTS: #3722 #3723

E. MINUTES AND REPORTS:
Environmental Commission Minutes – July 2016
Woodstock Police Department Report – June 2016

F. MANAGER'S REPORT NO. 72

- 1. Waiver of Competitive Bids and Award of Bid –** (72a)
 - a) Approval to authorize a waiver of competitive bids, and
 - b) Approve the purchase of a rebuilt grinder for installation in the City’s Olson Park Lift Station from JWC Environmental, Buford, GA, utilizing their “exchange program” for an amount not-to-exceed \$27,472.
- 2. Sale of Property - 315 W Judd Street–** (72b)
 - a) Award of bid for the purchase of the declared surplus property located at 315 W. Judd Street, identified by PIN 13-05-353-004, to Lafontaine Enterprises for the amount of \$3,000, and
 - b) Authorize the City Administration to execute the associated documents to complete the sale.
- 3. Ordinance – Donna Jill Witty, Artist, Old Courthouse Space Usage –** (72c) (Doc.1)
 - a) Adoption of an Ordinance authorizing the execution of a Space Usage and Donation Agreement with Donna Jill Witty.
- 4. Ordinance – Consideration of an Ordinance Establishing Standards for Construction of Facilities on the Rights of Way Regarding Monopoles and Personal Wireless Service Antennas.** (72d)(Doc.2)

DISCUSSION ITEMS:

5. Transmittal of Pavement Management Taskforce Report

FUTURE AGENDA ITEMS

ADJOURN

NOTICE: In compliance with the Americans With Disabilities Act (ADA), this and all other City Council meetings are located in facilities that are physically accessible to those who have disabilities. If additional reasonable accommodations are needed, please call the City Manager’s Office at 815/338-4301 at least 72 hours prior to any meeting so that accommodations can be made.

MINUTES
WOODSTOCK CITY COUNCIL
July 19, 2016
City Council Chambers

The regular meeting of the Woodstock City Council was called to order at 7:00 PM by Mayor Brian Sager on Tuesday, July 19, 2016 in the Council Chambers at City Hall. Mayor Sager welcomed those present and explained the consent calendar process and invited public participation.

City Clerk Smiley confirmed that the agenda before the Council was a true and correct copy of the published agenda.

A roll call was taken.

COUNCIL MEMBERS PRESENT: RB Thompson, Maureen Larson, Mark Saladin, Michael Turner, and Mayor Brian Sager.

COUNCIL MEMBERS ABSENT: Daniel Hart and Joseph Starzynski

STAFF PRESENT: City Manager Roscoe Stelford, City Attorney Ruth Schlossberg, Finance Director Paul Christensen, Public Works Director Jeff Van Landuyt, Building and Zoning Director Joe Napolitano, Economic Development Director Garrett Anderson, City Planner Nancy Baker, Grant Writer Terry Willcockson, and Streets Supervisor Barry Pierce.

OTHERS PRESENT: City Clerk Cindy Smiley

FLOOR DISCUSSION

Public Comment

There was no public comment forthcoming.

Council Comments

RB Thompson noted the colorful flowers blooming around City Hall, expressing the wish that more color be present in the bump-outs on the Square rather than so much greenery.

RB Thompson highlighted the recent increase in young people that have been on the Square late at night.

M. Saladin noted that the McHenry County Youth Sports Association baseball tournament will begin soon, holding games at Emricson Park and Bates Park in Woodstock and throughout Crystal Lake. He stated this is an international tournament and the cooperation extended by City Staff to tournament organizers has been outstanding.

M. Saladin stated he helped with Summer in the Park on Sunday, shuttling event-goers from remote parking to the site of the event. He stated that he heard good things about the event, noting that all seemed to be having a good time. He expressed his appreciation to staff for their efforts in putting on this event and for their smiling presence there.

M. Turner thanked Mayor Sager and staff for attending the Real Woodstock event this evening. He stated there were also many business people and event organizers present as well.

Mayor Sager stated that Barry Pierce has recently been promoted to the position of Streets Superintendent and congratulated him. He noted that Mr. Pierce began his employment with the City of Woodstock in 1994 as a seasonal worker, climbing the ladder through various positions until this promotion. Mayor Sager stated he is very pleased to congratulate him and thanked him for his service to the City and its residents.

Mayor Sager noted the various celebrations that have been held in Woodstock recently. He cited the 132nd season of the City Band concerts. He then detailed the Summer in the Park Celebration for those present stating a City Band concert was the kick-off event for this year's celebration. He described the other events held as part of this community festival, noting increased attendance. He stated it was particularly pleasing to see so many young families in attendance. Mayor Sager then discussed other events that were held recently, including Woodstock Folk Fest.

Mayor Sager thanked City staff for their work on Summer in the Park and also the various businesses, organizations, and services clubs that supported this and other events. He stated in these endeavors one can see the richness of cooperation and diversity in the community.

B. Opening of Bids – Open Bids for Surplus Real Estate at 315 W. Judd Street

In response to a request from Mayor Sager, City Manager Stelford and City Attorney Schlossberg described for those present the history of this item and the action that is being requested this evening, stating that the City has been following the process required by law to get this distressed property in the hands of the City and then, subsequently, into the hands of a qualified building contractor. They also noted that the property has been previously declared surplus by the City with an ordinance passed authorizing its sale, which resulted in a request for sealed bids which must be opened at a regular meeting of the Corporate Authorities. Consequently, these bids are to be opened at this evening's meeting with the recommendation that they then be referred to the City Administration for review and evaluation with recommendations submitted for future City Council consideration.

Mayor Sager opened the single bid, which was received. He announced that the bid was from LaFontaine Enterprises, 19711 Kishwaukee, Marengo, Illinois with a bid amount of \$3,000 "as is." Mayor Sager then reviewed the documents and information included with the bid.

It was the consensus of the City Council to turn the bid over to Staff for review and recommendation to the City Council at a future meeting.

Members of the public spoke from the audience stating they were relatives of a neighboring property owner. In response to their questions, R. Stelford stated it is staff's intent to have a recommendation for Council's consideration at the next Council meeting. He then stated in response to further questioning that, while staff hopes that the acceptance of this bid can be recommended, should it not be, the City would continue with the process to find interested parties willing to invest in this property. In response from comments from those in the audience that adjoining property owners have been forced to live as neighbors to this distressed property for a long time and their opinion that it has already taken too long to reach a solution, R. Schlossberg agreed, but noted that the City must follow a set of legal procedures required by State statute. She

stated that property rights have a high value in the justice system, so obtaining the property requires a lengthy legal process that must be followed.

Those family members present asked that the process move forward as swiftly as possible and that, if possible, the outside of the building be taken care of first. Mayor Sager acknowledged that this situation has gone on for a long time, stating the City also wishes to move forward quickly. He stated however, that the City must follow the legal procedures as noted by the City Attorney. He stated it is his hope that the end of this process is in sight.

R. Stelford offered to have staff contact the family members to keep them updated on the situation if they would provide their contact information.

In response to a question from M. Saladin whether the City would have been able to expedite this process if it were Home Rule, R. Schlossberg stated Home Rule status would not have changed the process prescribed by State law, but noted the City would have more enforcement authority if it were Home Rule. She noted this enforcement authority could include more aggressive codes to help to keep property from getting into a position requiring this process.

Mayor Sager noted the City will do everything legally possible to expedite this process and to keep the family members up to date.

CONSENT AGENDA

Motion by M. Turner, second by M. Saladin, to approve the items on the Consent Agenda.

The following items were removed from the Consent Agenda:

- Item F-1 – Appointment – Economic Development Commission by RB Thompson
- Item F-4 – Award of Contract – Pavement Resurfacing & Construction Engineering by RB Thompson
- Item F-8 – Award of Contract – Multi-Use Recreational Path by M. Saladin

Mayor Sager asked if any members of the Council or members of the Public had any questions on any of the items remaining on the Consent Agenda.

Minutes and Reports

M. Larson asked about the minutes of the May 2016 Old Courthouse Advisory Commission, noting that it appears the Commission passed a Resolution Regarding the Potential Relocation of City Hall to the Old Courthouse and Sheriff's House without discussion. She opined that this may not be an accurate reflection of the proceedings and expressed reluctance to approve the minutes. M. Turner agreed.

Mayor Sager stated the minutes are proprietary to the Clerk. He noted City Council has the right to review the minutes, but does not approve, rather accepts the minutes.

City Clerk C. Smiley stated that, while she was not present and did not take the minutes of the May meeting, so could not comment on what discussion took place; she does recall a discussion of this topic and of a possible Resolution at the previous meeting of the Old Courthouse Advisory

Commission. She stated it was noted that because a Resolution had not been properly noticed, it could not be considered by the Commission at that meeting and it was suggested that it be considered at a subsequent meeting, after proper notice, if desired. She opined that this is likely what occurred.

R. Stelford stated he also recalled this previous discussion. He noted he would consult with N. Baker, who is the liaison of the Old Courthouse Advisory Commission and provide further clarification of this issue.

There were no further questions or comments from the Council or the Public on the items remaining on the Consent Agenda.

Mayor Sager affirmed the Consent Agenda to include the following items:

C. MINUTES OF PREVIOUS MEETINGS:

July 21, 2016 Regular Meeting Minutes

D. WARRANTS: 3719 3720 3721

E. MINUTES AND REPORTS:

Historic Preservation Commission Meeting – February 22, 2016

Old Courthouse Advisory Commission Meeting – May 16, 2016

Human Resources Monthly Report – April 2016

Human Resources Monthly Report – May 2016

Human Resources Monthly Report – June 2016

Woodstock Police Department Monthly Report – May 2016

F. MANAGER'S REPORT NO. 71

2. Waiver of Competitive Bids and Award of Bid – Downtown Brick Replacement – Approval to waive the requirement for competitive bids and award a contract to Nierman Landscape & Design, Inc. to complete the downtown brick pavement replacement work for an amount-not-to-exceed cost of \$25,000.

3. Award of Contract – Pavement Striping – Approval of award of contract for the 2016 Pavement Marking Program to the lowest responsible bidder, Maintenance Coatings Company, South Elgin, IL for an amount not-to-exceed \$80,000.

5. Award of Bid – Parks Division Truck and an Ordinance Declaring Surplus Property for the Vehicle Being Repurposed - Approval of the following:

a) The purchase of a 2017 Ford F-250 pickup truck under the Suburban Purchasing Contract from Currie Motors, Frankfort, IL for the total bid price of \$29,901 and for the purchase and local installation of the remainder of the equipment for a cost of \$6,755.16 resulting in a total cost of \$36,677.16;

b) Adoption of Ordinance No. 16-O-43, *An Ordinance Authorizing the Disposal of a 2004 Chevrolet Silverado Owned by the City of Woodstock*, identified as Document No. 1, designating the 2004 Chevrolet Silverado as surplus property and authorizing and directing the City Manager to dispose of said property as allowed by law.

6. Award of Bid – Opera House Van and an Ordinance Declaring Surplus Property for the Vehicle Being Repurposed. – Approval of the following:

- a) The purchase of a 2017 Ford Transit Passenger Wagon under the State of Illinois joint purchasing program from Landmark Ford, Springfield, IL for the total bid price of \$25,177;
- b) Adoption of Ordinance 16-O-44, *An Ordinance Authorizing the Disposal of a 2002 Dodge Ram Owned by the City of Woodstock*, identified as Document No. 2, designating the 2002 Dodge Ram Van as surplus property and authorizing and directing the City Manager to dispose of said property as allowed by law.

7. CDBG Funding – Adoption of Resolution No. 16-R-14, identified as Document No. 3, *A Resolution Authorizing Application to the 2017 Community Development Block Grant Program through McHenry County for the Walnut/Ash Neighborhood Stormwater Management Project – Phase III*, authorizing submission of the CDBG grant application committing \$82,500 in funding by the City and requesting \$247,500 in CDBG Funds.

A roll call vote was taken to approve Consent Agenda Items C through E, F-2, F-3, and F-5 through F-7. Ayes: M. Larson, M. Saladin, RB Thompson, M. Turner, and Mayor Sager. Nays: none. Abstentions: none. Absentees: D. Hart and J. Starzynski. Motion carried.

Item F-1 – Appointment – Economic Development Commission

Noting it is the Mayor's responsibility to nominate individuals for appointment to the City's Boards and Commissions and the Council's responsibility to approve and appoint those nominated, RB Thompson noted the absence of applications in the Council packet results in the Council members not having sufficient information to consider the appointments.

Mayor Sager explained that confirmation from one of the nominees did not come in until late Friday, after the packets were compiled and transmitted, and did not come with an application. He noted he did not wish to include the application of one nominee without the other, and his opinion was that the applicants come from appropriate sectors of the business community. He stated he did not wish the appointments to be delayed any further. He provided information on the two applicants.

M. Saladin stated nominee Chris McGowan reached out to him and to other Council members stating his interest in being involved. He opined that Mr. McGowan will be an asset to the Economic Development Commission.

Motion by M. Turner, second by M. Saladin, to approve Chris McGowan of Market Financial Group and Wayne Read, Inbound Marketing Manager for Other World Computing, to fill the two current vacancies on the Economic Development Commission for three-year terms to 2019.

A roll call vote was taken. Ayes: M. Larson, M. Saladin, RB Thompson, M. Turner, and Mayor Sager. Nays: none. Abstentions: none. Absentees: D. Hart and J. Starzynski. Motion Carried.

Item F-4 – Award of Contract – Pavement Resurfacing & Construction Engineering

In response to a question from RB Thompson, J. Van Landuyt stated the area scheduled for resurfacing will go to the project limits of the proposed round-about meaning that this area will

not be repaved with this project and then be torn up when the round-about project proceeds.

Mayor Sager stated that bids for this project came in at a lower than anticipated level which provides an opportunity to pave more surface. In response to a question from Mayor Sager, R. Stelford stated it is the opinion of the City Attorney that Council should approve a waiver of the requirement for competitive bids concerning the recommendation identified as Item F-4, Section B, which will appropriate the remaining funds in the FY16/17 General Fund CIP and TIF budgets for additional resurfacing work. R. Schlossberg confirmed her opinion that the City should waive the requirement for competitive bids and provided additional information.

In response to a question from M. Turner concerning the additional \$272,000 being considered in Section B, J. Van Landuyt stated this additional work will be at the same unit price as the other work.

In response to a question from RB Thompson, J. Van Landuyt stated that the City will identify the additional streets to be repaved with these extra funds. It was the consensus of Council that City Staff will have administrative approval to select the additional areas to be repaved.

In response to a question from M. Turner, J. Van Landuyt stated the appropriation of additional funds for the paving of additional streets will not change the proposed costs for the design and construction engineering inspection services to be performed by HLR.

Motion by M. Larson, second by M. Turner, to

- a) Approve a contract for the 2016 Street Maintenance Resurfacing Program to the lowest responsible bidder, Geske & Sons, Inc., Crystal Lake, IL for the total bid price of \$707,236.34.
- b) Approve the waiver of the requirement for competitive bids and the use of the remaining funds appropriated for resurfacing in the FY16/17 General Fund CIP budget (82-08-7-803) and the FY16/17 TIF budget (41-00-7-731) to complete additional work for a combined total not-to-exceed \$998,500, with that work to be administratively determined.
- c) Approve the proposal submitted by Hampton, Lenzini & Renwick, Inc. to provide both design and construction engineering inspection services for the 2016 Street Maintenance and Resurfacing Program for an amount not-to-exceed \$96,468.

A roll call vote was taken. Ayes: M. Larson, M. Saladin, RB Thompson, M. Turner, and Mayor Sager. Nays: none. Abstentions: none. Absentees: D. Hart and J. Starzynski. Motion carried.

Item F-8 – Award of Contract – Multi-Use Recreational Path

M. Saladin recused himself and exited the proceedings at 8:07PM.

Mayor Sager noted the requirement for a unanimous vote of those present to move this item forward.

Motion by M. Turner, second by RB Thompson, to approve the award of contract to construct a Multi-Use Path along U.S. Route 14 between Lake Avenue and West Lake Shore Drive to the lowest responsible bidder, Berger Excavating Contractors, Inc., Wauconda, IL for the total bid amount of \$232,203.29 and to approve a proposal from Hampton, Lenzini and Renwick, Inc. to

provide engineering construction and inspection services for the construction of the Multi-Use Path for an amount not-to-exceed \$25,636.

A roll call vote was taken. Ayes: M. Larson, RB Thompson, M. Turner, and Mayor Sager. Nays: none. Abstentions: none. Absentees: D. Hart, M. Saladin, and J. Starzynski. Motion carried.

M. Saladin returned to the Council Chambers at 8:12PM.

FUTURE AGENDA ITEMS

Discussion followed of the application that was made to the Illinois State Historical Society for a plaque proposed to be placed in front of the Sheriff's House commemorating Eugene V. Debs stay. Mayor Sager stated there is a question concerning the length of the copy and the size of the sign and noted subsequent to submittal of the application, the City sent photos of the building. He stated this item will be brought back to Council and to the Historic Preservation Commission once recommendations for wording and plaque placement are ready for consideration.

In response to comments from M. Larson, Mayor Sager stated he has asked staff to review and provide a report to Council concerning the parking situation on Blakely Street.

M. Turner expressed his continued frustration with not being able to dine with the windows open at various restaurants in Woodstock. He noted the pleasant summertime dining experiences he has had in other areas.

ADJOURN

Motion by M. Larson, second by RB Thompson, to adjourn this regular meeting of the Woodstock City Council to the next regularly-scheduled City Council Meeting on Tuesday, August 2, 2016, at 7:00 PM in the Council Chambers at City Hall. Ayes: M. Larson, M. Saladin, RB Thompson, M. Turner, and Mayor Sager. Nays: none. Abstentions: none. Absentees: D. Hart and J. Starzynski. Meeting adjourned at 8:20 PM.

Respectfully submitted,

Cindy Smiley
City Clerk



City of WOODSTOCK

Building & Zoning Department
121 West Calhoun Street
Woodstock, Illinois 60098

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MEMORANDUM

DATE: July 26, 2016

TO: Roscoe Stelford, City Manager

FROM: Joseph Napolitano, Director of Building & Zoning

SUBJECT: City Council Presentation: Conceptual Redevelopment of the Southwest Corner of US Route 14 and IL Route 47 (2000 S. Eastwood Dr.) for a Fuel Station/Convenience Store and Indoor Storage

ATTACHMENTS:

- 1) Conceptual Development Plan
- 2) Biography for Steven Schwartz
- 3) Memorandum to Plan Commission, June 9, 2016
- 4) Plan Commission Meeting Minutes, June 16, 2016

Steve Schwartz of Pearl Street Commercial, LLC is seeking input from the City Council on a proposed plan to redevelop property located at the southwest corner of US Route 14 and IL 47 (former Farm & Fleet property). The project site is situated on 7.56 acres. It is currently occupied by a 90,000 square foot metal building and paved parking lot that previously housed the Farm & Fleet store. Current zoning is B5 Shopping Center District and the site is part of the Route 47 Overlay District which requires special building materials and landscaping for new development.

Mr. Schwartz proposes to acquire the subject property from its current owner (Claude Sunday) and redevelop with a new fuel station/convenience-store. He would also repurpose the existing building for climate-controlled self-storage units. The fuel station/convenience store would be of fairly typical design, but would include a larger diesel fuel area for semi-trucks. The existing building would be re-skinned with a new façade and partitioned off on the inside to accommodate individual storage units. New landscaping would be added to the site. Access would occur from the existing intersection at Route 47/Davis Road and from a new, right-in only access from US Route 14. Mr. Schwartz is also proposing to re-align Davis Road to move it further west from Route 47 which would allow the creation of a four-way intersection that would provide cross access to this site and to the vacant commercial property to the south (former Harley Davidson). Portions of Davis Road adjacent to Route 14 would be lowered by several feet in order to improve sight lines to the property. Mr. Schwartz had been working closely with IDOT and the City regarding these roadway changes.

In order for this project to occur, the subject property must be rezoned to B-3 to accommodate the indoor storage use (proposed Lot 1), receive a special use permit for fuel sales, and acquire final plat approval for a two-lot subdivision. Variations may be necessary for this development, but due to the preliminary nature of the request, the future variances are not known at this time.

The Woodstock Plan Commission discussed this proposed conceptual development at their June 16, 2016 meeting (see minutes attached). Those comments and the comments received by the City Council will be used by the applicant to determine whether or not to proceed with formal zoning applications for the development.

The applicant has requested the opportunity to provide a formal presentation on behalf of the proposed project and will be seeking Council's input and feedback to determine how or if they would move forward with this redevelopment project.



Reviewed and Approved by:

Roscoe C. Stelford III

City Manager

LEGEND

ZONING: B-5

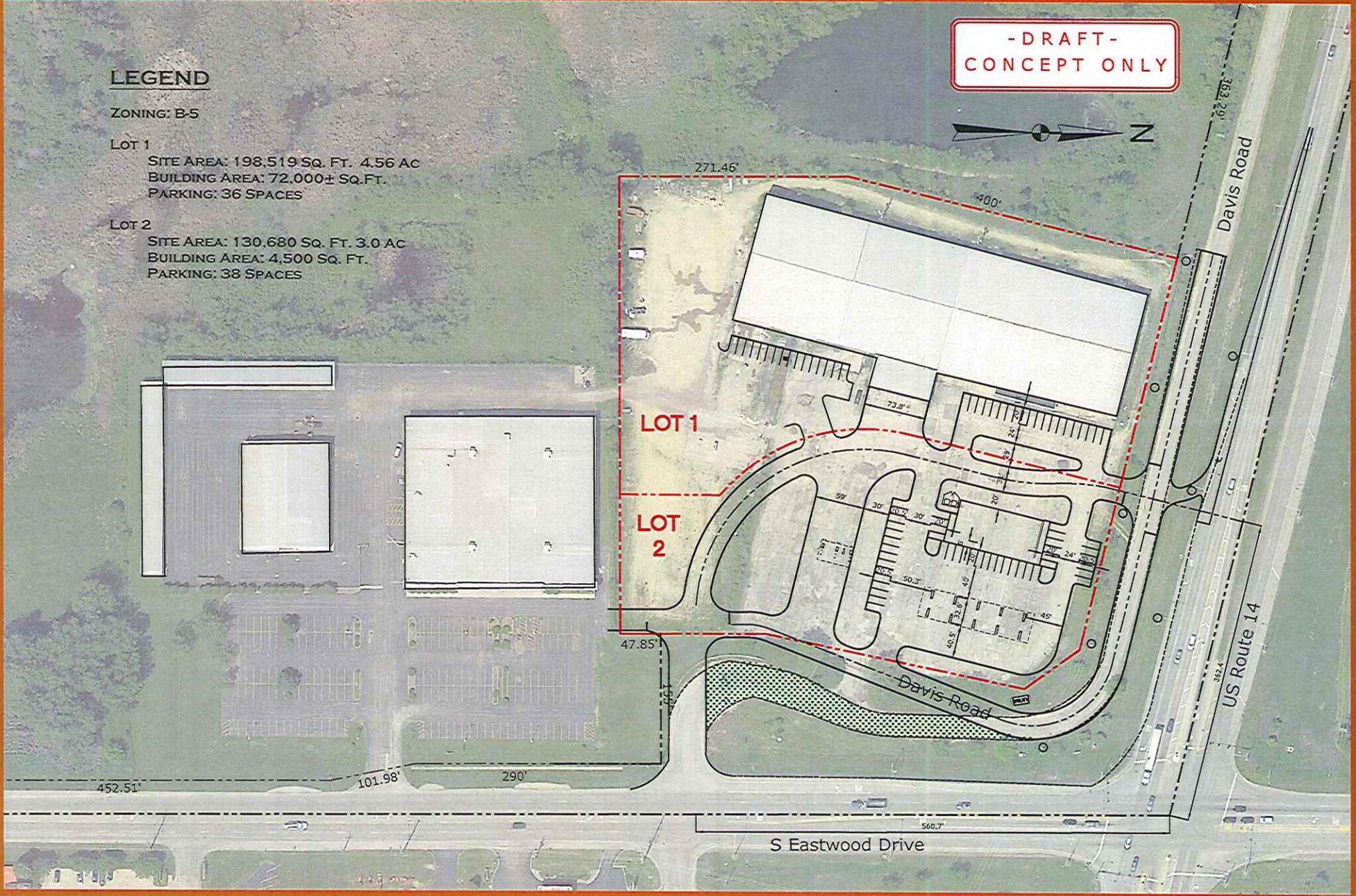
LOT 1

SITE AREA: 198,519 SQ. FT. 4.56 AC
BUILDING AREA: 72,000± SQ. FT.
PARKING: 36 SPACES

LOT 2

SITE AREA: 130,680 SQ. FT. 3.0 AC
BUILDING AREA: 4,500 SQ. FT.
PARKING: 38 SPACES

**- DRAFT -
CONCEPT ONLY**

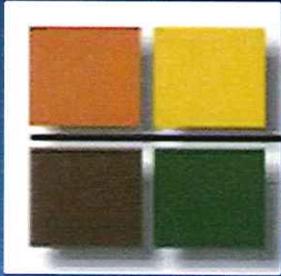


PEARL STREET COMMERCIAL, LLC

2519 Fielding Drive, Glenview, IL 60026
T: (847) 867-7200 F: (847) 510-0454

*"Developing
Opportunity"*

SW Corner US Rt 14 & S Eastwood Dr
Woodstock, Illinois



"Developing Opportunity"

Steven L. Schwartz, J.D.

Principal, Pearl Street Commercial, LLC

Steven L. Schwartz is a principal of Pearl Street Commercial, LLC and is involved in acquisitions and development of commercial properties, including ground up retail, land development, and asset redevelopment. Prior to launching Pearl Street Commercial nine years ago, he was Director of Development for the Shiner Group. As Director, he was responsible for overall land acquisition and retail development for the Midwest States, including Illinois, Indiana, Wisconsin, Missouri and Michigan. During his seven years tenure, he developed over 1 million square feet of retail space encompassing over 200 acres and \$85,000,000 of construction value.

Mr. Schwartz has also worked for two Fortune 500 companies, Safeway/Dominick's, and BP Amoco as a Real Estate Manager responsible for new store development. He also worked for A. Epstein & Sons coordinating all aspects of site development and entitlement for Albertson/Jewel for their former freestanding Osco drugstore program in both Iowa and Illinois.

Mr. Schwartz holds a J.D. from Chicago Kent College of Law (licensed since 1991) and graduated with a B.A. in Political Science from Colby College, Waterville, Maine. He is a member of the International Council of Shopping Centers as well as a candidate member of the Commercial Investment Real Estate Institute (CCIM). He is a licensed real estate broker in Illinois.

He currently resides in Glenview with his wife, Susan, and their children, Daniel and Rachel.



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June 9, 2016

To: Plan Commission

From: Joseph Napolitano, Director of Building and Zoning

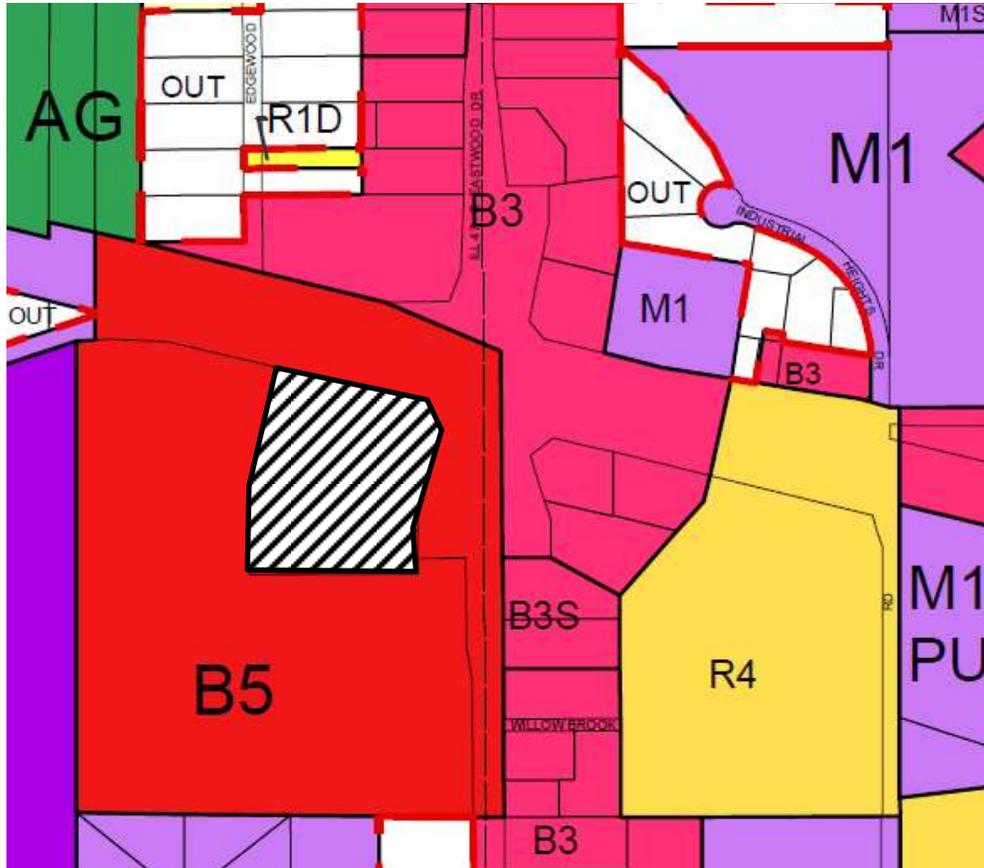
DISCUSSION: REDEVELOPMENT OF THE SOUTHWEST CORNER OF US ROUTE 14 AND IL ROUTE 47 (2000 S. EASTWOOD DR.) FOR A FUEL STATION/C-STORE AND INDOOR STORAGE

Steve Schwartz of Pearl Street Commercial, LLC will be appearing before the Plan Commission to discuss a proposed commercial development located at the southwest corner of US Route 14 and IL 47 (former Farm & Fleet property). Correspondence is enclosed and consists of an explanatory cover letter, a preliminary site plan for the development and a bio of the developer.

The project site is situated on 7.56 acres. It is currently occupied by a 90,000 sf. metal building and parking lot that previously housed the Farm & Fleet store. A zoning and location map is attached on the following page. An aerial photograph of this site is also provided as part of this memo.

Mr. Schwartz proposes to acquire the subject property from its current owner (Claude Sunday) and redevelop with a new fuel station/C-Store. He would also re-purpose the existing building for climate-controlled self-storage units. The fuel station/C-Store would be of fairly typical design, but would include a larger diesel fuel area for semi-trucks. The existing building would be re-skinned with a new façade and partitioned off on the inside to accommodate individual storage units. New landscaping would be added to the site. Access would occur from the existing intersection at Route 47 and Davis Road and a new, right-in only access from US Route 14 is proposed. Mr. Schwartz has proposed to re-align Davis Road to move it further west from Route 47 and allow the creation of a 4-way intersection that would provide cross access to this site and to the vacant commercial property to the south. In addition, portions of Davis Road along Route 14 would be lowered in order to improve sight lines to the property. Mr. Schwartz had been working closely with IDOT and the city regarding these changes.

The site is currently served by both public and private utilities. Storm water detention is being designed and would be accommodated both on-site and in the wet area to the west of the property, which is also owned by Claude Sunday.



2000 S. Eastwood Drive, Current Zoning

The subject property is presently classified “B5 Shopping Center District”, as are abutting properties to the south and west. Land to the east and north is zoned “B-3 Service and Retail District.” Surrounding land uses are either commercial or open space. Woodstock’s Comprehensive Plan indicates that this site is appropriate for “commercial” land use activity. The property is part of the Route 47 Overlay District which requires special building materials and landscaping for new development



2000 S. Eastwood Drive, Aerial Map

In order for this project to occur, the subject property must be rezoned to B-3 for the indoor storage use (the rear portion only), receive a special use permit for fuel sales, and acquire final plat approval for a 2-lot subdivision. Variations may be necessary for this development but due to the preliminary nature of the request, it is not known at this time.

At the suggestion of City staff, Mr. Schwartz is appearing before the Commission to present his proposal and to receive input from members. This is not a public hearing and public notification to area property owners is not required. If this project moves forward, a public hearing before the Plan Commission will be necessary. The earliest that this could occur would be at the July 28, 2016 Plan Commission meeting.

The purpose of this discussion item is to give the developer an opportunity to obtain general comments and feedback from the Plan Commission and to answer any questions Commission members may have. The change in zoning from B5 to B3, the special use permit, the type of land use being proposed and its appropriateness at this location, access and the design of the intended project are all items that the Commission may wish to address.

MINUTES
CITY OF WOODSTOCK
PLAN COMMISSION
June 16, 2016
City Council Chambers

The special meeting of the Woodstock Plan Commission was called to order at 7:00 PM by Chairperson Katherine Parkhurst on Thursday, June 16, 2016, in the Council Chambers at City Hall.

A roll call was taken.

COMMISSION MEMBERS PRESENT: Robert Horrell, Doreen Paluch, Erich Thurow, Steve Gavers, Darrell Moore, Jackie Speciale, and Chairperson Katherine Parkhurst.

COMMISSION MEMBERS ABSENT: Don Fortin.

STAFF PRESENT: Building & Zoning Director Joe Napolitano and Chief Deputy City Clerk Jane Howie.

OTHERS PRESENT: Steve Schwartz, Principal, Pearl Street Commercial, LLC and Claude Sunday (property owner).

APPROVAL OF AGENDA

Motion by D. Paluch, second by D. Moore, to approve the agenda as presented. Ayes: R. Horrell, D. Paluch, E. Thurow, S. Gavers, D. Moore, J. Speciale, and Chairperson K. Parkhurst. Nays: none. Abstentions: none. Absentees: D. Fortin. Motion carried.

1. Public Comment - There was no comment forthcoming from the public.

2. Old Business – none.

3. New Business – none.

4. Discussion

Redevelopment of 2000 S. Eastwood Drive (SW Corner of US Route 14 and IL Route 47 – old Farm & Fleet site).

J. Napolitano explained that this Special Meeting was requested due to the urgency of the developer / potential buyer of the site located on the southwest corner of US Route 14 and IL Route 47, 2000 S. Eastwood Drive, the former Farm & Fleet site. The developer wishes to share his development ideas with the Plan Commission to get their feedback.

S. Schwartz wishes to redevelop the former Farm & Fleet site with a gas station/convenience store and repurpose the existing building for climate-controlled self-storage units. He has relationships with several fuel brands and has built other fuel stations and self-storage facilities in the area. S. Schwartz has previously met with staff to discuss concepts for this site.

The site itself, on the corner of IL Route 47 & US Route 14, is a 7.56 acre parcel. Improvements along Davis Road would be necessary, and the team would work with IDOT to properly align a new, right-in only access from US Route 14. The property is currently zoned B-5 Shopping

Center District. To accommodate the proposed development, a special-use permit is needed for the gas station and to accommodate the proposed storage, the rear part of the site would have to be re-zoned to B-3 Service and Retail District.

S. Schwartz believes the existing building is set up nicely for self-storage units. They could have loading in the front with a possible drive-thru facility as well as a Sales Office. The building would be re-skinned with brick and glass to provide an attractive appearance. It was noted that the building sits quite a ways back from the roadway so there is ample space for a fueling center up front. The exiting asphalt would need to be reconfigured and the site will be well landscaped.

K. Parkhurst appreciates S. Schwartz's interest in Woodstock. She noted that this is a prime corner; a gateway into Woodstock and she believes this site has great potential. K. Parkhurst is opposed to having a self-storage facility at this location as it's not sales tax beneficial and is not conducive for employment.

B. Horrell appreciates S. Schwartz's willingness to bring something to the site. However, he has concerns with this concept and he doesn't like the idea of chopping up the zoning from B-5 and B-3. In addition, this is one of the main entry-ways into Woodstock. The Comprehensive Plan clearly states that it is the City's desire to keep our entryways and greenways looking nice. A self-storage facility and fueling station would not meet this requirement. Other issues, there's a detention pond in the back which needs to be considered, as this may present some challenges. As this site is a prime commercial location, B. Horrell would be more in support of a business that could maximize this space.

E. Thurow shares many of same concerns presented by his fellow Commission members. With his travels bringing him to this area frequently each week he knows that there's a lot of congestion. There could be challenges getting out of this site, especially during rush hours. Perhaps there could be an intersection of sorts farther south. E. Thurow also noted that there are water issues behind the property, so this area needs to be looked at very closely before any improvements are made.

D. Moore is very protective of this site due to the potential this area holds. He believes the proposed development is lacking in a few areas, but it still keeping an open mind moving forward. D. Moore asked how exits off Route 14 would be configured as well as the eastbound traffic on Davis Road.

S. Schwartz said the conceptual layout does not have a right-turn out, due to IDOT's requirements. He said any business that goes into this site must follow these guidelines. The proposal is to use stop signs to control traffic on Davis Road while allowing traffic from Route 14 to flow unimpeded into the site. He added that this business would generate a good amount of tax dollars. They are also trying to drive retail development to the former Harley-Davidson site next door.

It was noted that the right-in only is conceptually approved by IDOT for access. The entryway on Route 14 includes a taper lane for exiting vehicles that are travelling 55 MPH. The semi-truck fuel storage on the southern side is safely configured for turns, radius needed, and a safe exit onto Route 47. The engineers would go with the design recommendation to meet the safety of

the municipality along with the design standards of the fuel operator. S. Schwartz explained entrance / exit concerns for 18-wheeler.

S. Schwartz believes that the Davis Road reconfiguration will help attract businesses to the former Harley-Davidson building to the south. By extending the existing access from Rte. 47 and relocating Davis Road further west, a four-way intersection can be created on the site and this will provide an easy connection between the adjacent properties. There is ample parking and would allow for redevelopment and subdivision of the space.

J. Speciale asked about traffic heading westbound out of the facility towards Harvard, if they have to exit onto Route 47 and turn left on Route 14? S. Schwartz responded that westbound traffic could take that route, or could exit onto Davis Road and take that to the traffic signal on Dean Street to turn west onto Route 14. J. Speciale is open to having a fueling station at this corner; however, she's concerned about having a storage facility there. Would the facility have a gate around it?

S. Schwartz said if there is any gate it could be around the side; the decision has not been determined yet. The facility would be staffed from 9:00 AM – 5:00 PM, five or six days per week. He added that the current plan does not include a car wash but there's a possibility of having a truck rental facility. Due to the positions of the buildings, this is not conducive for retail.

S. Gavers said he likes the fueling station idea, but it's important to clearly mark the turn lane and the off ramp as this could cause some confusion for drivers. He wanted to know if the slip lane could be pushed to the west and if it could be more gradual. How will drivers realize that they're going into a parking lot vs. driving down a road? S. Schwartz said there the length of the taper is governed by IDOT. There are three IDOT streetlights to assist with visibility at the entrance / exit points.

S. Gavers asked if a traffic study has been completed and if they know how many trucks come through this way. He said that 90 % of trucks in the morning are coming in from the north or northwest. S. Schwartz said a traffic study has not been prepared. Davis Road will be lowered 3 to 4 feet and will be redesigned for safety and proper circulation per IDOT and the City of Woodstock requirements. The area will need to be re-configured to allow for trucks & trailers such as a trailer that's 53' with a truck pulling it. S. Gavers' biggest concern is truck traffic entering and exiting the site. He asked if the fuel station could be slightly shifted.

S. Schwartz said there's some additional room on the site to redesign as necessary and the final layout will also be influenced by the end user. This doesn't have to be the final plan.

D. Paluch shares a lot of the same opinions as those that have been shared. She's happy to see interest in this property; however, she's disappointed with the proposed use as she doesn't believe this is an inappropriate use for this location. She's also concerned because of the amount of traffic at this intersection, and semi-truck traffic would aggravate the problem. She also shared her concern with the configuration of the fueling station, especially with trucks maneuvering their way through the area as well as entering and exiting.

K. Parkhurst asked if anyone had any further comments.

B. Horrell asked if S. Schwartz is familiar with Route 120 & Elm Street in McHenry. There's an abandoned BP gas station at this location and he wonders why this station has been abandoned.

S. Schwartz was not familiar with this. He said that, as we know, things evolve and change over time. Good retail begets good retail. He believes that this improvement will bring about other improvements in town.

K. Parkhurst reiterated that this location is a gateway into Woodstock and the City wants it to look very nice and inviting. The Commission encourages that a traffic study be completed as this is a huge concern. At this time, the Commission is lukewarm on the self-storage facility.

J. Speciale asked about the timeline. Would this be done in stages, or all at once?

S. Schwartz said the project would be done all at one time.

D. Moore said re-zoning plus a special use permit is required. J. Napolitano said a fuel station always requires a special use permit.

S. Gavers said the Commission shares the concern of traffic flow. This is a fueling station, not a truck stop.

S. Schwartz said safety is paramount; they'll focus on the improvements for the entrance & exit.

ADJOURN

Motion by D. Paluch, second by S. Gavers, to adjourn this Special Meeting of the Plan Commission to the next regular meeting scheduled for Thursday, July 28, 2016, at 7:00 PM in the Council Chambers at City Hall. Ayes: R. Horrell, D. Paluch, E. Thurow, S. Gavers, D. Moore, J. Speciale, and Chairperson K. Parkhurst. Nays: none. Abstentions: none. Absentees: D. Fortin. Motion carried.

Meeting adjourned at 8:08 PM.

Respectfully submitted,

Jane Howie
Chief Deputy City Clerk

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
107596	FIRE & SAFETY EQUIPMENT OF ROC	ANNUAL INSPECTION FIRE EXTING	43.50-	V RECREATION CENTER FUND	SERVICE TO MAINTAIN EQUIPMENT	05-00-5-552
Total 107596:			43.50-			
107759	RORY SCHNEIDER AUTH. DEALER M	SCANNER	74.95-	V GENERAL FUND	TOOLS	01-07-6-605
107759	RORY SCHNEIDER AUTH. DEALER M	TOOLS	145.95-	V GENERAL FUND	TOOLS	01-06-6-605
Total 107759:			220.90-			
107810	A5 GROUP INC	PROMOTE WOODSTOCK	10,000.00	ESCROW FUND	PROMOTE WOODSTOCK	72-00-0-237
107810	A5 GROUP INC	PROMOTE WOODSTOCK	10,000.00	ESCROW FUND	PROMOTE WOODSTOCK	72-00-0-237
Total 107810:			20,000.00			
107811	HAMPTON, LENZINI & RENWICK INC	WALNUT-ASH-TAPPAN STORM SEWE	26,081.50	GENERAL FUND-CIP	STORMSEWER IMPROVEMENTS	82-09-7-701
107811	HAMPTON, LENZINI & RENWICK INC	WALNUT-ASH-TAPPAN STORM SEWE	21,246.39	GENERAL FUND-CIP	STORMSEWER IMPROVEMENTS	82-09-7-701
Total 107811:			47,327.89			
107812	NATIONWIDE RETIREMENT SOLUTIO	PAYROLL WITHHOLDING REPLACEM	17,185.38	GENERAL FUND	PAYROLL W/H ADJUSTMENTS	01-00-0-211
Total 107812:			17,185.38			
107813	PIR TANO	WALNUT-ASH-TAPPAN	273,323.26	GENERAL FUND-CIP	STORMSEWER IMPROVEMENTS	82-09-7-701
107813	PIR TANO	WALNUT-ASH-TAPPAN	47,134.60	GENERAL FUND-CIP	STORMSEWER IMPROVEMENTS	82-09-7-701
Total 107813:			320,457.86			
107814	TAMBORAZO LA NORIA	SITP - CALLEJONEADAS	500.00	GENERAL FUND	CITY COMMUNITY EVENT	01-11-6-621
Total 107814:			500.00			
107815	A. D. STARR	JERSEYS AND CAPS	586.47	GENERAL FUND	PROGRAM SUPPLIES	01-09-6-612
Total 107815:			586.47			
107816	ALAN DUNKER	FRAME FOR "KIDS WITH CAMERAS" C	15.92	GENERAL FUND	PROGRAM SUPPLIES	01-09-6-612
Total 107816:			15.92			

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
107817	ARAMARK UNIFORM SERVICE	UNIFORM CLEANING	25.00	POLICE PROTECTION FUND	UNIFORM ALLOWANCE	03-00-4-453
107817	ARAMARK UNIFORM SERVICE	UNIFORMS	24.04	GENERAL FUND	UNIFORMS	01-07-4-453
107817	ARAMARK UNIFORM SERVICE	UNIFORMS	13.19	PARKS FUND	UNIFORMS	06-00-4-453
107817	ARAMARK UNIFORM SERVICE	UNIFORMS	16.39	WATER & SEWER UTILITY FUND	UNIFORMS	60-52-4-453
107817	ARAMARK UNIFORM SERVICE	UNIFORMS	42.93	GENERAL FUND	UNIFORMS	01-06-4-453
107817	ARAMARK UNIFORM SERVICE	UNIFORM CLEANING	25.00	POLICE PROTECTION FUND	UNIFORM ALLOWANCE	03-00-4-453
107817	ARAMARK UNIFORM SERVICE	UNIFORMS	22.80	WATER & SEWER UTILITY FUND	UNIFORMS	60-51-4-453
107817	ARAMARK UNIFORM SERVICE	UNIFORMS	2.20	WATER & SEWER UTILITY FUND	UNIFORMS	60-50-4-453
107817	ARAMARK UNIFORM SERVICE	UNIFORMS	24.04	GENERAL FUND	UNIFORMS	01-07-4-453
107817	ARAMARK UNIFORM SERVICE	UNIFORMS	13.19	PARKS FUND	UNIFORMS	06-00-4-453
107817	ARAMARK UNIFORM SERVICE	UNIFORMS	16.39	WATER & SEWER UTILITY FUND	UNIFORMS	60-52-4-453
107817	ARAMARK UNIFORM SERVICE	UNIFORMS	42.93	GENERAL FUND	UNIFORMS	01-06-4-453
Total 107817:			268.10			
107818	ASSOCIATED ELECTRICAL CONTRAC	ELECTRICAL SERVICE TO ADJUST CL	125.00	GENERAL FUND	SERVICE TO MAIN. STREET LIGHTS	01-06-5-557
107818	ASSOCIATED ELECTRICAL CONTRAC	DAMAGE FROM LIGHTENING STRIKE	4,114.56	PARKS FUND	SERVICE TO MAINTAIN LIGHTS	06-00-5-557
Total 107818:			4,239.56			
107819	BOHN'S ACE HARDWARE	SCREEN REPAIRS @ CITY HALL	18.32	GENERAL FUND	SERVICE TO MAINTAIN BUILDING	01-02-5-550
107819	BOHN'S ACE HARDWARE	PARK SHOP ENTRANCE KEYS	4.98	PARKS FUND	MATERIAL TO MAINTAIN GROUNDS	06-00-6-623
107819	BOHN'S ACE HARDWARE	PAD LOCK FOR FIELD GATE @ EMRI	15.99	PARKS FUND	MATERIAL TO MAINTAIN GROUNDS	06-00-6-623
107819	BOHN'S ACE HARDWARE	TRASH BAGS	14.99	GENERAL FUND	OFFICE SUPPLIES	01-09-6-606
107819	BOHN'S ACE HARDWARE	PARTS FOR ODOR CONTROL REPAIR	15.46	WATER & SEWER UTILITY FUND	MATERIAL TO MAINTAIN EQUIP.	60-51-6-621
Total 107819:			69.74			
107820	BUSS FORD	GASKET AND HARDWARE	17.42	GENERAL FUND	MATERIALS TO MAIN. VEHICLES	01-06-6-622
107820	BUSS FORD	CAT CONVERTER	292.34	POLICE PROTECTION FUND	MATERIAL TO MAINTAIN VEHICLES	03-00-6-622
Total 107820:			309.76			
107821	CARQUEST AUTO PARTS STORES	FILTERS	7.96	PARKS FUND	MATERIAL TO MAINTAIN VEHICLES	06-00-6-622
107821	CARQUEST AUTO PARTS STORES	FILTERS	33.92	PARKS FUND	MATERIAL TO MAINTAIN VEHICLES	06-00-6-622
107821	CARQUEST AUTO PARTS STORES	AXLE	60.19	PARKS FUND	MATERIAL TO MAINTAIN VEHICLES	06-00-6-622
107821	CARQUEST AUTO PARTS STORES	BRAKE HOSE	25.34	GENERAL FUND	MATERIALS TO MAIN. VEHICLES	01-06-6-622
107821	CARQUEST AUTO PARTS STORES	FILTER	3.67	POLICE PROTECTION FUND	MATERIAL TO MAINTAIN VEHICLES	03-00-6-622
107821	CARQUEST AUTO PARTS STORES	FUEL LINE CLIP	3.47	POLICE PROTECTION FUND	MATERIAL TO MAINTAIN VEHICLES	03-00-6-622
107821	CARQUEST AUTO PARTS STORES	HVAC PARTS	122.82	PARKS FUND	MATERIAL TO MAINTAIN VEHICLES	06-00-6-622

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
107821	CARQUEST AUTO PARTS STORES	FILTERS	42.00	POLICE PROTECTION FUND	MATERIAL TO MAINTAIN VEHICLES	03-00-6-622
107821	CARQUEST AUTO PARTS STORES	INTERIOR DOOR HANDLE	12.00	PARKS FUND	MATERIAL TO MAINTAIN VEHICLES	06-00-6-622
107821	CARQUEST AUTO PARTS STORES	FILTERS	140.70	GENERAL FUND	MATERIALS TO MAIN. VEHICLES	01-06-6-622
Total 107821:			452.07			
107822	CHAS. HERDRICH & SON, INC.	CAFE SUPPLIES	133.80	PERFORMING ARTS	SUPPLIES & MATERIALS	07-13-6-606
Total 107822:			133.80			
107823	CHIEF SUPPLY CORPORATION	PLASTIC BADGES	681.49	POLICE PROTECTION FUND	SUPPLIES	03-00-6-606
Total 107823:			681.49			
107824	CITY OF WOODSTOCK	PETTY CASH - MCCPA MEETING	30.00	POLICE PROTECTION FUND	TRAVEL & TRAINING	03-00-4-452
107824	CITY OF WOODSTOCK	PETTY CASH - LOWEN RETIREMENT	27.82	POLICE PROTECTION FUND	SUPPLIES	03-00-6-606
107824	CITY OF WOODSTOCK	PETTY CASH - WPD RAFFLE DONATI	20.00	POLICE PROTECTION FUND	SUPPLIES	03-00-6-606
Total 107824:			77.82			
107825	CITY OF WOODSTOCK	WATER/SEWER	498.90	GENERAL FUND	WATER AND SEWER	01-07-6-613
Total 107825:			498.90			
107826	CLARKE ENVIRONMENTAL MOSQUIT	MOSQUITO MANAGEMENT SERVICE	300.00	ENVIRONMENTAL MANAGEMENT FU	MOSQUITO ABATEMENT	90-00-5-595
Total 107826:			300.00			
107827	COMCAST CABLE	COMMUNICATIONS	134.85	LIBRARY	COMMUNICATIONS	08-00-5-501
107827	COMCAST CABLE	COMMUNICATIONS	214.90	POLICE PROTECTION FUND	COMMUNICATIONS	03-00-5-501
107827	COMCAST CABLE	COMMUNICATIONS	124.90	PERFORMING ARTS	COMMUNICATIONS	07-11-5-501
107827	COMCAST CABLE	COMMUNICATIONS	84.90	AQUATIC CENTER FUND	COMMUNICATIONS	04-00-5-501
107827	COMCAST CABLE	COMMUNICATIONS	124.90	RECREATION CENTER FUND	COMMUNICATIONS	05-00-5-501
107827	COMCAST CABLE	COMMUNICATIONS	84.90	WATER & SEWER UTILITY FUND	COMMUNICATIONS	60-50-5-501
107827	COMCAST CABLE	COMMUNICATIONS	84.90	WATER & SEWER UTILITY FUND	COMMUNICATIONS	60-51-5-501
107827	COMCAST CABLE	COMMUNICATIONS	144.85	GENERAL FUND	COMMUNICATIONS	01-08-5-501
107827	COMCAST CABLE	COMMUNICATIONS	84.90	WATER & SEWER UTILITY FUND	COMMUNICATIONS	60-51-5-501
107827	COMCAST CABLE	COMMUNICATIONS	84.90	WATER & SEWER UTILITY FUND	COMMUNICATIONS	60-50-5-501
107827	COMCAST CABLE	COMMUNICATIONS	239.85	GENERAL FUND	COMMUNICATIONS	01-03-5-501
107827	COMCAST CABLE	COMMUNICATIONS	114.90	RECREATION CENTER FUND	SERVICE TO MAINTAIN EQUIPMENT	05-00-5-552

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
Total 107827:			1,523.65			
107828	COMMONWEALTH EDISON	ELECTRIC FOR PUMPS	82.75	WATER & SEWER UTILITY FUND	UTILITIES- LIFT STATIONS	60-52-5-540
107828	COMMONWEALTH EDISON	ELECTRIC FOR PUMPS	155.00	WATER & SEWER UTILITY FUND	UTILITIES- LIFT STATIONS	60-52-5-540
107828	COMMONWEALTH EDISON	ELECTRIC FOR PUMPS	127.36	WATER & SEWER UTILITY FUND	UTILITIES- LIFT STATIONS	60-52-5-540
107828	COMMONWEALTH EDISON	ELECTRIC FOR PUMPS	62.61	WATER & SEWER UTILITY FUND	UTILITIES- LIFT STATIONS	60-52-5-540
107828	COMMONWEALTH EDISON	ELECTRIC - EMRICSON PARK	301.35	PARKS FUND	ELECTRICITY	06-00-5-540
107828	COMMONWEALTH EDISON	STREET LIGHTING	60.68	MOTER FUEL TAX FUND	STREET LIGHTING	12-00-5-564
107828	COMMONWEALTH EDISON	ELECTRIC FOR PUMPS	99.48	WATER & SEWER UTILITY FUND	UTILITIES- LIFT STATIONS	60-52-5-540
107828	COMMONWEALTH EDISON	ELECTRIC FOR PUMPS	67.03	WATER & SEWER UTILITY FUND	UTILITIES- LIFT STATIONS	60-52-5-540
107828	COMMONWEALTH EDISON	ELECTRIC FOR PUMPS	137.09	WATER & SEWER UTILITY FUND	UTILITIES- LIFT STATIONS	60-52-5-540
107828	COMMONWEALTH EDISON	ELECTRIC FOR PUMPS	84.71	WATER & SEWER UTILITY FUND	UTILITIES- LIFT STATIONS	60-52-5-540
107828	COMMONWEALTH EDISON	ELECTRIC FOR PUMPS	122.28	WATER & SEWER UTILITY FUND	UTILITIES- LIFT STATIONS	60-52-5-540
107828	COMMONWEALTH EDISON	ELECTRIC FOR PUMPS	1.41	WATER & SEWER UTILITY FUND	UTILITIES- LIFT STATIONS	60-52-5-540
107828	COMMONWEALTH EDISON	ELECTRIC FOR PUMPS	79.09	WATER & SEWER UTILITY FUND	UTILITIES- LIFT STATIONS	60-52-5-540
107828	COMMONWEALTH EDISON	ELECTRIC FOR PUMPS	125.74	WATER & SEWER UTILITY FUND	UTILITIES- LIFT STATIONS	60-52-5-540
107828	COMMONWEALTH EDISON	STREET LIGHTING	72.89	MOTER FUEL TAX FUND	STREET LIGHTING	12-00-5-564
107828	COMMONWEALTH EDISON	ELECTRIC - BATES PARK	845.86	PARKS FUND	ELECTRICITY	06-00-5-540
107828	COMMONWEALTH EDISON	ELECTRIC	3,283.69	AQUATIC CENTER FUND	ELECTRIC	04-00-6-604
107828	COMMONWEALTH EDISON	ELECTRIC - BOOSTER STATION	107.30	WATER & SEWER UTILITY FUND	UTILITIES- BOOSTER STATIONS	60-52-5-541
107828	COMMONWEALTH EDISON	ELECTRIC FOR PUMPS	122.59	WATER & SEWER UTILITY FUND	UTILITIES- LIFT STATIONS	60-52-5-540
107828	COMMONWEALTH EDISON	ELECTRIC- SEQ PARK	96.54	PARKS FUND	ELECTRICITY	06-00-5-540
107828	COMMONWEALTH EDISON	ELECTRIC - HENNEN	19.60	PARKS FUND	ELECTRICITY	06-00-5-540
107828	COMMONWEALTH EDISON	STREET LIGHTING	58.32	MOTER FUEL TAX FUND	STREET LIGHTING	12-00-5-564
107828	COMMONWEALTH EDISON	STREET LIGHTING	46.00	MOTER FUEL TAX FUND	STREET LIGHTING	12-00-5-564
107828	COMMONWEALTH EDISON	STREET LIGHTING	22.08	MOTER FUEL TAX FUND	STREET LIGHTING	12-00-5-564
Total 107828:			6,181.45			
107829	COMMONWEALTH EDISON	STREET LIGHTING	1,320.23	MOTER FUEL TAX FUND	STREET LIGHTING	12-00-5-564
Total 107829:			1,320.23			
107830	COMMUNITY PLUMBING COMPANY	AQUATIC CENTER REPAIRS	75.00	AQUATIC CENTER FUND	SERVICE TO MAINTAIN BUILDING	04-00-5-550
Total 107830:			75.00			
107831	CONSERV FS	REGULAR FUEL	17.06	GENERAL FUND	GAS & OIL	01-06-6-602
107831	CONSERV FS	REGULAR FUEL	36.24	PARKS FUND	GASOLINE & OIL	06-00-6-602

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
107831	CONSERV FS	REGULAR FUEL	178.02	WATER & SEWER UTILITY FUND	GASOLINE & OIL	60-52-6-602
107831	CONSERV FS	REGULAR FUEL	19.19	WATER & SEWER UTILITY FUND	GASOLINE & OIL	60-51-6-602
107831	CONSERV FS	REGULAR FUEL	159.90	WATER & SEWER UTILITY FUND	GASOLINE & OIL	60-50-6-602
107831	CONSERV FS	REGULAR FUEL	21.32	GENERAL FUND	GASOLINE & OIL	01-08-6-602
107831	CONSERV FS	REGULAR FUEL	31.98	GENERAL FUND	GAS & OIL	01-07-6-602
107831	CONSERV FS	REGULAR FUEL	358.18	POLICE PROTECTION FUND	GASOLINE & OIL	03-00-6-602
107831	CONSERV FS	REGULAR FUEL	157.77	GENERAL FUND	GASOLINE AND OIL	01-05-6-602
107831	CONSERV FS	REGULAR FUEL	86.35	GENERAL FUND	GAS & OIL	01-09-6-602
107831	CONSERV FS	DIESEL FUEL	1,281.71	GENERAL FUND	GAS & OIL	01-06-6-602
107831	CONSERV FS	DIESEL FUEL	571.61	PARKS FUND	GASOLINE & OIL	06-00-6-602
107831	CONSERV FS	DIESEL FUEL	559.02	WATER & SEWER UTILITY FUND	GASOLINE & OIL	60-52-6-602
107831	CONSERV FS	DIESEL FUEL	93.17	WATER & SEWER UTILITY FUND	GASOLINE & OIL	60-51-6-602
107831	CONSERV FS	DIESEL FUEL	12.58	WATER & SEWER UTILITY FUND	GASOLINE & OIL	60-50-6-602
Total 107831:			3,584.10			
107832	CONSTELLATION NEWENERGY	STREET LIGHTING	18,372.24	MOTER FUEL TAX FUND	STREET LIGHTING	12-00-5-564
107832	CONSTELLATION NEWENERGY	STREET LIGHTING	131.70	MOTER FUEL TAX FUND	STREET LIGHTING	12-00-5-564
107832	CONSTELLATION NEWENERGY	STREET LIGHTING	7.80	MOTER FUEL TAX FUND	STREET LIGHTING	12-00-5-564
107832	CONSTELLATION NEWENERGY	STREET LIGHTING	18,353.68	MOTER FUEL TAX FUND	STREET LIGHTING	12-00-5-564
107832	CONSTELLATION NEWENERGY	STREET LIGHTING	229.09	MOTER FUEL TAX FUND	STREET LIGHTING	12-00-5-564
107832	CONSTELLATION NEWENERGY	STREET LIGHTING	86.29	MOTER FUEL TAX FUND	STREET LIGHTING	12-00-5-564
107832	CONSTELLATION NEWENERGY	STREET LIGHTING	163.11	MOTER FUEL TAX FUND	STREET LIGHTING	12-00-5-564
107832	CONSTELLATION NEWENERGY	STREET LIGHTING	1,045.03	MOTER FUEL TAX FUND	STREET LIGHTING	12-00-5-564
107832	CONSTELLATION NEWENERGY	STREET LIGHTING	1,078.96	MOTER FUEL TAX FUND	STREET LIGHTING	12-00-5-564
107832	CONSTELLATION NEWENERGY	ELECTRICITY FOR PUMPS	291.25	WATER & SEWER UTILITY FUND	UTILITIES- LIFT STATIONS	60-52-5-540
107832	CONSTELLATION NEWENERGY	ELECTRICITY FOR PUMPS	106.70	WATER & SEWER UTILITY FUND	UTILITIES- LIFT STATIONS	60-52-5-540
107832	CONSTELLATION NEWENERGY	ELECTRICITY FOR PUMPS	560.07	WATER & SEWER UTILITY FUND	UTILITIES- BOOSTER STATIONS	60-52-5-541
Total 107832:			40,425.92			
107833	COPY EXPRESS, INC.	UMP CARDS	9.73	GENERAL FUND	PROGRAM SUPPLIES	01-09-6-612
107833	COPY EXPRESS, INC.	BAND CONCERT PROGRAMS	42.19	PERFORMING ARTS	SUPPLIES	07-12-6-606
Total 107833:			51.92			
107834	COURTNEY SLINKO	YOUTH VOLLEYBALL	600.00	GENERAL FUND	INSTRUCTOR CONTRACTS	01-09-5-512
Total 107834:			600.00			

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
107835	CROWN RESTROOMS	MERRYMAN F PORT-A-POTTY	536.00	PARKS FUND	SERVICE TO MAINTAIN GROUNDS	06-00-5-551
107835	CROWN RESTROOMS	HEATWAVE CITY SOFTBALL TOURNA	260.00	GENERAL FUND	OTHER COMMUNITY EVENTS	01-11-6-615
107835	CROWN RESTROOMS	HEATWAVE CITY SOFTBALL TOURNA	245.00	GENERAL FUND	OTHER COMMUNITY EVENTS	01-11-6-615
Total 107835:			1,041.00			
107836	DAVE ZINNEN	CONCESSION SUPPLIES, PHOTO DE	335.46	GENERAL FUND	PROGRAM SUPPLIES	01-09-6-612
Total 107836:			335.46			
107837	DILAR'S EMBROIDERY & MONOGRAM	EMBROIDERY SERVICES	21.00	PARKS FUND	UNIFORMS	06-00-4-453
Total 107837:			21.00			
107838	DON KAMPS	SOFTBALL OFFICIAL	96.00	GENERAL FUND	ATHLETIC OFFICIALS	01-09-5-513
Total 107838:			96.00			
107839	DPS EQUIPMENT SERVICES INC	LABOR AND EQUIPMENT - REHAB TH	4,500.00	WATER & SEWER UTILITY FUND	SERVICE TO MAINTAIN EQUIPMENT	60-51-5-552
Total 107839:			4,500.00			
107840	DREIBELBIS + FAIRWEATHER PHOTO	USE OF PHOTOGRAPHY	1,000.00	ESCROW FUND	PROMOTE WOODSTOCK	72-00-0-237
Total 107840:			1,000.00			
107841	ED'S AUTOMOTIVE	INSPECTION	29.44	GENERAL FUND	SERVICE TO MAINTAIN EQUIPMENT	01-06-5-552
Total 107841:			29.44			
107842	EVERGREEN IRRIGATION, INC.	SERVICE MULTIPLE FIELD IRRIGATIO	327.15	PARKS FUND	MATERIAL TO MAINTAIN GROUNDS	06-00-6-623
107842	EVERGREEN IRRIGATION, INC.	SERVICE MULTIPLE FIELD IRRIGATIO	1,750.00	PARKS FUND	SERVICE TO MAINTAIN GROUNDS	06-00-5-551
Total 107842:			2,077.15			
107843	EXCAVATING CONCEPTS, INC.	TRUCKING SOIL TO LANDFILL	8,900.00	GENERAL FUND-CIP	I & I IMPROVEMENTS	82-09-7-709
Total 107843:			8,900.00			
107844	FARM & FLEET C/O SYNCHRONY	ASSORTED TOOLS	998.55	WATER & SEWER UTILITY FUND	TOOLS	60-52-6-605

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
Total 107844:			998.55			
107845	FIBAR SYSTEMS	CERT. PLAYGROUND MULCH @ APPL	1,700.00	PARKS FUND	MATERIAL TO MAINTAIN GROUNDS	06-00-6-623
Total 107845:			1,700.00			
107846	FIRE & SAFETY EQUIPMENT OF ROC	ANNUAL INSPECTION FIRE EXTING	43.50	RECREATION CENTER FUND	SERVICE TO MAINTAIN EQUIPMENT	05-00-5-552
Total 107846:			43.50			
107847	FIRSTMERIT BANKCARD CTR	WEB RECEIPTS	80.17	GENERAL FUND	OFFICE SUPPLIES	01-09-6-606
107847	FIRSTMERIT BANKCARD CTR	NEW ID PRINTER	504.68	AQUATIC CENTER FUND	OFFICE/JANITORIAL SUPPLIES	04-00-6-606
107847	FIRSTMERIT BANKCARD CTR	EMPLOYEE PICNIC	4.24	GENERAL FUND	TRAVEL & TRAINING	01-01-4-452
107847	FIRSTMERIT BANKCARD CTR	PARKS RPZ REPAIR	72.68	PARKS FUND	MATERIAL TO MAINTAIN GROUNDS	06-00-6-623
107847	FIRSTMERIT BANKCARD CTR	PLAYGROUND PROGRAM	128.88	GENERAL FUND	PROGRAM SUPPLIES	01-09-6-612
107847	FIRSTMERIT BANKCARD CTR	HORIZONTAL LASER TRANSIT KIT	1,395.00	GENERAL FUND	TOOLS	01-06-6-605
107847	FIRSTMERIT BANKCARD CTR	UNIFORMS	115.95	PARKS FUND	UNIFORMS	06-00-4-453
107847	FIRSTMERIT BANKCARD CTR	CAFÉ SUPPLIES	49.00	PERFORMING ARTS	SUPPLIES	07-11-6-606
107847	FIRSTMERIT BANKCARD CTR	PLAYGROUND PROGRAM	57.55	GENERAL FUND	PROGRAM SUPPLIES	01-09-6-612
107847	FIRSTMERIT BANKCARD CTR	REC CENTER SUPPLIES	106.90	RECREATION CENTER FUND	PROGRAM SUPPLIES	05-00-6-612
107847	FIRSTMERIT BANKCARD CTR	CHIEF LOWEN CONFERENCE	169.00	POLICE PROTECTION FUND	TRAVEL & TRAINING	03-00-4-452
107847	FIRSTMERIT BANKCARD CTR	LUNCH-OLD COURT HOUSE ADVIS C	70.00	GENERAL FUND	TRAVEL & TRAINING	01-01-4-452
107847	FIRSTMERIT BANKCARD CTR	BOSS BUCKS	35.00	RECREATION CENTER FUND	PROGRAM SUPPLIES	05-00-6-612
107847	FIRSTMERIT BANKCARD CTR	PLAYGROUND PROGRAM	57.80	GENERAL FUND	PROGRAM SUPPLIES	01-09-6-612
107847	FIRSTMERIT BANKCARD CTR	GFOA SEMINAR LUNCH	17.00	GENERAL FUND	TRAVEL & TRAINING	01-03-4-452
107847	FIRSTMERIT BANKCARD CTR	SUMMER READING PRIZES	25.86	LIBRARY	SUPPLIES	08-00-6-606
107847	FIRSTMERIT BANKCARD CTR	NEW DOMAIN	69.94	GENERAL FUND	SERVICE TO MAINTAIN EQUIPMENT	01-01-5-552
107847	FIRSTMERIT BANKCARD CTR	SUMMER READING CRAFT	1.99	LIBRARY	SUPPLIES	08-00-6-606
107847	FIRSTMERIT BANKCARD CTR	PARTS FOR TANNING BED	64.95	RECREATION CENTER FUND	MATERIAL TO MAINTAIN EQUIPMENT	05-00-6-621
107847	FIRSTMERIT BANKCARD CTR	KIDDIE POOL GATE LATCH	82.00	AQUATIC CENTER FUND	MATERIAL TO MAINTAIN POOL	04-00-6-622
107847	FIRSTMERIT BANKCARD CTR	FLYER - REAL WOODSTOCK	19.30	GENERAL FUND	PRINTING SERVICES	01-12-5-537
107847	FIRSTMERIT BANKCARD CTR	SENIORS SUPPLIES	46.90	GENERAL FUND	SENIORS @ STAGE LEFT	01-11-6-620
107847	FIRSTMERIT BANKCARD CTR	TERM STRIP	56.87	ESCROW FUND	GAZEBO WEDDINGS	72-00-0-218
107847	FIRSTMERIT BANKCARD CTR	GAFTERS TAPE/GLOW TAPE	394.95	PERFORMING ARTS	SUPPLIES	07-11-6-606
107847	FIRSTMERIT BANKCARD CTR	BREAKFAST ON WAY BACK FROM ME	8.73	GENERAL FUND	EXPANSION/RETENTION SERVICES	01-12-5-536
107847	FIRSTMERIT BANKCARD CTR	TICKET REVENUE	54.10	ESCROW FUND	OPERA HOUSE TICKETS	72-00-0-215
107847	FIRSTMERIT BANKCARD CTR	WEB RECEIPTS	15.75	GENERAL FUND	OFFICE SUPPLIES	01-09-6-606
107847	FIRSTMERIT BANKCARD CTR	NEW ID PRINTER	412.69	GENERAL FUND	OFFICE SUPPLIES	01-09-6-606
107847	FIRSTMERIT BANKCARD CTR	NEW ID PRINTER	412.69	RECREATION CENTER FUND	OFFICE/JANITORIAL SUPPLIES	05-00-6-606

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
107847	FIRSTMERIT BANKCARD CTR	GARAGE SALE STICKERS	65.46	GENERAL FUND	SUPPLIES	01-03-6-606
107847	FIRSTMERIT BANKCARD CTR	SUMMER READING PRIZES	49.98	LIBRARY	SUPPLIES	08-00-6-606
107847	FIRSTMERIT BANKCARD CTR	WEBSITE	20.99	PERFORMING ARTS	COMMUNICATIONS	07-11-5-501
107847	FIRSTMERIT BANKCARD CTR	GIFT CARDS - ACM INTERVIEW TEAM	100.00	GENERAL FUND	SUPPLIES	01-01-6-606
107847	FIRSTMERIT BANKCARD CTR	LIBRARY MATERIALS	246.50	LIBRARY BUILDING FUND	FURNITURE & EQUIPMENT	09-00-7-720
107847	FIRSTMERIT BANKCARD CTR	NETWORKING LUNCH	23.00	GENERAL FUND	EXPANSION/RETENTION SERVICES	01-12-5-536
107847	FIRSTMERIT BANKCARD CTR	WATER	49.07	LIBRARY	SUPPLIES	08-00-6-606
107847	FIRSTMERIT BANKCARD CTR	UNIFORM EMBROIDERY	78.00	GENERAL FUND	SUPPLIES	01-05-6-606
107847	FIRSTMERIT BANKCARD CTR	WEBSITE IMAGES	49.00	GENERAL FUND	CITY WEBSITE	01-01-5-556
107847	FIRSTMERIT BANKCARD CTR	FOOD SHED BOARD MEETING	4.46	GENERAL FUND	EXPANSION/RETENTION SERVICES	01-12-5-536
107847	FIRSTMERIT BANKCARD CTR	SUMMER IN THE PARK SUPPLIES	105.30	GENERAL FUND	CITY COMMUNITY EVENT	01-11-6-621
107847	FIRSTMERIT BANKCARD CTR	SUMMER READING PRIZES	29.84	LIBRARY	SUPPLIES	08-00-6-606
107847	FIRSTMERIT BANKCARD CTR	RETURN T-BALL SHIRT	12.02	GENERAL FUND	PROGRAM SUPPLIES	01-09-6-612
107847	FIRSTMERIT BANKCARD CTR	SUPPLIES RETURNED	9.98-	GENERAL FUND	SUPPLIES	01-08-6-606
107847	FIRSTMERIT BANKCARD CTR	ROPE	47.81	RECREATION CENTER FUND	PROGRAM SUPPLIES	05-00-6-612
107847	FIRSTMERIT BANKCARD CTR	DRAIN COVERS	254.84	AQUATIC CENTER FUND	MATERIAL TO MAINTAIN POOL	04-00-6-622
107847	FIRSTMERIT BANKCARD CTR	MONICAS RETIREMENT	36.00	GENERAL FUND	SUPPLIES	01-01-6-606
107847	FIRSTMERIT BANKCARD CTR	ADVERTISING	115.08	PERFORMING ARTS	PROGRAMMING FUND - ADVERTISIN	07-11-5-526
107847	FIRSTMERIT BANKCARD CTR	MEMBER OF THE MONTH PRIZES	12.00	RECREATION CENTER FUND	PROGRAM SUPPLIES	05-00-6-612
107847	FIRSTMERIT BANKCARD CTR	PARKS RPZ REPAIR	131.33	PARKS FUND	MATERIAL TO MAINTAIN GROUNDS	06-00-6-623
107847	FIRSTMERIT BANKCARD CTR	PARTS FOR TANNING BED	59.08	RECREATION CENTER FUND	PROGRAM SUPPLIES	05-00-6-612
107847	FIRSTMERIT BANKCARD CTR	CHALLENGE ROAD RACE	104.47	GENERAL FUND	PROGRAM SUPPLIES	01-09-6-612
107847	FIRSTMERIT BANKCARD CTR	TIE DYE PROGRAM	65.95	AQUATIC CENTER FUND	PROGRAM SUPPLIES	04-00-6-612
107847	FIRSTMERIT BANKCARD CTR	CHALLENGE ROAD RACE	179.25	GENERAL FUND	PROGRAM SUPPLIES	01-09-6-612
107847	FIRSTMERIT BANKCARD CTR	REGISTRATION REFUND	595.00-	GENERAL FUND	TRAVEL & TRAINING	01-12-4-452
107847	FIRSTMERIT BANKCARD CTR	TABLET CPU	951.16	GENERAL FUND-CIP	COMPUTER NETWORK	82-01-7-704
107847	FIRSTMERIT BANKCARD CTR	EMPLOYEE PICNIC	11.86	GENERAL FUND	TRAVEL & TRAINING	01-01-4-452
107847	FIRSTMERIT BANKCARD CTR	MEMBERSHIP	190.00	GENERAL FUND	DUES AND SUBSCRIPTIONS	01-04-4-454
107847	FIRSTMERIT BANKCARD CTR	NOAH ARK TEEN TRIP	270.00	GENERAL FUND	PROGRAM SUPPLIES	01-09-6-612
107847	FIRSTMERIT BANKCARD CTR	NOAH ARK TEEN TRIP	56.56	GENERAL FUND	PROGRAM SUPPLIES	01-09-6-612
107847	FIRSTMERIT BANKCARD CTR	NOAH ARK TEEN TRIP	191.80	GENERAL FUND	PROGRAM SUPPLIES	01-09-6-612
107847	FIRSTMERIT BANKCARD CTR	ROPE FOR WWW FACILITY	309.98	AQUATIC CENTER FUND	MATERIAL TO MAINTAIN BUILDING	04-00-6-620
107847	FIRSTMERIT BANKCARD CTR	EMPLOYEE PICNIC	24.80	GENERAL FUND	TRAVEL & TRAINING	01-01-4-452
107847	FIRSTMERIT BANKCARD CTR	LIBRARY MATERIALS	43.99	LIBRARY	BOOKS & OTHER LIBRARY MATERIAL	08-00-7-740
107847	FIRSTMERIT BANKCARD CTR	CHALLENGE ROAD RACE	51.30	GENERAL FUND	PROGRAM SUPPLIES	01-09-6-612
107847	FIRSTMERIT BANKCARD CTR	CHALLENGE ROAD RACE	14.66	GENERAL FUND	PROGRAM SUPPLIES	01-09-6-612
107847	FIRSTMERIT BANKCARD CTR	SUPPLIES	9.98	GENERAL FUND	SUPPLIES	01-08-6-606
107847	FIRSTMERIT BANKCARD CTR	WOODSTOCK CHALLENGE SUPPLIES	18.06	GENERAL FUND	PROGRAM SUPPLIES	01-09-6-612
107847	FIRSTMERIT BANKCARD CTR	REBATE	350.00-	GENERAL FUND	MISCELLANEOUS INCOME	01-00-5-380

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
Total 107847:			7,559.17			
107848	GAVERS PAVING & EXCAVATING INC	RENOVATIONS FROM ASH TREE REM	810.00	PARKS FUND	LANDSCAPE MATERIALS	06-00-6-609
107848	GAVERS PAVING & EXCAVATING INC	PAVEMENT REPAIR FROM WATER M	7,022.40	WATER & SEWER UTILITY FUND	SERVICE TO MAINT. WATER MAINS	60-52-5-554
107848	GAVERS PAVING & EXCAVATING INC	SAND, NORTH TREATMENT PLANT	474.36	WATER & SEWER UTILITY FUND	SLUDGE DISPOSAL	60-51-5-551
Total 107848:			8,306.76			
107849	HARRISON SCHOOL PTO	FULL PAGE ADD IN PTO CALENDAR	75.00	GENERAL FUND	PRINTING SERVICES/ ADVERTISING	01-09-5-537
107849	HARRISON SCHOOL PTO	FULL PAGE ADD IN PTO CALENDAR	75.00	GENERAL FUND	PRINTING SERVICES/ ADVERTISING	01-09-5-537
Total 107849:			150.00			
107850	HD SUPPLY WATERWORKS, LTD.	PARTS FOR SEWER REPAIRS	525.28	WATER & SEWER UTILITY FUND	MATERIAL TO MAINT. SEWER MAIN	60-52-6-625
Total 107850:			525.28			
107851	HUB INTERNATIONAL MIDWEST WES	Q3 CONSULTING FEE	9,000.00	HEALTH/LIFE INSURANCE FUND	PROFESSIONAL SERVICES	75-00-5-503
Total 107851:			9,000.00			
107852	I L E A S ATTN: AMY GRAY	DUES & SUBSCRIPTION	120.00	POLICE PROTECTION FUND	DUES & SUBSCRIPTIONS	03-00-4-454
Total 107852:			120.00			
107853	IA EMD	DUES	15.00	POLICE PROTECTION FUND	DUES & SUBSCRIPTIONS	03-00-4-454
Total 107853:			15.00			
107854	JAMES KAIL	R.O.W. 253 MARK CT	100.00	ESCROW FUND	RIGHT OF WAY PERMITS	72-00-0-217
Total 107854:			100.00			
107855	JIM FRANKLIN	SOFTBALL OFFICIAL	72.00	GENERAL FUND	ATHLETIC OFFICIALS	01-09-5-513
Total 107855:			72.00			
107856	JOHNSON HEALTH TECH	WEIGHT ROOM MACHINE	67.00	RECREATION CENTER FUND	MATERIAL TO MAINTAIN EQUIPMENT	05-00-6-621

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
Total 107856:			67.00			
107857	JOSE GONZALEZ	PROGRAM FEE REFUND	50.00	GENERAL FUND	RECREATION PROGRAM FEES	01-00-3-327
Total 107857:			50.00			
107858	JOSE M. ZAMORANO	MAINTENANCE SERVICE	170.00	RECREATION CENTER FUND	SERVICE TO MAINTAIN EQUIPMENT	05-00-5-552
Total 107858:			170.00			
107859	JS COMMUNICATIONS TECHNOLOGI	SERVICE TO WARNING SIREN	362.50	POLICE PROTECTION FUND	SERVICE TO MAINTAIN EQUIPMENT	03-00-5-552
Total 107859:			362.50			
107860	JUDITH BROWN	RECREATION INSTRUCTION	92.00	RECREATION CENTER FUND	INSTRUCTORS/PERSONAL TRAINERS	05-00-3-431
Total 107860:			92.00			
107861	KATHLEEN GALLAGHER	CPR CERTIFICATION	25.00	POLICE PROTECTION FUND	DUES & SUBSCRIPTIONS	03-00-4-454
Total 107861:			25.00			
107862	KATIE KUCH	PROGRAM FEE REFUND	37.00	GENERAL FUND	RECREATION PROGRAM FEES	01-00-3-327
Total 107862:			37.00			
107863	KINGSTON LANES	PLAYGROUND PROGRAM	110.00	GENERAL FUND	PROGRAM SUPPLIES	01-09-6-612
Total 107863:			110.00			
107864	LESLIE BEHRNS	SWIM LESSONS	400.00	GENERAL FUND	INSTRUCTOR CONTRACTS	01-09-5-512
107864	LESLIE BEHRNS	SWIM LESSONS	400.00	GENERAL FUND	INSTRUCTOR CONTRACTS	01-09-5-512
Total 107864:			800.00			
107865	LIONHEART CRITICAL POWER SPECI	SERVICE WORK ON PORTABLE GENE	662.40	WATER & SEWER UTILITY FUND	SERVICE TO MAINTAIN EQUIPMENT	60-51-5-552
107865	LIONHEART CRITICAL POWER SPECI	REPLACE VOLTAGE ADJUSTMENT P	298.00	WATER & SEWER UTILITY FUND	SERVICE TO MAINTAIN EQUIPMENT	60-51-5-552

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
Total 107865:			960.40			
107866	MCHENRY ANALYTICAL WATER LABO	SAMPLE TESTING	135.00	WATER & SEWER UTILITY FUND	LABORATORY TESTING SERVICES	60-51-5-509
Total 107866:			135.00			
107867	MDC ENVIRONMENTAL SERVICES	GARBAGE STICKERS	5,360.00	ESCROW FUND	BAGS/STICKERS/BINS/TOTES	72-00-0-214
107867	MDC ENVIRONMENTAL SERVICES	YARD WASTE STICKERS	4,800.00	ESCROW FUND	BAGS/STICKERS/BINS/TOTES	72-00-0-214
Total 107867:			10,160.00			
107868	MEGA COMMERCIAL SERVICES INC	MONTHLY CUSTODIAL SERVICE	1,790.00	LIBRARY BUILDING FUND	BUILDING CLEANING SERVICES	09-00-3-415
107868	MEGA COMMERCIAL SERVICES INC	MONTHLY CUSTODIAL SERVICE	1,249.00	GENERAL FUND	SERVICE TO MAINTAIN BUILDING	01-02-5-550
107868	MEGA COMMERCIAL SERVICES INC	MONTHLY CUSTODIAL SERVICE	1,249.00	RECREATION CENTER FUND	SERVICE TO MAINTAIN BUILDING	05-00-5-550
Total 107868:			4,288.00			
107869	MEGON MCDONOUGH	PERFORMANCE 07/16/16	2,500.00	PERFORMING ARTS	PROGRAMMING FUND	07-11-5-525
Total 107869:			2,500.00			
107870	MENARDS	CLEANING SUPPLIES, WEATHERSTRI	13.91	PERFORMING ARTS	MATERIAL TO MAINTAIN BUILDING	07-11-6-620
107870	MENARDS	PLUMBING REPAIRS	16.63	PERFORMING ARTS	MATERIAL TO MAINTAIN BUILDING	07-11-6-620
107870	MENARDS	REPAIRS TO WALL TILES	23.99	PERFORMING ARTS	MATERIAL TO MAINTAIN BUILDING	07-11-6-620
107870	MENARDS	BUILD MATERIALS	45.69	GENERAL FUND-CIP	EXISTING PUBLIC WORKS FACILITY	82-02-7-713
107870	MENARDS	BUILD MATERIALS	22.51	WATER & SEWER UTILITY FUND	DPW FACILITY EXPANSION & MAINT	60-54-7-713
107870	MENARDS	CREDIT	12.59	PARKS FUND	TOOLS	06-00-6-605
107870	MENARDS	LIBRARY MAINTENANCE SUPPLIES	34.95	LIBRARY	SUPPLIES	08-00-6-606
107870	MENARDS	PARK SHOP SUPPLIES	7.99	PARKS FUND	SUPPLIES	06-00-6-606
107870	MENARDS	BUILDING SUPPLIES	11.45	POLICE PROTECTION FUND	SUPPLIES	03-00-6-606
107870	MENARDS	DEEP SOCKETS FOR PARK SHOP	43.96	PARKS FUND	TOOLS	06-00-6-605
107870	MENARDS	BATTER'S BOX TEMPLATE	12.19	GENERAL FUND	PROGRAM SUPPLIES	01-09-6-612
107870	MENARDS	FIX BALL RACK	40.48	GENERAL FUND	PROGRAM SUPPLIES	01-09-6-612
107870	MENARDS	WWW RAILING REPAIRS	42.52	AQUATIC CENTER FUND	MATERIAL TO MAINTAIN POOL	04-00-6-622
107870	MENARDS	OLSON PARK BORDER	109.98	PARKS FUND	MATERIAL TO MAINTAIN GROUNDS	06-00-6-623
107870	MENARDS	PAIS FOR SITP	29.70	GENERAL FUND	CITY COMMUNITY EVENT	01-11-6-621
Total 107870:			443.36			

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
107871	METRO PROFESSIONAL PRODUCTS,	CUSTODIAL SUPPLIES - PW	51.94	GENERAL FUND	SUPPLIES	01-07-6-606
Total 107871:			51.94			
107872	MIKE STENHOFF	MEMBERSHIP REFUND	50.00	RECREATION CENTER FUND	MONTHLY MEMBERSHIPS	05-00-3-326
Total 107872:			50.00			
107873	MONICA AMRAEN	SENIOR SUPPLIES	15.56	GENERAL FUND	SENIORS @ STAGE LEFT	01-11-6-620
107873	MONICA AMRAEN	SUMMER IN THE PARK SUPPLIES	277.64	GENERAL FUND	CITY COMMUNITY EVENT	01-11-6-621
Total 107873:			293.20			
107874	NICOR	UTILITY - GAS	21.71	WATER & SEWER UTILITY FUND	FUEL-HEATING	60-51-6-603
Total 107874:			21.71			
107875	NORTH EAST MULTI-REGIONAL TRAI	CANINE OFFICER TRAINING	100.00	POLICE PROTECTION FUND	UNIFORM ALLOWANCE	03-00-4-453
Total 107875:			100.00			
107876	PATTI KILEEN	PHOTOGRAPHY CLASS	240.00	GENERAL FUND	INSTRUCTOR CONTRACTS	01-09-5-512
Total 107876:			240.00			
107877	POWER SYSTEMS	GLIDING CLUB KIT	200.35	RECREATION CENTER FUND	PROGRAM SUPPLIES	05-00-6-612
Total 107877:			200.35			
107878	PRECISION SERVICES & PARTS, INC.	A/C PARTS	51.85	POLICE PROTECTION FUND	MATERIAL TO MAINTAIN VEHICLES	03-00-6-622
107878	PRECISION SERVICES & PARTS, INC.	CREDIT	241.46	POLICE PROTECTION FUND	MATERIAL TO MAINTAIN VEHICLES	03-00-6-622
107878	PRECISION SERVICES & PARTS, INC.	STEERING LINE	36.24	WATER & SEWER UTILITY FUND	MATERIAL TO MAINTAIN VEHICLES	60-51-6-622
107878	PRECISION SERVICES & PARTS, INC.	BRAKES	195.28	GENERAL FUND	MATERIALS TO MAIN. VEHICLES	01-06-6-622
107878	PRECISION SERVICES & PARTS, INC.	A/C PARTS	86.86	POLICE PROTECTION FUND	MATERIAL TO MAINTAIN VEHICLES	03-00-6-622
107878	PRECISION SERVICES & PARTS, INC.	BRAKES	95.55	GENERAL FUND	MATERIALS TO MAIN. VEHICLES	01-06-6-622
Total 107878:			224.32			
107879	QUILL CORPORATION	HIGHLIGHTERS	3.58	GENERAL FUND	SUPPLIES	01-03-6-606
107879	QUILL CORPORATION	MAIL BOX, INK CARTRIDGE	58.03	GENERAL FUND	SUPPLIES	01-08-6-606

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
Total 107879:			61.61			
107880	R & S SCREEN PRINTING & GRAPHIC	SIGN	40.00	RECREATION CENTER FUND	PRINTING SERVICES	05-00-5-537
Total 107880:			40.00			
107881	RANGER REDI MIX INC	CONCRETE FOR SIDEWALK/CURB RE	2,890.00	GENERAL FUND	MATERIALS TO MAIN. PAVEMENTS	01-06-6-627
Total 107881:			2,890.00			
107882	RENEE TORREZ	PLAYGROUND PROGRAM SUPPLIES	63.61	GENERAL FUND	PROGRAM SUPPLIES	01-09-6-612
Total 107882:			63.61			
107883	RESOURCE EFFICIENCY PARTNERS I	LIGHTING RETROFIT KITS	8,780.61	GENERAL FUND-CIP	CITY HALL IMPROVEMENTS	82-02-7-712
107883	RESOURCE EFFICIENCY PARTNERS I	LIGHTING RETROFIT KITS	7,774.62	LIBRARY BUILDING FUND	BUILDING CONSTRUCTION	09-00-7-701
107883	RESOURCE EFFICIENCY PARTNERS I	LIGHTING RETROFIT KITS	6,378.03	WATER & SEWER UTILITY FUND	TECHNOLOGY IMPROVEMENTS	60-54-7-782
Total 107883:			22,933.26			
107884	REVCORE RADIATOR, INC.	SERVICE	654.61	GENERAL FUND	SERVICE TO MAINTAIN VEHICLES	01-09-5-553
Total 107884:			654.61			
107885	ROBIN KAROLEWICZ	EMD LICENSE	50.00	POLICE PROTECTION FUND	DUES & SUBSCRIPTIONS	03-00-4-454
Total 107885:			50.00			
107886	RORY SCHNEIDER AUTH. DEALER M	SCANNER	74.95	GENERAL FUND	TOOLS	01-07-6-605
107886	RORY SCHNEIDER AUTH. DEALER M	TOOLS	142.95	GENERAL FUND	TOOLS	01-06-6-605
107886	RORY SCHNEIDER AUTH. DEALER M	PLIERS	38.50	GENERAL FUND	TOOLS	01-07-6-605
Total 107886:			256.40			
107887	RUBBER, INC	TIRE SUPPLIES	18.48	GENERAL FUND	MATERIALS TO MAIN. VEHICLES	01-06-6-622
107887	RUBBER, INC	TIRE SUPPLIES	7.39	GENERAL FUND	MATERIALS TO MAIN. EQUIPMENT	01-06-6-621
107887	RUBBER, INC	TIRE SUPPLIES	11.09	PARKS FUND	MATERIAL TO MAINTAIN VEHICLES	06-00-6-622
107887	RUBBER, INC	TIRE SUPPLIES	18.48	PARKS FUND	MATERIAL TO MAINTAIN EQUIPMENT	06-00-6-621
107887	RUBBER, INC	TIRE SUPPLIES	3.70	WATER & SEWER UTILITY FUND	MATERIALS TO MAINT. VEHICLES	60-52-6-622

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
107887	RUBBER, INC	TIRE SUPPLIES	14.77	POLICE PROTECTION FUND	MATERIAL TO MAINTAIN VEHICLES	03-00-6-622
Total 107887:			73.91			
107888	RUSH TRUCK CENTER - HUNTLEY IN	DIPSTICK	35.57	GENERAL FUND	MATERIALS TO MAIN. VEHICLES	01-06-6-622
107888	RUSH TRUCK CENTER - HUNTLEY IN	A/C SENSOR	100.36	GENERAL FUND	MATERIALS TO MAIN. VEHICLES	01-06-6-622
Total 107888:			135.93			
107889	SHAW MEDIA	DISPLAY	474.00	PERFORMING ARTS	PROGRAMMING FUND - ADVERTISIN	07-11-5-526
107889	SHAW MEDIA	ADVERTISING	244.00	RECREATION CENTER FUND	PRINTING SERVICES	05-00-5-537
Total 107889:			718.00			
107890	SHOP FRESH MARKET INC	HOT DOGS FOR SUMMER IN THE PA	150.00	GENERAL FUND	CITY COMMUNITY EVENT	01-11-6-621
Total 107890:			150.00			
107891	TELCOM INNOVATIONS GROUP LLC	SOFTWARE SUPPORT RENEWAL	2,354.14	GENERAL FUND	SERVICE TO MAINTAIN EQUIPMENT	01-01-5-552
Total 107891:			2,354.14			
107892	TODAY'S UNIFORMS	UNIFORM T-SHIRTS	13.95	WATER & SEWER UTILITY FUND	UNIFORMS	60-51-4-453
107892	TODAY'S UNIFORMS	SHIRTS FOR SUPERINTENDENT	155.85	GENERAL FUND	UNIFORMS	01-06-4-453
107892	TODAY'S UNIFORMS	SHIRTS FOR SUPERINTENDENT	91.90	WATER & SEWER UTILITY FUND	UNIFORMS	60-52-4-453
Total 107892:			261.70			
107893	UPLAND CONSTRUCTION & MAINTEN	SERVICE TO REPLACE CURB	2,400.00	GENERAL FUND	SERVICE TO MAINTAIN PAVEMENTS	01-06-5-555
Total 107893:			2,400.00			
107894	USA BLUEBOOK	LAB SUPPLIES	319.68	WATER & SEWER UTILITY FUND	SUPPLIES	60-51-6-606
107894	USA BLUEBOOK	TOOLS FOR PAINTING LINES FOR S/	74.42	WATER & SEWER UTILITY FUND	MATERIAL TO MAINT. WATER MAINS	60-52-6-624
107894	USA BLUEBOOK	TOOLS FOR PAINTING LINES FOR S/	74.42	WATER & SEWER UTILITY FUND	MATERIAL TO MAINT. SEWER MAIN	60-52-6-625
Total 107894:			468.52			
107895	VALLEY AGGREGATES, LTD	GRAVEL FOR ROAD SHOULDERING	4,109.00	GENERAL FUND	MATERIALS TO MAIN. PAVEMENTS	01-06-6-627
107895	VALLEY AGGREGATES, LTD	MATERIAL FOR BACKFILLING STORM	268.20	GENERAL FUND	MATERIALS TO MAIN. STORM SWRS	01-06-6-625

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
Total 107895:			4,377.20			
107896	WILL ENTERPRISES	2016 PLAYGROUND PROGRAM	484.25	GENERAL FUND	PROGRAM SUPPLIES	01-09-6-612
Total 107896:			484.25			
107897	WOODSTOCK INDEPENDENT	NOTICE OF PUBLIC SALE OF SURPLU	206.25	GENERAL FUND	DISTRESSED PROPERTY PROGRAM	01-05-8-801
Total 107897:			206.25			
107898	WOODSTOCK NORTH HIGH SCHOOL	REIMBURSEMENT PORTA-POTTY HS	190.00	GENERAL FUND	BUILDING RENTAL	01-09-5-544
Total 107898:			190.00			
107899	GLENN CRANDALL	SUMMER IN THE PARK PERFORMAN	1,000.00	GENERAL FUND	CITY COMMUNITY EVENT	01-11-6-621
Total 107899:			1,000.00			
107900	LFC ENTERTAINMENT GROUP	SUMMER IN THE PARK.	3,500.00	GENERAL FUND	CITY COMMUNITY EVENT	01-11-6-621
Total 107900:			3,500.00			
107901	LINDA POHLMAN	CLOSE-OUT FESTIVAL OF DANCE 7/1	2,250.27	ESCROW FUND	OPERA HOUSE TICKETS	72-00-0-215
Total 107901:			2,250.27			
107902	MARK PIEKOS	SUMMER IN THE PARK PERFORMAN	1,000.00	GENERAL FUND	CITY COMMUNITY EVENT	01-11-6-621
Total 107902:			1,000.00			
107903	MICHAEL BRAGG	SUMMER IN THE PARK	3,000.00	GENERAL FUND	CITY COMMUNITY EVENT	01-11-6-621
Total 107903:			3,000.00			
107904	1ST AYD CORPORATION	SUPPLIES	29.17	GENERAL FUND	MATERIALS TO MAIN. VEHICLES	01-06-6-622
107904	1ST AYD CORPORATION	SUPPLIES	29.17	PARKS FUND	MATERIAL TO MAINTAIN VEHICLES	06-00-6-622
107904	1ST AYD CORPORATION	SUPPLIES	9.72	WATER & SEWER UTILITY FUND	MATERIALS TO MAINT. VEHICLES	60-52-6-622
107904	1ST AYD CORPORATION	SUPPLIES	9.72	WATER & SEWER UTILITY FUND	MATERIAL TO MAINT. EQUIPMENT	60-52-6-621
107904	1ST AYD CORPORATION	SUPPLIES	9.72	WATER & SEWER UTILITY FUND	MATERIAL TO MAINTAIN VEHICLES	60-50-6-622

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
107904	1ST AYD CORPORATION	SUPPLIES	9.73	POLICE PROTECTION FUND	MATERIAL TO MAINTAIN VEHICLES	03-00-6-622
Total 107904:			97.23			
107905	AAA ACORN MECHANICAL INC	REPAIRS TO FREEZER	445.00	PERFORMING ARTS	SERVICES TO MAINTAIN CAFE	07-13-5-552
Total 107905:			445.00			
107906	ADVANTAGE SAFETY PLUS	FLASHLIGHTS	330.76	WATER & SEWER UTILITY FUND	TOOLS	60-52-6-605
Total 107906:			330.76			
107907	ALEXICA PETERSEN	WATER/SEWER REFUND	7.83	WATER & SEWER UTILITY FUND	WATER & SEWER SALES	60-00-3-371
Total 107907:			7.83			
107908	AMAZON	LIBRARY MATERIALS	82.11	LIBRARY	BOOKS & OTHER LIBRARY MATERIAL	08-00-7-740
107908	AMAZON	LIBRARY SUPPLIES	100.23	LIBRARY	SUPPLIES	08-00-6-606
Total 107908:			182.34			
107909	AMERICAN WATER WORKS ASSOC.	MEMBERSHIP DUES-S. PARKER	83.00	GENERAL FUND	DUES & SUBSCRIPTIONS	01-08-4-454
Total 107909:			83.00			
107910	ARAMARK UNIFORM SERVICE	UNIFORMS	22.80	WATER & SEWER UTILITY FUND	UNIFORMS	60-51-4-453
107910	ARAMARK UNIFORM SERVICE	UNIFORMS	2.20	WATER & SEWER UTILITY FUND	UNIFORMS	60-50-4-453
107910	ARAMARK UNIFORM SERVICE	UNIFORM CLEANING	25.00	POLICE PROTECTION FUND	UNIFORM ALLOWANCE	03-00-4-453
107910	ARAMARK UNIFORM SERVICE	UNIFORMS	22.80	WATER & SEWER UTILITY FUND	UNIFORMS	60-51-4-453
107910	ARAMARK UNIFORM SERVICE	UNIFORMS	2.20	WATER & SEWER UTILITY FUND	UNIFORMS	60-50-4-453
107910	ARAMARK UNIFORM SERVICE	UNIFORMS	24.04	GENERAL FUND	UNIFORMS	01-07-4-453
107910	ARAMARK UNIFORM SERVICE	UNIFORMS	13.19	PARKS FUND	UNIFORMS	06-00-4-453
107910	ARAMARK UNIFORM SERVICE	UNIFORMS	41.69	WATER & SEWER UTILITY FUND	UNIFORMS	60-52-4-453
107910	ARAMARK UNIFORM SERVICE	UNIFORMS	42.93	GENERAL FUND	UNIFORMS	01-06-4-453
Total 107910:			196.85			
107911	ARTHUR R. LANZ II	TUITION REIMBURSEMENT	1,000.00	GENERAL FUND	TUITION REIMBURSEMENT	01-04-4-457

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
Total 107911:			1,000.00			
107912	ASSOCIATED ELECTRICAL CONTRAC	CONTRACTOR TROUBLESHOOTING	172.50	WATER & SEWER UTILITY FUND	SERVICE TO MAINT. SEWER MAINS	60-52-5-555
Total 107912:			172.50			
107913	B & M LAWN CARE	MOWING SERVICES	85.00	GENERAL FUND	NUISANCE ABATEMENT SERVICES	01-05-5-523
Total 107913:			85.00			
107914	BAXTER & WOODMAN, INC.	ELECTRIC SERVICE	352.56	WATER & SEWER UTILITY FUND	SERVICE TO MAINTAIN EQUIPMENT	60-50-5-552
107914	BAXTER & WOODMAN, INC.	SERVICE TO TROUBLE SHOOT OLSO	250.40	WATER & SEWER UTILITY FUND	SERVICE TO MAINTAIN EQUIPMENT	60-51-5-552
Total 107914:			602.96			
107915	BELLA'S BOUNCIES	SUMMER IN THE PARK INFLATABLES	1,148.32	GENERAL FUND	CITY COMMUNITY EVENT	01-11-6-621
Total 107915:			1,148.32			
107916	BENCHMARK IMAGING & DISPLAY	BANNERS	73.17	ESCROW FUND	PROMOTE WOODSTOCK	72-00-0-237
Total 107916:			73.17			
107917	BOHN'S ACE HARDWARE	SOFTBALL SUPPLIES	25.96	GENERAL FUND	PROGRAM SUPPLIES	01-09-6-612
107917	BOHN'S ACE HARDWARE	MCCONNELL RD SWING REPAIRS	1.49	PARKS FUND	RECREATION SUPPLIES	06-00-6-611
107917	BOHN'S ACE HARDWARE	CAFE CABINET & LOCK REPAIRS	12.98	PERFORMING ARTS	MATERIAL TO MAINTAIN BUILDING	07-11-6-620
Total 107917:			40.43			
107918	BOTTS WELDING SERVICE	VEHICLE MAINTENANCE	1,125.93	GENERAL FUND	SERVICE TO MAINTAIN VEHICLES	01-06-5-553
107918	BOTTS WELDING SERVICE	HOSE CLAMPS	2.56	WATER & SEWER UTILITY FUND	MATERIAL TO MAINTAIN EQUIP.	60-50-6-621
107918	BOTTS WELDING SERVICE	SPRING & HARDWARE	479.22	GENERAL FUND	MATERIALS TO MAIN. VEHICLES	01-06-6-622
Total 107918:			1,607.71			
107919	BURRIS EQUIPMENT COMPANY	SOLAR TECH SILENT MESSENGER SI	18,241.00	GENERAL FUND-CIP	STREETS - EQUIPMENT REPLACEME	82-07-7-707
Total 107919:			18,241.00			

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
107920	CALENA FRASER	PROGRAM FEE REFUND	65.00	GENERAL FUND	RECREATION PROGRAM FEES	01-00-3-327
Total 107920:			65.00			
107921	CALL ONE	COMMUNICATIONS	60.35	GENERAL FUND	COMMUNICATIONS	01-01-5-501
107921	CALL ONE	COMMUNICATIONS	90.53	GENERAL FUND	COMMUNICATIONS	01-03-5-501
107921	CALL ONE	COMMUNICATIONS	67.00	GENERAL FUND	COMMUNICATIONS	01-04-5-501
107921	CALL ONE	COMMUNICATIONS	60.35	GENERAL FUND	COMMUNICATIONS	01-05-5-501
107921	CALL ONE	COMMUNICATIONS	1,002.63	GENERAL FUND	COMMUNICATIONS	01-08-5-501
107921	CALL ONE	COMMUNICATIONS	160.43	RECREATION CENTER FUND	COMMUNICATIONS	05-00-5-501
107921	CALL ONE	COMMUNICATIONS	5,743.29	POLICE PROTECTION FUND	COMMUNICATIONS	03-00-5-501
107921	CALL ONE	COMMUNICATIONS	236.92	PERFORMING ARTS	COMMUNICATIONS	07-11-5-501
107921	CALL ONE	COMMUNICATIONS	160.43	LIBRARY	COMMUNICATIONS	08-00-5-501
107921	CALL ONE	COMMUNICATIONS	3,099.43	WATER & SEWER UTILITY FUND	COMMUNICATIONS	60-50-5-501
107921	CALL ONE	COMMUNICATIONS	254.94	WATER & SEWER UTILITY FUND	COMMUNICATIONS	60-51-5-501
107921	CALL ONE	COMMUNICATIONS	802.17	WATER & SEWER UTILITY FUND	COMMUNICATIONS	60-52-5-501
Total 107921:			11,738.47			
107922	CARQUEST AUTO PARTS STORES	FILTERS	47.94	GENERAL FUND	MATERIALS TO MAIN. VEHICLES	01-06-6-622
107922	CARQUEST AUTO PARTS STORES	LAMP	2.97	GENERAL FUND	MATERIALS TO MAIN. VEHICLES	01-06-6-622
107922	CARQUEST AUTO PARTS STORES	LAMP	10.07	GENERAL FUND	MATERIALS TO MAIN. VEHICLES	01-06-6-622
107922	CARQUEST AUTO PARTS STORES	FILTERS	17.03	POLICE PROTECTION FUND	MATERIAL TO MAINTAIN VEHICLES	03-00-6-622
107922	CARQUEST AUTO PARTS STORES	BULBS	5.50	POLICE PROTECTION FUND	MATERIAL TO MAINTAIN VEHICLES	03-00-6-622
Total 107922:			83.51			
107923	CHAD WALTERS	SOFTBALL OFFICIAL	96.00	GENERAL FUND	ATHLETIC OFFICIALS	01-09-5-513
Total 107923:			96.00			
107924	CINTAS CORPORATION	FIRST AID SUPPLIES	25.09	WATER & SEWER UTILITY FUND	SUPPLIES	60-51-6-606
107924	CINTAS CORPORATION	FIRST AID SUPPLIES	65.67	WATER & SEWER UTILITY FUND	SUPPLIES	60-51-6-606
107924	CINTAS CORPORATION	FIRST AID SUPPLIES	134.80	WATER & SEWER UTILITY FUND	SUPPLIES	60-51-6-606
107924	CINTAS CORPORATION	EMRICSON PARK FIRST AID KIT MON	109.14	PARKS FUND	SERVICE TO MAINTAIN GROUNDS	06-00-5-551
107924	CINTAS CORPORATION	MONTHLY FIRST AID KIT SERVICE AT	91.66	GENERAL FUND	SERVICE TO MAINTAIN BUILDINGS	01-07-5-550
Total 107924:			426.36			
107925	CITY OF WOODSTOCK	WATER/SEWER	30.22	WATER & SEWER UTILITY FUND	UTILITIES	60-51-5-540

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
Total 107925:			30.22			
107926	CITY OF WOODSTOCK - PETTY CASH	CARD STOCK	18.26	GENERAL FUND	SUPPLIES	01-12-6-606
107926	CITY OF WOODSTOCK - PETTY CASH	LIENS FILED	120.00	GENERAL FUND	PUBLISHING SERVICES	01-01-5-538
107926	CITY OF WOODSTOCK - PETTY CASH	QUARTERS - EMPLOYEE POOL PART	10.00	GENERAL FUND	TRAVEL & TRAINING	01-01-4-452
107926	CITY OF WOODSTOCK - PETTY CASH	ICE - EMPLOYEE POOL PARTY	17.96	GENERAL FUND	TRAVEL & TRAINING	01-01-4-452
107926	CITY OF WOODSTOCK - PETTY CASH	HISTORIC BOOK	10.00	GENERAL FUND	SUPPLIES	01-01-6-606
107926	CITY OF WOODSTOCK - PETTY CASH	SUPPLIES	20.00	GENERAL FUND	SUPPLIES	01-03-6-606
107926	CITY OF WOODSTOCK - PETTY CASH	ICE	35.21	GENERAL FUND	SUPPLIES	01-08-6-606
107926	CITY OF WOODSTOCK - PETTY CASH	SUMMER IN THE PARK SUPPLIES	55.81	GENERAL FUND	CITY COMMUNITY EVENT	01-11-6-621
Total 107926:			287.24			
107927	CLARKE ENVIRONMENTAL MOSQUIT	LARVICIDE APPLICATION - CITY WIDE	4,913.00	ENVIRONMENTAL MANAGEMENT FU	MOSQUITO ABATEMENT	90-00-5-595
107927	CLARKE ENVIRONMENTAL MOSQUIT	ADULT MOSQUITO CONTROL - SITP	125.00	GENERAL FUND	CITY COMMUNITY EVENT	01-11-6-621
Total 107927:			5,038.00			
107928	CLEAR CHANNEL OUTDOOR INC	METRA CAR CARDS	8,485.00	ESCROW FUND	PROMOTE WOODSTOCK	72-00-0-237
107928	CLEAR CHANNEL OUTDOOR INC	METRA BILLBOARDS	6,500.00	ESCROW FUND	PROMOTE WOODSTOCK	72-00-0-237
Total 107928:			14,985.00			
107929	COLUMBIA PIPE & SUPPLY COMPANY	PARTS FOR BELT PRESS RPZ	46.77	WATER & SEWER UTILITY FUND	MATERIAL TO MAINTAIN EQUIP.	60-51-6-621
Total 107929:			46.77			
107930	COMCAST CABLE	INTERNET SERVICE	394.85	LIBRARY	COMMUNICATIONS	08-00-5-501
Total 107930:			394.85			
107931	COMCAST CABLE	CABLE TV	4.23	RECREATION CENTER FUND	COMMUNICATIONS	05-00-5-501
Total 107931:			4.23			
107932	COMMONWEALTH EDISON	ELECTRIC - HILL ST TOWER	44.41	WATER & SEWER UTILITY FUND	UTILITIES	60-50-5-540
107932	COMMONWEALTH EDISON	STREET LIGHTING	57.79	MOTER FUEL TAX FUND	STREET LIGHTING	12-00-5-564

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
Total 107932:			102.20			
107933	COMMUNITY PLUMBING COMPANY	CONTRACTOR CLEANED OUT FAUCE	50.00	WATER & SEWER UTILITY FUND	WATER METER REPLACEMENT PRO	60-54-7-775
Total 107933:			50.00			
107934	CONSERV FS	DIESEL FUEL	101.77	PARKS FUND	GASOLINE & OIL	06-00-6-602
107934	CONSERV FS	DIESEL FUEL	13.69	WATER & SEWER UTILITY FUND	GASOLINE & OIL	60-51-6-602
107934	CONSERV FS	DIESEL FUEL	86.97	WATER & SEWER UTILITY FUND	GASOLINE & OIL	60-50-6-602
107934	CONSERV FS	DIESEL FUEL	39.60	GENERAL FUND	GASOLINE & OIL	01-08-6-602
107934	CONSERV FS	DIESEL FUEL	128.04	GENERAL FUND	GASOLINE AND OIL	01-05-6-602
107934	CONSERV FS	DIESEL FUEL	334.09	GENERAL FUND	GAS & OIL	01-06-6-602
107934	CONSERV FS	DIESEL FUEL	472.89	PARKS FUND	GASOLINE & OIL	06-00-6-602
107934	CONSERV FS	DIESEL FUEL	271.45	WATER & SEWER UTILITY FUND	GASOLINE & OIL	60-52-6-602
107934	CONSERV FS	DIESEL FUEL	130.20	WATER & SEWER UTILITY FUND	GASOLINE & OIL	60-51-6-602
107934	CONSERV FS	DIESEL FUEL	18.42	WATER & SEWER UTILITY FUND	GASOLINE & OIL	60-50-6-602
107934	CONSERV FS	DIESEL FUEL	1.23	GENERAL FUND	GAS & OIL	01-07-6-602
107934	CONSERV FS	REGULAR FUEL	14.83	GENERAL FUND	GAS & OIL	01-06-6-602
107934	CONSERV FS	REGULAR FUEL	97.19	PARKS FUND	GASOLINE & OIL	06-00-6-602
107934	CONSERV FS	REGULAR FUEL	132.88	WATER & SEWER UTILITY FUND	GASOLINE & OIL	60-52-6-602
107934	CONSERV FS	REGULAR FUEL	31.30	WATER & SEWER UTILITY FUND	GASOLINE & OIL	60-51-6-602
107934	CONSERV FS	REGULAR FUEL	44.48	GENERAL FUND	GAS & OIL	01-07-6-602
107934	CONSERV FS	REGULAR FUEL	144.41	GENERAL FUND	GASOLINE AND OIL	01-05-6-602
107934	CONSERV FS	REGULAR FUEL	84.00	GENERAL FUND	GAS & OIL	01-09-6-602
107934	CONSERV FS	DIESEL FUEL	912.35	GENERAL FUND	GAS & OIL	01-06-6-602
107934	CONSERV FS	DIESEL FUEL	346.97	PARKS FUND	GASOLINE & OIL	06-00-6-602
107934	CONSERV FS	DIESEL FUEL	472.03	WATER & SEWER UTILITY FUND	GASOLINE & OIL	60-52-6-602
107934	CONSERV FS	DIESEL FUEL	21.14	WATER & SEWER UTILITY FUND	GASOLINE & OIL	60-51-6-602
107934	CONSERV FS	DIESEL FUEL	8.80	WATER & SEWER UTILITY FUND	GASOLINE & OIL	60-50-6-602
107934	CONSERV FS	WEEDKILL FOR PARK SITES	915.00	PARKS FUND	LANDSCAPE MATERIALS	06-00-6-609
Total 107934:			4,823.73			
107935	CONSTELLATION NEWENERGY	STREET LIGHTING	40.40	MOTER FUEL TAX FUND	STREET LIGHTING	12-00-5-564
107935	CONSTELLATION NEWENERGY	STREET LIGHTING	30.02	MOTER FUEL TAX FUND	STREET LIGHTING	12-00-5-564
107935	CONSTELLATION NEWENERGY	ELECTRIC - SEMINARY	8,301.60	WATER & SEWER UTILITY FUND	UTILITIES	60-50-5-540
107935	CONSTELLATION NEWENERGY	ELECTRIC SERVICE	14,350.75	WATER & SEWER UTILITY FUND	UTILITIES	60-51-5-540
107935	CONSTELLATION NEWENERGY	ELECTRIC SERVICE	278.80	WATER & SEWER UTILITY FUND	UTILITIES	60-51-5-540
107935	CONSTELLATION NEWENERGY	ELECT - 1ST ST	3,834.68	WATER & SEWER UTILITY FUND	UTILITIES	60-50-5-540

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
107935	CONSTELLATION NEWENERGY	STREET LIGHTING	6.49	MOTER FUEL TAX FUND	STREET LIGHTING	12-00-5-564
107935	CONSTELLATION NEWENERGY	ELECTRICITY FOR PUMPS	47.36	WATER & SEWER UTILITY FUND	UTILITIES- LIFT STATIONS	60-52-5-540
107935	CONSTELLATION NEWENERGY	ELECTRICITY FOR PUMPS	140.60	WATER & SEWER UTILITY FUND	UTILITIES- BOOSTER STATIONS	60-52-5-541
Total 107935:			27,030.70			
107936	COPY EXPRESS, INC.	BAND CONCERT PROGRAMS	42.19	PERFORMING ARTS	SUPPLIES	07-12-6-606
Total 107936:			42.19			
107937	COURTNEY SLINKO	YOUTH VOLLEYBALL	700.00	GENERAL FUND	INSTRUCTOR CONTRACTS	01-09-5-512
Total 107937:			700.00			
107938	CROWN RESTROOMS	WGSL TOURNAMENT SERVICE	80.00	GENERAL FUND	OTHER COMMUNITY EVENTS	01-11-6-615
107938	CROWN RESTROOMS	WGSL TOURNAMENT SERVICE	150.00	GENERAL FUND	OTHER COMMUNITY EVENTS	01-11-6-615
107938	CROWN RESTROOMS	WOODSTOCK GIRLS SOFTBALL	125.00	GENERAL FUND	OTHER COMMUNITY EVENTS	01-11-6-615
107938	CROWN RESTROOMS	WOODSTOCK GIRLS SOFTBALL	245.00	GENERAL FUND	OTHER COMMUNITY EVENTS	01-11-6-615
Total 107938:			600.00			
107939	CULTURE ARTS AND MUSIC	LUAU @ WWW - SITP	500.00	GENERAL FUND	CITY COMMUNITY EVENT	01-11-6-621
Total 107939:			500.00			
107940	CURRAN MATERIALS COMPANY	HOT MIX ASPHALT	179.40	GENERAL FUND	MATERIALS TO MAIN. PAVEMENTS	01-06-6-627
107940	CURRAN MATERIALS COMPANY	HOT MIX ASPHALT	156.52	GENERAL FUND	MATERIALS TO MAIN. PAVEMENTS	01-06-6-627
107940	CURRAN MATERIALS COMPANY	HOT MIX ASPHALT & BINDER	1,859.00	GENERAL FUND	MATERIALS TO MAIN. PAVEMENTS	01-06-6-627
Total 107940:			2,194.92			
107941	DON KAMPS	SOFTBALL OFFICIAL	96.00	GENERAL FUND	ATHLETIC OFFICIALS	01-09-5-513
Total 107941:			96.00			
107942	EVERGREEN IRRIGATION, INC.	LABOR TO REPAIR IRRIGATION SYST	2,000.00	PARKS FUND	SERVICE TO MAINTAIN GROUNDS	06-00-5-551
107942	EVERGREEN IRRIGATION, INC.	SUPPLIES FOR IRRIGATION SYSTEM	1,243.04	PARKS FUND	MATERIAL TO MAINTAIN GROUNDS	06-00-6-623
107942	EVERGREEN IRRIGATION, INC.	LABOR IRRIGATION WORK - SEQ PAR	250.00	PARKS FUND	SERVICE TO MAINTAIN GROUNDS	06-00-5-551
107942	EVERGREEN IRRIGATION, INC.	LABOR TO REPAIR IRRIGATION SYST	1,087.50	PARKS FUND	SERVICE TO MAINTAIN GROUNDS	06-00-5-551
107942	EVERGREEN IRRIGATION, INC.	LABOR SERVICE-IRRIGATION MERRY	450.00	PARKS FUND	SERVICE TO MAINTAIN GROUNDS	06-00-5-551

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
107942	EVERGREEN IRRIGATION, INC.	SUPPLIES FOR IRRIGATION SYSTEM	16.63	PARKS FUND	MATERIAL TO MAINTAIN GROUNDS	06-00-6-623
107942	EVERGREEN IRRIGATION, INC.	IRRIGATION SERVICE @ DAVIS ROAD	2,340.00	PARKS FUND	MATERIAL TO MAINTAIN GROUNDS	06-00-6-623
107942	EVERGREEN IRRIGATION, INC.	SUPPLIES FOR IRRIGATION SYSTEM	26.96	PARKS FUND	MATERIAL TO MAINTAIN GROUNDS	06-00-6-623
Total 107942:			7,414.13			
107943	FLAGS USA LLC	US FLAG	50.00	GENERAL FUND	SERVICE TO MAINTAIN BUILDING	01-02-5-550
Total 107943:			50.00			
107944	FLOW-TECHNICS INC	TROUBLESHOOTING MAIN CONTROL	625.20	WATER & SEWER UTILITY FUND	SERVICE TO MAINT. WATER MAINS	60-52-5-554
107944	FLOW-TECHNICS INC	REPAIRS TO CONTROL PANEL	1,386.32	WATER & SEWER UTILITY FUND	SERVICE TO MAINT. WATER MAINS	60-52-5-554
Total 107944:			2,011.52			
107945	FOSS PIANO SERVICE	TUNE GRAND PIANO	110.00	PERFORMING ARTS	SERVICE TO MAINTAIN EQUIPMENT	07-11-5-552
Total 107945:			110.00			
107946	FOX VALLEY FIRE & SAFETY CO.	ANNUAL INSPECTION	816.00	PERFORMING ARTS	SERVICE TO MAINTAIN BUILDING	07-11-5-550
107946	FOX VALLEY FIRE & SAFETY CO.	MONTHLY MAINTENANCE FEES	1,815.75	WIRELESS FUND	SERVICE TO MAINTAIN EQUIPMENT	15-00-5-550
Total 107946:			2,631.75			
107947	FOX VALLEY OPERATORS ASSOCIATI	ANNUAL CONFERENCE REGISTRATI	105.00	WATER & SEWER UTILITY FUND	TRAVEL AND TRAINING	60-53-4-452
Total 107947:			105.00			
107948	GARY W ANDERSON ARCHITECTS	ARCHITECTURAL SERVICES	5,429.03	TAX INCREMENT FINANCING FUND	OLD COURTHOUSE	41-00-7-729
107948	GARY W ANDERSON ARCHITECTS	ARCHITECTURAL SERVICES	323.20	TAX INCREMENT FINANCING FUND	OLD COURTHOUSE	41-00-7-729
Total 107948:			5,752.23			
107949	GAVERS PAVING & EXCAVATING INC	CONCRETE HAULING	2,000.00	GENERAL FUND	SERVICE TO MAINTAIN PAVEMENTS	01-06-5-555
Total 107949:			2,000.00			
107950	GEOSTAR MECHANICAL, INC.	CITY MANAGER OFFICE REPAIR	190.00	GENERAL FUND	SERVICE TO MAINTAIN BUILDING	01-02-5-550
107950	GEOSTAR MECHANICAL, INC.	CITY HALL HVAC SERVICE WORK	912.50	GENERAL FUND	SERVICE TO MAINTAIN BUILDING	01-02-5-550
107950	GEOSTAR MECHANICAL, INC.	POLICE DEPARTMENT REPAIRS	945.00	POLICE PROTECTION FUND	SERVICE TO MAINTAIN EQUIPMENT	03-00-5-552

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
107950	GEOSTAR MECHANICAL, INC.	PREVENTATIVE MAINTENANCE	1,750.00	GENERAL FUND	SERVICE TO MAINTAIN EQUIPMENT	01-02-5-552
107950	GEOSTAR MECHANICAL, INC.	PREVENTATIVE MAINTENANCE	950.00	PERFORMING ARTS	SERVICE TO MAINTAIN BUILDING	07-11-5-550
107950	GEOSTAR MECHANICAL, INC.	PREVENTATIVE MAINTENANCE	1,100.00	TAX INCREMENT FINANCING FUND	OLD COURTHOUSE	41-00-7-729
107950	GEOSTAR MECHANICAL, INC.	PREVENTATIVE MAINTENANCE	550.00	GENERAL FUND	SERVICE TO MAINTAIN BUILDINGS	01-07-5-550
107950	GEOSTAR MECHANICAL, INC.	PREVENTATIVE MAINTENANCE	800.00	PARKS FUND	SERVICE TO MAINTAIN GROUNDS	06-00-5-551
107950	GEOSTAR MECHANICAL, INC.	PREVENTATIVE MAINTENANCE	500.00	PARKS FUND	SERVICE TO MAINTAIN GROUNDS	06-00-5-551
107950	GEOSTAR MECHANICAL, INC.	PREVENTATIVE MAINTENANCE	550.00	RECREATION CENTER FUND	SERVICE TO MAINTAIN BUILDING	05-00-5-550
107950	GEOSTAR MECHANICAL, INC.	PREVENTATIVE MAINTENANCE	900.00	LIBRARY BUILDING FUND	SERVICE TO MAINT. BLDG & GRDS	09-00-5-550
107950	GEOSTAR MECHANICAL, INC.	PREVENTATIVE MAINTENANCE	900.00	POLICE PROTECTION FUND	SERVICE TO MAINTAIN BUILDING	03-00-5-550
107950	GEOSTAR MECHANICAL, INC.	PREVENTATIVE MAINTENANCE	300.00	GENERAL FUND	SERVICE TO MAINTAIN EQUIPMENT	01-02-5-552
107950	GEOSTAR MECHANICAL, INC.	PREVENTATIVE MAINTENANCE	200.00	WATER & SEWER UTILITY FUND	SERVICE TO MAINTAIN BUILDING	60-50-5-550
107950	GEOSTAR MECHANICAL, INC.	PREVENTATIVE MAINTENANCE	100.00	WATER & SEWER UTILITY FUND	SERVICE TO MAINTAIN BUILDING	60-50-5-550
Total 107950:			10,647.50			
107951	GRANT HAVENS	EMD CERTIFICATION	50.00	POLICE PROTECTION FUND	DUES & SUBSCRIPTIONS	03-00-4-454
Total 107951:			50.00			
107952	HAAS SERVICE SYSTEM	CLEANING SERVICE - JUNE	1,550.00	PERFORMING ARTS	SERVICE TO MAINTAIN BUILDING	07-11-5-550
Total 107952:			1,550.00			
107953	HAMPTON, LENZINI & RENWICK INC	DAKOTA RIDGE PHASE 3	776.00	ESCROW FUND	LETTER OF CREDIT CHARGES	72-00-0-211
107953	HAMPTON, LENZINI & RENWICK INC	SAFE ROUTES TO SCHOOL	1,590.69	GENERAL FUND-CIP	SAFE ROUTES TO SCHOOL PROGRA	82-08-7-710
Total 107953:			2,366.69			
107954	HARVARD/WOODSTOCK ENTERPRIS	ANNUAL FUNDING CONTRIBUTION 16	35,000.00	GENERAL FUND	ENTERPRISE ZONE	01-01-5-559
Total 107954:			35,000.00			
107955	HICKS GAS	PROPANE FUEL	133.23	PARKS FUND	GASOLINE & OIL	06-00-6-602
107955	HICKS GAS	PROPANE FUEL	67.75	WATER & SEWER UTILITY FUND	GASOLINE & OIL	60-50-6-602
107955	HICKS GAS	PROPANE FUEL	137.76	PARKS FUND	GASOLINE & OIL	06-00-6-602
Total 107955:			338.74			
107956	ILLINOIS ASSOCIATION OF CHIEFS O	REGISTRATION	35.00	POLICE PROTECTION FUND	TRAVEL & TRAINING	03-00-4-452

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
Total 107956:			35.00			
107957	INDEPTH GRAPHICS & PRINTING	BUSINESS CARDS	51.86	GENERAL FUND	PRINTING SERVICES	01-12-5-537
107957	INDEPTH GRAPHICS & PRINTING	BUSINESS CARDS	37.50	GENERAL FUND	PRINTING SERVICES	01-01-5-537
107957	INDEPTH GRAPHICS & PRINTING	BUSINESS CARDS	42.50	GENERAL FUND	PRINTING SERVICES	01-08-5-537
107957	INDEPTH GRAPHICS & PRINTING	BUSINESS CARDS	214.17	POLICE PROTECTION FUND	SUPPLIES	03-00-6-606
Total 107957:			346.03			
107958	INTERTRADE USA COMPANY	CAFE SUPPLIES	380.00	PERFORMING ARTS	SUPPLIES & MATERIALS	07-13-6-606
Total 107958:			380.00			
107959	JACLYN HANSHAW	ZUMBA, AQUA ZUMBA	176.00	RECREATION CENTER FUND	INSTRUCTORS/PERSONAL TRAINERS	05-00-3-431
Total 107959:			176.00			
107960	JANET KAYSER	WATER AEROBICS	287.00	RECREATION CENTER FUND	INSTRUCTORS/PERSONAL TRAINERS	05-00-3-431
Total 107960:			287.00			
107961	JILL FLORES	RECREATION INSTRUCTOR	81.00	RECREATION CENTER FUND	INSTRUCTORS/PERSONAL TRAINERS	05-00-3-431
Total 107961:			81.00			
107962	JIM FRANKLIN	SOFTBALL OFFICIAL	72.00	GENERAL FUND	ATHLETIC OFFICIALS	01-09-5-513
Total 107962:			72.00			
107963	JOE MC CORMACK	REIMBURSEMENT - MICROPHONES	56.10	PERFORMING ARTS	SUPPLIES	07-11-6-606
107963	JOE MC CORMACK	REIMBURSEMENT - MICROPHONES	209.89	PERFORMING ARTS	EQUIPMENT	07-13-7-720
Total 107963:			265.99			
107964	JOHN HOCKERSMITH	MAINTENANCE SERVICE	187.50	RECREATION CENTER FUND	SERVICE TO MAINTAIN BUILDING	05-00-5-550
Total 107964:			187.50			
107965	JOSE M. ZAMORANO	SERVICE	170.00	RECREATION CENTER FUND	SERVICE TO MAINTAIN EQUIPMENT	05-00-5-552

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
Total 107965:			170.00			
107966	JUDITH BROWN	RECREATION INSTRUCTION	115.00	RECREATION CENTER FUND	INSTRUCTORS/PERSONAL TRAINERS	05-00-3-431
Total 107966:			115.00			
107967	JULIE, INC.	LOCATES	141.71	GENERAL FUND	FIBER OPTIC MANAGEMENT	01-01-5-561
107967	JULIE, INC.	LOCATES	24.20	GENERAL FUND	FIBER OPTIC MANAGEMENT	01-01-5-561
107967	JULIE, INC.	LOCATES	88.33	GENERAL FUND	FIBER OPTIC MANAGEMENT	01-01-5-561
107967	JULIE, INC.	LOCATES	14.52	GENERAL FUND	FIBER OPTIC MANAGEMENT	01-01-5-561
Total 107967:			268.76			
107968	JUVENTINO ALMARAZ	SITP - CALLEJONEADAS	500.00	GENERAL FUND	CITY COMMUNITY EVENT	01-11-6-621
Total 107968:			500.00			
107969	JWC ENVIRONMENTAL	PARTS FOR N PLANT GRINDER	247.15	WATER & SEWER UTILITY FUND	MATERIAL TO MAINTAIN EQUIP.	60-51-6-621
Total 107969:			247.15			
107970	KENNETT EXCAVATING	R.O.W. 842 CLAY ST	100.00	ESCROW FUND	RIGHT OF WAY PERMITS	72-00-0-217
Total 107970:			100.00			
107971	KIRCHNER FIRE EXTINGUISHER	RT 47 & TAPPAN TESTING	591.95	WATER & SEWER UTILITY FUND	SERVICE TO MAINTAIN BUILDING	60-51-5-550
Total 107971:			591.95			
107972	LANDSCAPE FORMS, INC. DEPT 7807	ADDITIONAL CENTER RAILS FOR PAR	445.00	TAX INCREMENT FINANCING FUND	PEDESTRIAN AMENITIES	41-00-7-726
Total 107972:			445.00			
107973	LAURA RAINS	PERFORMANCE FEE	1,200.00	PERFORMING ARTS	PROGRAMMING FUND	07-11-5-525
Total 107973:			1,200.00			
107974	LESLIE BEHRNS	BABYSITTING TRAINING SUPPLIES	131.63	GENERAL FUND	PROGRAM SUPPLIES	01-09-6-612

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
Total 107974:			131.63			
107975	LORIE JEFFERSON	ALOHA DANCERS - SITP	250.00	GENERAL FUND	CITY COMMUNITY EVENT	01-11-6-621
Total 107975:			250.00			
107976	MAILFINANCE	LEASE FOR POSTAGE MACHINE	153.51	POLICE PROTECTION FUND	LEASES & PROFESSIONAL SVCS	03-00-5-543
Total 107976:			153.51			
107977	MAILFINANCE	LEASE FOR POSTAGE MACHINE	62.96	LIBRARY	SERVICE TO MAINTAIN EQUIPMENT	08-00-5-552
Total 107977:			62.96			
107978	MARTHA HANSEN	MILEAGE REIMBURSEMENT	59.40	LIBRARY	TRAVEL & TRAINING	08-00-4-452
107978	MARTHA HANSEN	YA BOOKS FOR SUMMER READING P	95.11	LIBRARY	LIBRARY PROGRAMS	08-00-8-812
Total 107978:			154.51			
107979	MCHENRY ANALYTICAL WATER LABO	COLILERT	412.50	WATER & SEWER UTILITY FUND	LABORATORY TESTING SERVICES	60-50-5-509
Total 107979:			412.50			
107980	MCHENRY SPECIALTIES	TROPHIES - BAGS TOURNAMENT - SI	35.50	GENERAL FUND	CITY COMMUNITY EVENT	01-11-6-621
Total 107980:			35.50			
107981	MCMRMA	INSTALLMENT #1 - 2016-17 POOL YEA	86,650.00	LIABILITY INSURANCE FUND	INSURANCE PREMIUMS	21-00-5-531
107981	MCMRMA	INSTALLMENT #1 - 2016-17 POOL YEA	280,662.00	LIABILITY INSURANCE FUND	WORKERS' COMP. PREMIUMS	21-00-5-532
Total 107981:			367,312.00			
107982	MDC ENVIRONMENTAL SERVICES	JULY TOTERS	90,164.40	ENVIRONMENTAL MANAGEMENT FU	RESIDENTIAL WASTE DISPOSAL	90-00-5-561
Total 107982:			90,164.40			
107983	MENARDS	CAPS TO SEAL LINES	1.58	POLICE PROTECTION FUND	SUPPLIES	03-00-6-606
107983	MENARDS	PLUMBING TOOLS	22.07	PERFORMING ARTS	MATERIAL TO MAINTAIN BUILDING	07-11-6-620
107983	MENARDS	REPAIR DEAN ST ENTRY DOORS	15.00	PERFORMING ARTS	MATERIAL TO MAINTAIN BUILDING	07-11-6-620

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
107983	MENARDS	MAINTENANCE EXTERIOR METALWO	37.98	PERFORMING ARTS	MATERIAL TO MAINTAIN BUILDING	07-11-6-620
107983	MENARDS	ELECTRICAL SUPPLIES FOR LIGHT R	199.50	GENERAL FUND-CIP	CITY HALL IMPROVEMENTS	82-02-7-712
107983	MENARDS	SUPPLIES FOR ODOR CONTROL LINE	79.33	WATER & SEWER UTILITY FUND	MATERIAL TO MAINTAIN EQUIP.	60-51-6-621
107983	MENARDS	BARN DANCE SUPPLIES	54.44	GENERAL FUND	GAVERS BARN DANCE	01-11-6-618
107983	MENARDS	SUMMER IN THE PARK SUPPLIES	146.83	GENERAL FUND	GAVERS BARN DANCE	01-11-6-618
107983	MENARDS	SUPPLIES	89.77	RECREATION CENTER FUND	MATERIAL TO MAINTAIN BUILDING	05-00-6-620
107983	MENARDS	EMRICSON PARK ELECTRICAL BOX C	2.19	PARKS FUND	MATERIAL TO MAINTAIN GROUNDS	06-00-6-623
107983	MENARDS	SHOP MAINTENANCE SUPPLIES	9.07	PARKS FUND	MATERIAL TO MAINTAIN EQUIPMENT	06-00-6-621
107983	MENARDS	GRANT ELECTRICAL	11.98	GENERAL FUND	SERVICE TO MAINTAIN BUILDING	01-02-5-550
107983	MENARDS	RETURNS	91.80-	GENERAL FUND-CIP	CITY HALL IMPROVEMENTS	82-02-7-712
107983	MENARDS	SUPPLIES	65.59	RECREATION CENTER FUND	MATERIAL TO MAINTAIN EQUIPMENT	05-00-6-621
107983	MENARDS	SUPPLIES	90.16	WATER & SEWER UTILITY FUND	SUPPLIES	60-50-6-606
107983	MENARDS	SUPPLIES	3.73	WATER & SEWER UTILITY FUND	MATERIAL TO MAINTAIN BUILDING	60-51-6-620
107983	MENARDS	SUPPLIES	239.99	WATER & SEWER UTILITY FUND	MATERIAL TO MAINTAIN EQUIP.	60-51-6-621
107983	MENARDS	SUPPLIES	17.96	WATER & SEWER UTILITY FUND	SUPPLIES	60-50-6-606
107983	MENARDS	SUPPLIES	33.27	WATER & SEWER UTILITY FUND	SUPPLIES	60-50-6-606
107983	MENARDS	SUPPLIES FOR WGSL TOURNAMENT	39.97	PARKS FUND	MATERIAL TO MAINTAIN GROUNDS	06-00-6-623
Total 107983:			1,068.61			
107984	MERCY HEALTH SYSTEM	TESTING SERVING	403.00	GENERAL FUND	DRUG TESTING	01-04-5-510
Total 107984:			403.00			
107985	METRO PROFESSIONAL PRODUCTS,	REPAIR OF PUMP	8,504.00	WATER & SEWER UTILITY FUND	LIFT STATION MAINTENANCE	60-54-7-788
107985	METRO PROFESSIONAL PRODUCTS,	HRS METERS FOR BOOSTER STATIO	96.00	WATER & SEWER UTILITY FUND	MATERIAL TO MAINT. WATER MAINS	60-52-6-624
Total 107985:			8,600.00			
107986	MILLER ENGINEERING CO.	REPAIRS TO LAB AIR UNIT	393.00	WATER & SEWER UTILITY FUND	SERVICE TO MAINTAIN BUILDING	60-51-5-550
Total 107986:			393.00			
107987	MONICA AMRAEN	SENIOR SUPPLIES	5.29	GENERAL FUND	SENIORS @ STAGE LEFT	01-11-6-620
107987	MONICA AMRAEN	SUMMER IN THE PARK SUPPLIES	93.13	GENERAL FUND	CITY COMMUNITY EVENT	01-11-6-621
Total 107987:			98.42			
107988	MULTI-BANK SERVICES, LTD.	FEES	249.00	GENERAL FUND	INTEREST INCOME	01-00-5-381

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
Total 107988:			249.00			
107989	NAPOLI PIZZA	WWW PROGRAM	28.50	AQUATIC CENTER FUND	PROGRAM SUPPLIES	04-00-6-612
Total 107989:			28.50			
107990	NEOPOST USA INC	INK CARTRIDGE, SEALING KIT	4.91	GENERAL FUND	SUPPLIES	01-01-6-606
107990	NEOPOST USA INC	INK CARTRIDGE, SEALING KIT	115.95	GENERAL FUND	SUPPLIES	01-03-6-606
107990	NEOPOST USA INC	INK CARTRIDGE, SEALING KIT	6.69	GENERAL FUND	SUPPLIES	01-04-6-606
107990	NEOPOST USA INC	INK CARTRIDGE, SEALING KIT	30.55	GENERAL FUND	SUPPLIES	01-05-6-606
107990	NEOPOST USA INC	INK CARTRIDGE, SEALING KIT	4.46	ADMIN ADJUDICATION FUND	SUPPLIES	14-00-6-606
107990	NEOPOST USA INC	INK CARTRIDGE, SEALING KIT	9.59	GENERAL FUND	SUPPLIES	01-08-6-606
107990	NEOPOST USA INC	INK CARTRIDGE, SEALING KIT	11.82	GENERAL FUND	OFFICE SUPPLIES	01-09-6-606
107990	NEOPOST USA INC	INK CARTRIDGE, SEALING KIT	2.45	WIRELESS FUND	SUPPLIES	15-00-6-606
107990	NEOPOST USA INC	INK CARTRIDGE, SEALING KIT	.89	WATER & SEWER UTILITY FUND	POSTAGE	60-53-6-601
107990	NEOPOST USA INC	INK CARTRIDGE, SEALING KIT	35.68	PERFORMING ARTS	SUPPLIES	07-11-6-606
Total 107990:			222.99			
107991	NICOR	GAS FOR EMERGENCY GENERATOR	89.37	WATER & SEWER UTILITY FUND	UTILITIES- LIFT STATIONS	60-52-5-540
Total 107991:			89.37			
107992	NORTH SUBURBAN LIBRARY	NIC TEXT SERVICE	8,316.25	LIBRARY	ELECTRONIC ACCESS	08-00-5-517
107992	NORTH SUBURBAN LIBRARY	TELEFORMS	75.99	LIBRARY	COMMUNICATIONS	08-00-5-501
Total 107992:			8,392.24			
107993	P. F. PETTIBONE & COMPANY	BADGES	137.90	POLICE PROTECTION FUND	UNIFORM ALLOWANCE	03-00-4-453
Total 107993:			137.90			
107994	POLICE PENSION FUND WELLS FARG	PROPERTY TAX 07/15/16	6,402.09	POLICE PROTECTION FUND	TRANS. (TO) POLICE PENSION	03-00-9-888
Total 107994:			6,402.09			
107995	POOLBLU	SERVICE CALL LABOR	252.00	RECREATION CENTER FUND	SERVICE TO MAINTAIN POOL	05-00-5-558
107995	POOLBLU	SERVICE CALL MATERIALS	721.40	RECREATION CENTER FUND	MATERIAL TO MAINTAIN BUILDING	05-00-6-620

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
Total 107995:			973.40			
107996	PRO-VISION	EQUIPMENT	273.98	POLICE PROTECTION FUND	EQUIPMENT	03-00-7-720
Total 107996:			273.98			
107997	QUILL CORPORATION	SUPPLIES	117.60	PERFORMING ARTS	SUPPLIES	07-11-6-606
107997	QUILL CORPORATION	SUPPLIES	29.69	PERFORMING ARTS	SUPPLIES	07-11-6-606
107997	QUILL CORPORATION	POLICE SUPPLIES	102.34	POLICE PROTECTION FUND	SUPPLIES	03-00-6-606
107997	QUILL CORPORATION	SUPPLIES	374.87	POLICE PROTECTION FUND	SUPPLIES	03-00-6-606
107997	QUILL CORPORATION	SUPPLIES	83.91	POLICE PROTECTION FUND	SUPPLIES	03-00-6-606
Total 107997:			708.41			
107998	R. A. ADAMS ENTERPRISES, INC.	TOOL BOX LOCK	100.56	WATER & SEWER UTILITY FUND	MATERIALS TO MAINT. VEHICLES	60-52-6-622
Total 107998:			100.56			
107999	R.N.O.W. INC	CIP MOTOR POOL REPAIRS TO VACT	8,295.00	WATER & SEWER UTILITY FUND	MOTOR POOL	60-54-7-784
Total 107999:			8,295.00			
108000	READY REFRESH BY NESTLE	5 GALLON BOTTLES OF WATER	37.91	WATER & SEWER UTILITY FUND	LAB CHEMICALS	60-51-6-615
Total 108000:			37.91			
108001	REICHERT CHEVROLET & BUICK	HOSE	104.19	PARKS FUND	MATERIAL TO MAINTAIN VEHICLES	06-00-6-622
Total 108001:			104.19			
108002	REVCORE RADIATOR, INC.	AIC SERVICE	193.89	GENERAL FUND	SERVICE TO MAINTAIN VEHICLES	01-09-5-553
108002	REVCORE RADIATOR, INC.	AIC SERVICE	434.61	GENERAL FUND	SERVICE TO MAINTAIN VEHICLES	01-09-5-553
Total 108002:			628.50			
108003	ROCK 'N' KIDS, INC	TOT ROCK/KID ROCK	1,120.00	GENERAL FUND	INSTRUCTOR CONTRACTS	01-09-5-512
Total 108003:			1,120.00			

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
108004	ROCKFORD AUTO GLASS	WINDSHIELD	276.76	GENERAL FUND	SERVICE TO MAINTAIN VEHICLES	01-09-5-553
Total 108004:			276.76			
108005	RYAN FREEMAN RC JUGGLES	ENTERTAINMENT - MOVIE IN THE PA	150.00	GENERAL FUND	MOVIES IN THE PARK	01-11-6-611
Total 108005:			150.00			
108006	RYAN HICKEY	SOFTBALL OFFICIAL	72.00	GENERAL FUND	ATHLETIC OFFICIALS	01-09-5-513
Total 108006:			72.00			
108007	SECRETARY OF STATE, DRIVER SER	PROFESSIONAL SERVICES	60.00	POLICE PROTECTION FUND	LEASES & PROFESSIONAL SVCS	03-00-5-543
Total 108007:			60.00			
108008	SETH KRAUSE	R.O.W. 365 LINCOLN AVE	100.00	ESCROW FUND	RIGHT OF WAY PERMITS	72-00-0-217
Total 108008:			100.00			
108009	SHOWCASES	24 CD ALBUM	139.45	LIBRARY	SUPPLIES	08-00-6-606
Total 108009:			139.45			
108010	SKILLS FIRST SOCCER	SUPER STRIKERS	990.00	GENERAL FUND	INSTRUCTOR CONTRACTS	01-09-5-512
Total 108010:			990.00			
108011	SMITH ECOLOGICAL SYSTEMS INC.	SCALE PARTS	682.01	WATER & SEWER UTILITY FUND	MATERIAL TO MAINTAIN EQUIP.	60-50-6-621
108011	SMITH ECOLOGICAL SYSTEMS INC.	SCALE SERVICE	240.63	WATER & SEWER UTILITY FUND	SERVICE TO MAINTAIN EQUIPMENT	60-50-5-552
Total 108011:			922.64			
108012	STAN'S OFFICE TECHNOLOGIES, IN	COPIER MAINTENANCE AGREEMENT	647.97	LIBRARY	ELECTRONIC ACCESS	08-00-5-517
Total 108012:			647.97			
108013	STEPHANIE JENNINGS	PROGRAM FEE REFUND	65.00	GENERAL FUND	RECREATION PROGRAM FEES	01-00-3-327

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
Total 108013:			65.00			
108014	SWANK MOTION PICTURES, INC	SUMMER IN THE PARK - MOVIE	353.00	GENERAL FUND	CITY COMMUNITY EVENT	01-11-6-621
Total 108014:			353.00			
108015	THE LINCOLN NATIONAL LIFE INSUR	LIFE INSURANCE PREMIUMS	317.75		FLEX- LIFE	99-99-9-963
108015	THE LINCOLN NATIONAL LIFE INSUR	LIFE INSURANCE PREMIUMS	700.31	HEALTH/LIFE INSURANCE FUND	LIFE INSURANCE PREMIUMS	75-00-5-541
Total 108015:			1,018.06			
108016	THIRD MILLENNIUM ASSOCIATES, IN	JULY BILL PRINT	564.53	ENVIRONMENTAL MANAGEMENT FU	PRINTING EXPENSE	90-00-5-537
Total 108016:			564.53			
108017	THOMPSON ELEVATOR INSPECTION	ELEVATOR INSPECTION	820.00	GENERAL FUND	ELEVATOR INSPECTION FEES	01-05-5-567
Total 108017:			820.00			
108018	THOR GUARD, INC.	SERVICE TO MAINTAIN LIGHTNING D	125.00	AQUATIC CENTER FUND	SERVICE TO MAINTAIN EQUIPMENT	04-00-5-552
108018	THOR GUARD, INC.	SERVICE TO MAINTAIN LIGHTNING D	241.47	AQUATIC CENTER FUND	MATERIAL TO MAINTAIN BUILDING	04-00-6-620
Total 108018:			366.47			
108019	TIM HICKS	PLAYGROUND PROGRAM PICNIC	250.00	GENERAL FUND	PROFESSIONAL SERVICES	01-09-5-502
Total 108019:			250.00			
108020	TODAY'S UNIFORMS	UNIFORM SHIRTS	51.95	GENERAL FUND	UNIFORMS	01-06-4-453
Total 108020:			51.95			
108021	UNITED LABORATORIES	CAULKING MATERIALS	289.31	WATER & SEWER UTILITY FUND	MATERIAL TO MAINTAIN EQUIP.	60-51-6-621
108021	UNITED LABORATORIES	DOG WASTE STATION & HAND SANITI	644.67	PARKS FUND	MATERIAL TO MAINTAIN GROUNDS	06-00-6-623
108021	UNITED LABORATORIES	SANITIZER FOR WORKING WITH RAW	147.35	WATER & SEWER UTILITY FUND	MATERIAL TO MAINT. SEWER MAIN	60-52-6-625
Total 108021:			1,081.33			
108022	UNIVAR USA INC	LIQUID CHLORINE	926.10	WATER & SEWER UTILITY FUND	CHEMICALS	60-51-6-607

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
Total 108022:			926.10			
108023	USA BLUEBOOK	BATTERY BACKUP HOUR METERS F	356.58	WATER & SEWER UTILITY FUND	MATERIAL TO MAINTAIN EQUIP.	60-51-6-621
Total 108023:			356.58			
108024	VERIZON WIRELESS	WIRELESS	43.90	GENERAL FUND	COMMUNICATIONS	01-01-5-501
108024	VERIZON WIRELESS	WIRELESS	71.12	GENERAL FUND	COMMUNICATIONS	01-03-5-501
108024	VERIZON WIRELESS	WIRELESS	75.59	POLICE PROTECTION FUND	COMMUNICATIONS	03-00-5-501
108024	VERIZON WIRELESS	WIRELESS	227.24	GENERAL FUND	COMMUNICATIONS	01-05-5-501
108024	VERIZON WIRELESS	WIRELESS-PW ADMIN	70.39	GENERAL FUND	COMMUNICATIONS	01-08-5-501
108024	VERIZON WIRELESS	WIRELESS - BUILDING/EQUIP	38.75	GENERAL FUND	COMMUNICATIONS	01-08-5-501
108024	VERIZON WIRELESS	WIRELESS - PARKS	169.21	GENERAL FUND	COMMUNICATIONS	01-08-5-501
108024	VERIZON WIRELESS	WIRELESS - STREETS	201.90	GENERAL FUND	COMMUNICATIONS	01-08-5-501
108024	VERIZON WIRELESS	WIRELESS	146.09	GENERAL FUND	COMMUNICATIONS	01-09-5-501
108024	VERIZON WIRELESS	WIRELESS	73.05	GENERAL FUND	COMMUNICATIONS	01-12-5-501
108024	VERIZON WIRELESS	WIRELESS	136.98	WATER & SEWER UTILITY FUND	COMMUNICATIONS	60-52-5-501
108024	VERIZON WIRELESS	WIRELESS	64.16	WATER & SEWER UTILITY FUND	COMMUNICATIONS	60-50-5-501
108024	VERIZON WIRELESS	WIRELESS	139.60	WATER & SEWER UTILITY FUND	COMMUNICATIONS	60-51-5-501
108024	VERIZON WIRELESS	WIRELESS	396.00	GENERAL FUND	EQUIPMENT	01-08-7-720
108024	VERIZON WIRELESS	WIRELESS	99.00	WATER & SEWER UTILITY FUND	EQUIPMENT	60-52-7-720
Total 108024:			1,952.98			
108025	VIKING CHEMICAL COMPANY	SODIUM THIOSULFATE	1,275.75	WATER & SEWER UTILITY FUND	CHEMICALS	60-51-6-607
108025	VIKING CHEMICAL COMPANY	CHEMICALS	953.00	WATER & SEWER UTILITY FUND	CHEMICALS	60-50-6-607
108025	VIKING CHEMICAL COMPANY	POOL CHEMICALS	1,022.80	AQUATIC CENTER FUND	CHEMICALS	04-00-6-607
108025	VIKING CHEMICAL COMPANY	CHLORINE	351.00	WATER & SEWER UTILITY FUND	CHEMICALS	60-51-6-607
Total 108025:			3,602.55			
108026	WAL-MART COMMUNITY	MISC PROGRAM SUPPLIES	36.89	AQUATIC CENTER FUND	PROGRAM SUPPLIES	04-00-6-612
108026	WAL-MART COMMUNITY	MISC PROGRAM SUPPLIES	205.83	GENERAL FUND	PROGRAM SUPPLIES	01-09-6-612
Total 108026:			242.72			
108027	WATER RESOURCES, INC.	METER CHANGE OUT PROGRAM	1,230.00	WATER & SEWER UTILITY FUND	WATER METERS	60-52-7-725

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
Total 108027:			<u>1,230.00</u>			
108028	WATER SOLUTIONS UNLIMITED	DRY BLENDED PHOSPHATE	<u>5,220.00</u>	WATER & SEWER UTILITY FUND	CHEMICALS	60-50-6-607
Total 108028:			<u>5,220.00</u>			
108029	WELCH BROS., INC.	CONCRETE MATERIALS FOR STORM	<u>601.20</u>	GENERAL FUND	MATERIALS TO MAIN. STORM SWRS	01-06-6-625
Total 108029:			<u>601.20</u>			
108030	WILL ENTERPRISES	SUMMER IN THE PARK	<u>315.60</u>	GENERAL FUND	CITY COMMUNITY EVENT	01-11-6-621
Total 108030:			<u>315.60</u>			
108031	WOODSTOCK POWER EQUIPMENT, I	HEADS FOR WEED WHIPS	<u>50.95</u>	PARKS FUND	MATERIAL TO MAINTAIN GROUNDS	06-00-6-623
Total 108031:			<u>50.95</u>			
108032	ZUKOWSKI ROGERS FLOOD MCARDL	NIGEAC ELECTRIC	<u>275.00</u>	GENERAL FUND	LEGAL EXPENSES	01-03-5-502
Total 108032:			<u>275.00</u>			
108033	ZUKOWSKI ROGERS FLOOD MCARDL	LEGAL SERVICES	<u>131.25</u>	GENERAL FUND	LEGAL EXPENSES	01-12-5-502
Total 108033:			<u>131.25</u>			
Grand Totals:			<u><u>1,273,077.98</u></u>			

City of Woodstock
Warrant No. 3722

All items tabulated above and before are proper expenses due from the City of Woodstock for services performed or materials furnished to the City of Woodstock.



Treasurer

City Manager

The Finance Director is hereby authorized to issue order on the City Treasurer covering the above listed obligations approved by the City Council this 2nd day of August, 2016.

City Clerk

Mayor

City of Woodstock
 Credit Card Activity (FirstMerit Bank)
 Closing Date 7-1-16

ACCOUNT	VENDOR	DESCRIPTION	Amount	Date	Vendor	Invoice
01-00-5-380	REBATE	REBATE	\$ (350.00)	07/01/16	737	7116
Stelford						
01014452	JEWEL	EMPLOYEE PICNIC	\$ 11.86	06/08/16	2844	6816
01014452	JEWEL	EMPLOYEE PICNIC	\$ 4.24	06/08/16	2844	60816
01014452	WAL-MART	EMPLOYEE PICNIC	\$ 24.80	06/09/16	2662	6916
01114452	WOODSTOCK PUBLIC HOUSE	LUNCH-OLD COURT HOUSE ADVIS COM	\$ 70.00	06/15/16	2426	61516
01016606	MIXTECA INC	GIFT CARDS - ACM INTERVIEW TEAM	\$ 100.00	06/24/16	3070	62416
01116621	COOL GLOW	SUMMER IN THE PARK SUPPLIES	\$ 105.30	06/28/16	3263	62816
01016606	NAPOLI PIZZA	MONICA'S RETIREMENT	\$ 36.00	06/30/16	1568	63016
Christensen						
72000215	PAYFLOW/PAYPAL	TICKET REVENUE	\$ 54.10	06/02/16	2647	6216
01034452	JIMMY JOHNS	GFOA SEMINAR LUNCH	\$ 17.00	06/16/16	2673	61616
01116620	WAL-MART	SENIORS SUPPLIES	\$ 46.90	06/21/16	2662	62116
01036606	INSTOCK LABELS	GARAGE SALE STICKERS	\$ 65.46	06/22/16	3264	62216
Sager						
Napolitano						
06006623	SHOPBACKFLOW	PARKS RPZ REPAIR	\$ 131.33	06/03/16	3185	6316
06006623	TEST GUAGE & BACKFLOW	PARKS RPZ REPAIR	\$ 72.68	06/10/16	2184	61016
01056606	HYPERSTITCH INC	UNIFORM EMBROIDERY	\$ 78.00	06/27/16	3265	62716
Scharres						
07116606	SHOPKEEP	CAFÉ' SUPPLIES	\$ 49.00	06/11/16	2672	61116
07115501	HOMESTEAD	WEBSITE	\$ 20.99	06/23/16	2684	62316
07115526	FACEBOOK	ADVERTISING	\$ 115.08	06/30/16	2885	63016
72000218	ALLIED ELECTRONICS	TERM STRIP	\$ 56.87	06/21/16	3266	62116
07116606	BMI SUPPLY	GAFTERS TAPE/GLOW TAPE	\$ 394.95	06/21/16	1124	62116

City of Woodstock
 Credit Card Activity (FirstMerit Bank)
 Closing Date 7-1-16

ACCOUNT	VENDOR	DESCRIPTION	Amount	Date	Vendor	Invoice
Schober						
01044454	SHRM MEMBER	MEMBERSHIP	\$ 190.00	06/08/16	3267	6816
Weber						
08007740	NETFLIX	LIBRARY MATERIALS	\$ 43.99	06/09/16	2677	6916
08006606	DS SERVICES STANDARD	WATER	\$ 49.07	06/25/16	3140	62516
08006606	BARNES & NOBLE	SUMMER READING PRIZES	\$ 25.86	06/16/16	3268	61616
08006606	WAL-MART	SUMMER READING CRAFT	\$ 1.99	06/20/16	2662	62016
08006606	ORIENTAL TRADING	SUMMER READING PRIZES	\$ 49.98	06/22/16	1659	62216
09007720	YOGIBO	LIBRARY MATERIALS	\$ 246.50	06/24/16	2681	62416
08006606	WAL-MART	SUMMER READING PRIZES	\$ 29.84	06/28/16	2662	62816
Zinnen						
01096606	PLUG N PAY INC	WEB RECEIPTS	\$ 15.75	06/02/16	2660	6216
01096606	PLUG N PAY INC	WEB RECEIPTS	\$ 80.17	06/02/16	2660	60216
05006612	AMERICAN QUALITY MANUFACT	PARTS FOR TANNING BED	\$ 59.08	06/03/16	99	6316
01096612	WAL-MART	CHALLENGE ROAD RACE	\$ 104.47	06/05/16	2662	6516
04006612	MICHAELS	TIE DYE PROGRAM	\$ 65.95	06/06/16	2892	6616
01096612	SAMS INTERNET	CHALLENGE ROAD RACE	\$ 179.25	06/06/16	3269	6616
01096612	NOAH'S ARK FAMILY PARK	NOAH ARK TEEN TRIP	\$ 270.00	06/08/16	3270	6816
01096612	MCDONALDS	NOAH ARK TEEN TRIP	\$ 56.56	06/08/16	2739	6816
01096612	LAKE DALTON PIZZA RANCH	NOAH ARK TEEN TRIP	\$ 191.80	06/08/16	3271	6816
01096612	FARM & FLEET	CHALLENGE ROAD RACE	\$ 51.30	06/09/16	2679	6916
01096612	WAL-MART	CHALLENGE ROAD RACE	\$ 14.66	06/09/16	2662	6916
01096612	WAL-MART	PLAYGROUND PROGRAM	\$ 128.88	06/10/16	2662	61016
01096612	WAL-MART	PLAYGROUND PROGRAM	\$ 57.55	06/13/16	2662	61316
05006612	WAL-MART	REC CENTER SUPPLIES	\$ 106.90	06/14/16	2662	61416
05006612	PANERA BREAD	BOSS BUCKS	\$ 35.00	06/15/16	2894	61516
01096612	ALDI	PLAYGROUND PROGRAM	\$ 57.80	06/15/16	3202	61516
05006621	AMERICAN QUALITY MANUFACT	PARTS FOR TANNING BED	\$ 64.95	06/20/16	99	62016
01096612	THE UPS STORE	RETURN T-BALL SHIRT	\$ 12.02	06/28/16	2682	62816
050066120	RECREONICS INC	ROPE	\$ 47.81	06/29/16	3272	62916
04006622	SCP DISTRIBUTORS	DRAIN COVERS	\$ 254.84	06/29/16	1989	62916
05006612	RESTAURANT.COM	MEMBER OF THE MONTH PRIZES	\$ 12.00	06/30/16	3273	63016

City of Woodstock
 Credit Card Activity (FirstMerit Bank)
 Closing Date 7-1-16

ACCOUNT	VENDOR	DESCRIPTION	Amount	Date	Vendor	Invoice
McElmeel						
01096606	IN ALL THINS IDENTIFY	NEW ID PRINTER	\$ 412.69	06/02/16	2901	6216
04006606	IN ALL THINS IDENTIFY	NEW ID PRINTER	\$ 504.68	06/02/16	2901	60216
05006606	IN ALL THINS IDENTIFY	NEW ID PRINTER	\$ 412.69	06/02/16	2901	622016
82017704	ZONES INC	TABLET CPU	\$ 951.16	06/07/16	2630	6716
01015552	EIG DOTSTER	NEW DOMAIN	\$ 69.94	06/17/16	2753	61716
01005556	SHUTTERSTOCK INC	WEBSITE IMAGES	\$ 49.00	06/27/16	3274	62716
Lieb						
03004452	WILLOW CREEK ASSO	CHIEF LOWEN CONFERENCE	\$ 169.00	06/14/16	3275	61416
Van Landuyt						
04006620	HOMEDEPOT	ROPE FOR WWW FACILITY	\$ 309.98	06/08/16	3276	6816
01086606	MENARDS	SUPPLIES	\$ 9.98	06/09/16	1493	6916
01096612	WAL-MART	WOODSTOCK CHALLENGE SUPPLIES	\$ 18.06	06/09/16	2662	6916
01066605	LEE JENSEN SALES	HORIZONTAL LASER TRANSIT KIT	\$ 1,395.00	06/10/16	1276	61016
06004453	KINGSIZE	UNIFORMS	\$ 115.95	06/10/16	2649	61016
04006622	AMAZON MKTPLACE	KIDDIE POOL GATE LATCH	\$ 82.00	06/20/16	2654	62016
01086606	MENARDS	SUPPLIES RETURNED	\$ (9.98)	06/28/16	1493	62816
Anderson						
11124452	NATIONAL MAIN STREET	REGISTRATION REFUND	\$ (595.00)	06/06/16	3204	6616
01125537	COPY EXPRESS	FLYER - REAL WOODSTOCK	\$ 19.30	06/20/16	481	62016
01125536	MCDONALDS	BREAKFAST ON WAY BACK FROM MEETING	\$ 8.73	06/21/16	2739	62116
01125536	BUFFALO GROVE/WINBERIE	NETWORKING LUNCH	\$ 23.00	06/24/16	3277	62416
01125536	PANERA	FOOD SHED BOARD MEETING	\$ 4.46	06/27/16	2894	62716
Total			\$ 7,559.17			

Name	Department	Total Gross
BALLARD, KIELAND M	AQUATIC CENTER	360.79
BEHRNS, LESLIE	AQUATIC CENTER	770.23
BRAINARD, HOPE	AQUATIC CENTER	535.06
BRAND, CAMERON	AQUATIC CENTER	192.47
BRASILE, BROOKE	AQUATIC CENTER	556.30
BREWER, ALYSSA M	AQUATIC CENTER	501.73
BROWN, COLLEEN	AQUATIC CENTER	604.73
CARLSON, LARIN	AQUATIC CENTER	1,040.00
CRAIN, JENIFER L	AQUATIC CENTER	521.29
DEHN FRANKLIN, NOAH M	AQUATIC CENTER	232.72
DEVINGER, TESS E	AQUATIC CENTER	491.82
DEWANE, ALLISON	AQUATIC CENTER	170.30
EISENMENGER, JOCELYN	AQUATIC CENTER	469.53
FERGUSON, KATHRYN A	AQUATIC CENTER	89.67
FIORITO, HANNAH	AQUATIC CENTER	536.60
FISCHBACH, AMY L	AQUATIC CENTER	339.47
FLYNN, JESSICA	AQUATIC CENTER	239.25
GESSERT, KATHRYN	AQUATIC CENTER	232.05
GONZALES, INO	AQUATIC CENTER	642.08
GRIFFIN, MOLLY	AQUATIC CENTER	255.92
HANSEN, CARTER	AQUATIC CENTER	222.75
HANSEN, MEGAN A	AQUATIC CENTER	433.16
HARRIS, MEGAN	AQUATIC CENTER	597.87
JONES, AARON	AQUATIC CENTER	278.13
KEEFE, HAILEY	AQUATIC CENTER	662.68
KIERNA, ELLEN	AQUATIC CENTER	144.38
KRUSE, ELIZABETH M	AQUATIC CENTER	405.65
LAINING, BRIDGET	AQUATIC CENTER	592.20
LAWRENCE, PAITON	AQUATIC CENTER	503.37
MALEK, ISABELLA	AQUATIC CENTER	665.31
MCGUIRE, GIANNA M	AQUATIC CENTER	371.49
NOMM, TREVOR	AQUATIC CENTER	717.45
ORTMANN, REBECCA	AQUATIC CENTER	536.25
REDEMSKE, RYAN	AQUATIC CENTER	411.72
RIAK, ALDEN	AQUATIC CENTER	498.38
SCHAFFTER, MEGAN	AQUATIC CENTER	368.78
SCHEIBE, KACPER K	AQUATIC CENTER	204.97
SCOLIO, GABRIELLA	AQUATIC CENTER	173.25
SITKE, EMILY	AQUATIC CENTER	317.63
SOLBERG, ISOBELA	AQUATIC CENTER	293.99
STEVENS, DYLAN	AQUATIC CENTER	560.48
SUNDBERG, NICHOLAS	AQUATIC CENTER	573.17
VOGEL, LENA	AQUATIC CENTER	581.47
WATSON, JAMIE J	AQUATIC CENTER	589.26
WICKER, GEORGIA	AQUATIC CENTER	355.32
WOJNICKI, AUDREY	AQUATIC CENTER	416.66
WOODSON, BENJAMIN	AQUATIC CENTER	509.72
WURTZ, REILLY A	AQUATIC CENTER	210.33
ZINNEN, MATTHEW	AQUATIC CENTER	575.38
AMRAEN, MONICA	CITY MANAGER	333.76
COSGRAY, ELIZABETH	CITY MANAGER	1,564.00
HOWIE, JANE	CITY MANAGER	2,920.44
MCELMEEL, DANIEL	CITY MANAGER	2,908.96

Name	Department	Total Gross
STELFORD III, ROSCOE	CITY MANAGER	6,153.85
WILLCOCKSON, TERESA	CITY MANAGER	2,453.60
LENZI, RAYMOND	CROSSING GUARDS	9.57
LUCKEY JR, HARRY	CROSSING GUARDS	11.69
LUCKEY, ROBERT	CROSSING GUARDS	10.11
MONACK, KIM	CROSSING GUARDS	12.28
Anderson, Garrett D	ECONOMIC DEVELOPMENT	4,389.39
Coltrin, Krista E	ECONOMIC DEVELOPMENT	2,444.23
BAYER, PATRICIA	FINANCE	978.40
CHRISTENSEN, PAUL N	FINANCE	4,643.60
LIEB, RUTH ANN	FINANCE	2,192.00
STEIGER, ALLISON	FINANCE	679.04
STRACZEK, WILLIAM	FINANCE	2,641.35
WOODRUFF, CARY	FINANCE	1,879.21
DYER, JASON L	FLEET MAINTENANCE	1,837.60
GROH, PHILLIP	FLEET MAINTENANCE	2,168.93
LAMZ, ROBERT	FLEET MAINTENANCE	2,480.77
MAY, JILL E	HUMAN RESOURCES	1,770.40
SCHÖBER, DEBORAH	HUMAN RESOURCES	4,648.11
BERGESON, PATRICIA	LIBRARY	257.81
BRADLEY, KATHERINE	LIBRARY	1,039.12
Burton, Parker E	LIBRARY	149.94
CAMPBELL, SARAH JANE	LIBRARY	246.50
DAWDY, KIRK	LIBRARY	2,159.86
DREYER, TRUDIE	LIBRARY	464.20
FEE, JULIE	LIBRARY	2,560.93
HANSEN, MARTHA	LIBRARY	1,787.52
ICKES, RICHARD	LIBRARY	257.40
KAMINSKI, SARAH	LIBRARY	900.35
KNOLL, LINDA	LIBRARY	677.15
MILLER, LISA	LIBRARY	1,249.02
MOORHOUSE, PAMELA	LIBRARY	2,847.01
MORO, PAMELA	LIBRARY	690.05
OLEARY, CAROLYN	LIBRARY	1,927.20
PALMER, STEPHANIE	LIBRARY	1,352.00
PALMQUIST, PEGGY	LIBRARY	217.44
PUGA, MARIA	LIBRARY	699.66
REWOLDT, BAILEY S	LIBRARY	494.08
RYAN, ELIZABETH	LIBRARY	1,872.46
RYAN, MARY M	LIBRARY	1,827.64
SMILEY, BRIAN	LIBRARY	353.34
SUGDEN, MARY	LIBRARY	1,248.52
TOTTON SCHWARZ, LORA	LIBRARY	2,570.30
TRIPP, KATHRYN	LIBRARY	1,473.60
WEBER, NICHOLAS P	LIBRARY	3,977.75
ZAMORANO, CARRIE	LIBRARY	1,881.54
BETH, RAYMOND	OPERA HOUSE	281.30
BROUILLETTE, RICHARD	OPERA HOUSE	154.20
CAMPBELL, DANIEL	OPERA HOUSE	2,458.14
CANTY, NANCY NOVY	OPERA HOUSE	119.33
GERVAIS, MARIANNE	OPERA HOUSE	66.95
GRANZETTO, GERALDINE	OPERA HOUSE	1,171.50
GREENLEAF, MARK	OPERA HOUSE	3,248.10

Name	Department	Total Gross
LETOURNEAU, THOMAS	OPERA HOUSE	324.22
LYON, LETITIA	OPERA HOUSE	122.40
MCCORMACK, JOSEPH	OPERA HOUSE	2,471.18
MILLER, MARGARET	OPERA HOUSE	160.82
MONTES JR, MICHAEL	OPERA HOUSE	232.08
MYERS, MARVIN	OPERA HOUSE	161.76
PANNIER, LORI ANN	OPERA HOUSE	406.98
PUZZO, DANIEL	OPERA HOUSE	384.00
SCHARRES, JOHN	OPERA HOUSE	4,449.98
STELFORD, SAMANTHA	OPERA HOUSE	357.42
THORNTON, ZACHARY	OPERA HOUSE	186.84
WELLS, GAIL	OPERA HOUSE	252.46
WHITE, CYNTHIA	OPERA HOUSE	356.55
WIEGEL, DANIEL M	OPERA HOUSE	1,424.00
BEATTIE, LUKE	PARKS	541.44
BIRDSELL, CHRISTOPHER	PARKS	2,124.80
CHAUNCEY, JUDD T	PARKS	1,443.37
EDDY, BRANDON	PARKS	2,224.25
KRUSE, JOHN W	PARKS	683.20
KUEHN, CARLIE	PARKS	676.80
LESTER, TAD	PARKS	2,591.67
MASS, STANLEY PHILIP	PARKS	2,168.80
MECKLENBURG, JOHN	PARKS	2,761.46
NELSON, ERNEST	PARKS	3,402.99
OLEARY, PATRICK	PARKS	2,444.35
REED, CASEY	PARKS	609.12
SCHACHT, TREVOR	PARKS	2,057.13
SHOOK, DANIEL	PARKS	676.80
SPRING, TIMOTHY	PARKS	1,747.05
STOLL, MARK T	PARKS	1,495.54
WHISTON, TREVOR	PARKS	676.80
WRIGHT, SAMUEL	PARKS	651.42
BAKER, NANCY	PLANNING & ZONING	3,397.08
BERTRAM, JOHN	PLANNING & ZONING	3,017.60
LIMBAUGH, DONNA	PLANNING & ZONING	2,540.00
NAPOLITANO, JOSEPH	PLANNING & ZONING	3,284.62
STREIT JR, DANIEL	PLANNING & ZONING	2,764.80
WALKINGTON, ROB	PLANNING & ZONING	3,028.80
AMATI, CHARLES	POLICE	3,937.60
BERNSTEIN, JASON	POLICE	4,486.93
BRANUM, ROBBY	POLICE	3,572.00
CARRENO, MARIA YESENIA	POLICE	2,647.20
CIPOLLA, CONSTANTINO	POLICE	3,927.20
DEMPSEY, DAVID	POLICE	3,402.40
Didier, Jonathan D	POLICE	805.05
DIFRANCESCA, JAN	POLICE	2,462.40
DOLAN, RICHARD	POLICE	3,487.47
EICHINGER, PATRICIA	POLICE	3,242.82
EISELSTEIN, FRED	POLICE	3,444.94
FARNUM, PAUL	POLICE	2,107.20
FINK, CORY	POLICE	3,402.40
FISCHER, ADAM D	POLICE	2,107.20
FOURDYCE, JOSHUA	POLICE	4,535.69

Name	Department	Total Gross
FREUND, SHARON L	POLICE	2,607.20
GALLAGHER, KATHLEEN	POLICE	3,143.55
GUSTIS, MICHAEL	POLICE	3,402.40
HAVENS, GRANT	POLICE	1,848.80
HENRY, DANIEL	POLICE	3,402.41
HESS, GLENN	POLICE	1,469.60
KAROLEWICZ, ROBIN	POLICE	3,441.36
KOPULOS, GEORGE	POLICE	3,742.40
KRYSIK, KIMBERLY	POLICE	600.00
LANZ II, ARTHUR R	POLICE	3,788.80
LATHAM, DANIEL	POLICE	5,199.92
LEE, KEITH	POLICE	737.20
LIEB, JOHN	POLICE	4,623.44
LINTNER, WILLIAM	POLICE	3,625.69
MARSHALL, SHANE	POLICE	3,705.95
MCKENDRY, AMY	POLICE	2,647.20
MORTIMER, JEREMY	POLICE	4,174.78
MRZLAK, CHRISTINE	POLICE	600.00
MUEHLFELT, BRETT	POLICE	3,402.40
NAATZ, CHRISTOPHER	POLICE	2,944.23
NIEDZWIECKI, MICHAEL	POLICE	3,528.69
PARSONS, JEFFREY	POLICE	4,114.40
PAULEY, DANIEL	POLICE	3,402.41
PETERSON, CHAD	POLICE	3,044.28
PRENTICE, MATTHEW	POLICE	2,806.92
PRITCHARD, ROBERT	POLICE	4,093.03
RAPACZ, JOSHUA	POLICE	3,402.41
REED, TAMARA	POLICE	2,099.20
REITZ JR, ANDREW	POLICE	5,571.44
SCHMIDTKE, ERIC	POLICE	3,615.05
SCHRAW, ADAM	POLICE	3,402.40
SHARP, DAVID	POLICE	2,684.89
SHEPHERD, NANCY	POLICE	484.80
SOTO, TAMI	POLICE	80.00
SYKORA, SARA	POLICE	600.00
Tabaka, Randall S	POLICE	425.88
VALLE, SANDRA	POLICE	3,402.41
VORDERER, CHARLES	POLICE	3,657.59
WALKER, NATALIE	POLICE	2,407.20
WESOLEK, DANIEL	POLICE	3,983.20
KEENAN, HEATHER	PUBLIC WORKS ADMIN	1,686.40
Migatz, Thomas B	PUBLIC WORKS ADMIN	3,863.47
VAN LANDUYT, JEFFREY J	PUBLIC WORKS ADMIN	4,753.85
WILSON, ALAN	PUBLIC WORKS ADMIN	4,123.08
AQUINO, EDUARDO	RECREATION CENTER	247.50
BAIRD, LEAH	RECREATION CENTER	295.94
BLONIAK, JESSICA	RECREATION CENTER	501.75
BROWN, NORA C	RECREATION CENTER	279.06
CABRERA, LESLIE M	RECREATION CENTER	374.25
CANTO, MELISSA	RECREATION CENTER	446.10
CORTES, VICTOR M	RECREATION CENTER	357.20
DECHANT, LEAH E	RECREATION CENTER	660.68
DIAZ, ARTURO	RECREATION CENTER	210.89

Name	Department	Total Gross
DRAFFKORN, EMILY	RECREATION CENTER	654.89
DUNKER, ALAN	RECREATION CENTER	2,337.72
FEDMASU, ANA MARIA	RECREATION CENTER	260.62
FUENTES, KARINA	RECREATION CENTER	379.75
FULLER, JAY	RECREATION CENTER	636.30
GARZA, ANNA	RECREATION CENTER	243.88
GILES, CASSIDY	RECREATION CENTER	330.00
HICKS, MICHAEL S	RECREATION CENTER	369.36
HOECK, HANNAH	RECREATION CENTER	241.31
HOLUB, KATHLEEN M	RECREATION CENTER	168.34
KAMPS, ANN	RECREATION CENTER	561.89
KARAFI, JESSIE	RECREATION CENTER	288.52
KARAFI, JORIE	RECREATION CENTER	98.23
Keane, Eilish M	RECREATION CENTER	446.60
KING, CHRISTOPHER	RECREATION CENTER	297.00
LAYOFF, ANDREW	RECREATION CENTER	430.47
LEITZEN, ABBY-GALE	RECREATION CENTER	137.40
LIMBAUGH, ELISSA	RECREATION CENTER	845.33
LIMBAUGH, SAMUEL A	RECREATION CENTER	91.63
LISK, MARY LYNN	RECREATION CENTER	2,416.04
MAIDMENT, WILLIAM M	RECREATION CENTER	420.67
MC GRATH, MEGHAN G	RECREATION CENTER	116.62
MC MINN, BRIDGET	RECREATION CENTER	107.20
MEYER, PHILLIP	RECREATION CENTER	594.97
MEYER, WYATT	RECREATION CENTER	592.84
MURRAY, MAUREEN C	RECREATION CENTER	264.48
MURRAY, MICHAEL	RECREATION CENTER	459.02
Mutter, Daniel J	RECREATION CENTER	56.04
PALA, LEIGHANNE	RECREATION CENTER	239.25
Parsons, Alyssa M	RECREATION CENTER	214.50
READ, KELLY M	RECREATION CENTER	302.22
REESE, AIMEE	RECREATION CENTER	168.72
SANTANA, RUBY	RECREATION CENTER	342.04
SARICH, ERIN	RECREATION CENTER	234.41
SCHMITT, RONALD	RECREATION CENTER	275.24
STEIGER, AMBER A	RECREATION CENTER	326.95
STOUGH, EMMA F	RECREATION CENTER	574.77
STROH, ELLIE	RECREATION CENTER	119.63
TORREZ, RENEE	RECREATION CENTER	2,199.67
VEPLEY, OLIVIA	RECREATION CENTER	571.88
VIDALES, REBECCA	RECREATION CENTER	2,496.79
VIDALS, ABIGAIL	RECREATION CENTER	372.24
WALKINGTON, WYATT	RECREATION CENTER	241.31
WHISTON, TAYLOR	RECREATION CENTER	637.86
WILSON, HANNAH	RECREATION CENTER	214.50
ZAINO, ANNA	RECREATION CENTER	597.11
ZAMORANO, GUILLERMO	RECREATION CENTER	413.69
ZINNEN, JOHN DAVID	RECREATION CENTER	4,151.51
DOPKE, LUKE	SEWER & WATER MAINTENANCE	1,366.29
MAJOR, STEPHEN	SEWER & WATER MAINTENANCE	2,431.20
MAXWELL, ZACHARY	SEWER & WATER MAINTENANCE	1,637.68
MCCAILL, NICHOLAS	SEWER & WATER MAINTENANCE	1,511.20
PARKER, SHAWN	SEWER & WATER MAINTENANCE	3,089.17

Name	Department	Total Gross
PARSONS, TYLER	SEWER & WATER MAINTENANCE	621.36
WEGENER, JAMES	SEWER & WATER MAINTENANCE	1,737.60
WILLIAMS, BRYANT P	SEWER & WATER MAINTENANCE	1,865.27
WOJTECKI, KEITH	SEWER & WATER MAINTENANCE	1,915.36
BURGESS, JEFFREY	STREETS	2,427.20
FREEMAN, CONNOR	STREETS	676.80
LECHNER, PHILIP A	STREETS	1,391.20
LOMBARDO, JAMES	STREETS	1,641.60
LYNK, CHRIS	STREETS	1,783.20
MARTINEZ JR, MAURO	STREETS	1,471.20
MONTALBANO, TRAVIS	STREETS	541.44
PAULEY, ANDREW	STREETS	676.80
PIERCE, BARRY	STREETS	2,480.80
THAYER, ISAAC	STREETS	676.80
VIDALES, ROGER	STREETS	2,431.20
BAKER, WAYNE	WASTEWATER TREATMENT	2,734.20
BOLDA, DANIEL	WASTEWATER TREATMENT	2,026.79
BUTLER, MICHAEL	WASTEWATER TREATMENT	609.12
GEORGE, ANNE	WASTEWATER TREATMENT	3,529.16
SHEAHAN, ADAM	WASTEWATER TREATMENT	2,129.78
VIDALES, HENRY	WASTEWATER TREATMENT	2,621.05
GARRISON, ADAM	WATER TREATMENT	2,296.00
HOFFMAN, THOMAS	WATER TREATMENT	2,296.00
SCARPACE, SHANE	WATER TREATMENT	2,152.00
SMITH, WILLIAM	WATER TREATMENT	3,318.67
WHISTON, TIMOTHY	WATER TREATMENT	1,996.00
Grand Totals:	291	439,572.74

**City of Woodstock
Warrant No. 3723**

All items tabulated above and before are proper expenses due from the City of Woodstock for services performed or materials furnished to the City of Woodstock.



Treasurer

City Manager

The Finance Director is hereby authorized to issue order on the City Treasurer covering the above listed obligations approved by the City Council this 2nd day of August, 2016.

City Clerk

Mayor

MINUTES
ENVIRONMENTAL COMMISSION
July 7, 2016
City Council Chambers

A Special Meeting of the Environmental Commission of the City of Woodstock was called to order at 5:30 PM on Thursday, July 7, 2016 in the Council Chambers at City Hall.

I. CALL TO ORDER & ROLL CALL

A roll call was taken.

COMMISSION MEMBERS PRESENT: Ed Ellinghausen, Jaci Krandel, and Steve Wenzel.

COMMISSION MEMBERS ABSENT: Laurie Kacmar and Chair Erica Poremba.

STAFF PRESENT: Assistant Public Works Director Tom Migatz and Chief Deputy Clerk Jane Howie.

OTHERS PRESENT: None.

II. APPROVAL OF MINUTES:

The Commission was unable to approve the Minutes from the May 5, 2016 and the June 16, 2016 meetings as some of the Commission members were not present. This will be added to the August 4, 2016 Agenda.

III. PUBLIC COMMENT: None.

IV. DISCUSSION ITEMS:

A. Discussion of rankings of the high-priority items on the Environmental Plan Recommendations List.

S. Wenzel asked about the items that were just ranked priority vs high priority. The Commission members ranked the high priority items only, which will be used to compile the list. S. Wenzel asked if members wished to discuss the rankings. Hazardous waste disposal was ranked as a high priority. The closest location for this type of disposal is in Belvidere. The Commission agreed that McHenry County needs a hazardous waste disposal facility. E. Ellinghausen asked if the City can lobby the IEPA, as this is something that should be done for household hazardous waste. Recently McHenry County College has held some of these events. S. Wenzel would like to know how these events get arranged. He will look into this further and report back to the Commission.

S. Wenzel hopes that more bike racks can be installed in Woodstock. Recently, E. Ellinghausen provided grant information to T. Willcockson, the City's Grant Writer. S. Wenzel would like to know if Woodstock will be tying in to the bike path on Route 14. He believes MCCD is managing this project. Signage along this area could encourage cyclists to come into Woodstock.

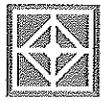
S. Wenzel asked what happened to the bike rack that was on the Square. The Commission would like to have this bike rack relocated. T. Migatz will look into this. J. Krandel would like to see a bike rack in one of the public parking lots, without using any parking spaces. Signage would be needed so that cyclists know where they can park. Other possible locations could be behind the movie theatre, near the pedestrian walkway, or near the walkway behind 124 Cass Street.

V. ADJOURNMENT:

Motion by E. Ellinghausen, second by J. Krandel to adjourn this Special Meeting of the Environmental Commission. Ayes: E. Ellinghausen, J. Krandel, S. Wenzel. Nays: None. Absentees: L. Kacmar and Chair E. Poremba. Abstentions: None. Motion carried. Meeting adjourned at 6:00 PM.

Respectfully submitted,

Jane Howie
Chief Deputy City Clerk



City of WOODSTOCK

Police Department

John L. Lieb, Chief of Police
656 Lake Avenue
Woodstock, Illinois 60098

phone 815.338.6787
fax 815.334.2275
policedept@woodstockil.gov
www.woodstockil.gov

To: Roscoe C. Stelford, City Manager
From: John L. Lieb, Chief of Police
Re: June 2016 Monthly Report
Date: July 18, 2016

Woodstock Police responded to 1,278 calls for service during the month, an increase of 93 calls for service compared to June of 2015. Woodstock Police Department Officers have handled 123 more calls for service than compared to this point in time in 2015. There were 93 reported crimes for the month; an approximate 6% decrease in crime has been realized compared to a similar point in 2015. Criminal arrests were lower for the month and are approximately 12% lower for the year compared to 2015. Traffic arrests are 20% lower comparing this year with a similar point in time of 2015. Traffic accidents are approximately 40% higher than a similar point in time of 2015.

Highlights for the month include: The retirement of highly-respected Chief Robert W. Lowen; the appointments and oaths of office for Chief John Lieb, Deputy Chief Jeff Parsons, Detective Sergeant Josh Fourdyce, Sergeant George Kopulos, Detective Jeremy Mortimer, and Officer Paul Farnum; the reinitiating of the Department's Labor/Management Safety meetings (after a hiatus due to contract negotiations) in an attempt to keep relations strong at every level of the Department; Officers assisting and participating in the McHenry County Department of Health medicine dispensing exercise; Officers participating in the Illinois Law Enforcement Torch Run for Special Olympics fundraising event; Officers assisting the FBI and Boone County Sheriff's Office in the apprehension of an alleged bank robber who was residing on the north end of Woodstock; Officers attending "Mental Health First Aid" training in a continuing effort to assist encountered citizens suffering from mental deficiencies; K-9 Officer Freund and K-9 Blue obtaining their Narcotics Search certification and annual Canine Patrol certification; the Department's Explorer Post participating and earning several top awards at the regional Rockford Police Explorer's Competition; the continued deployment of the "speed trailer" in an effort to remind Woodstock citizens of their rate of travel when complaints arose; Sgt. Wesolek and Sgt. Kopulos assisting in a MIAT call out for a suspected homicide in McHenry; an armed robbery investigation at the Shell (on Madison St.) that was reported, investigated, and concluded at a rapid fire pace; and a missing person track conducted by K-9 Officer Freund and K-9 Blue in which the missing subject was found.

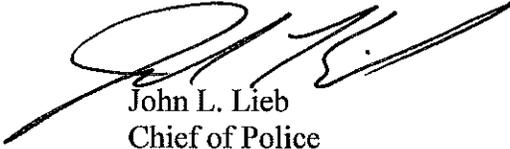


NATIONAL TRUST
for HISTORIC PRESERVATION
DOZEN DISTINCTIVE
DESTINATIONS 2007

*Woodstock is proud to have been recognized as a 2007 Distinctive Destination
by the National Trust for Historic Preservation*

Department Patrol personnel have continued to maintain an increased presence in and around the Woodstock Square while remaining attentive to other areas of the Community. Personnel know that the safety and security of our citizens remains an utmost principle, and will ensure such to the best of their ability.

Sincerely,



John L. Lieb
Chief of Police



NATIONAL TRUST
for HISTORIC PRESERVATION®

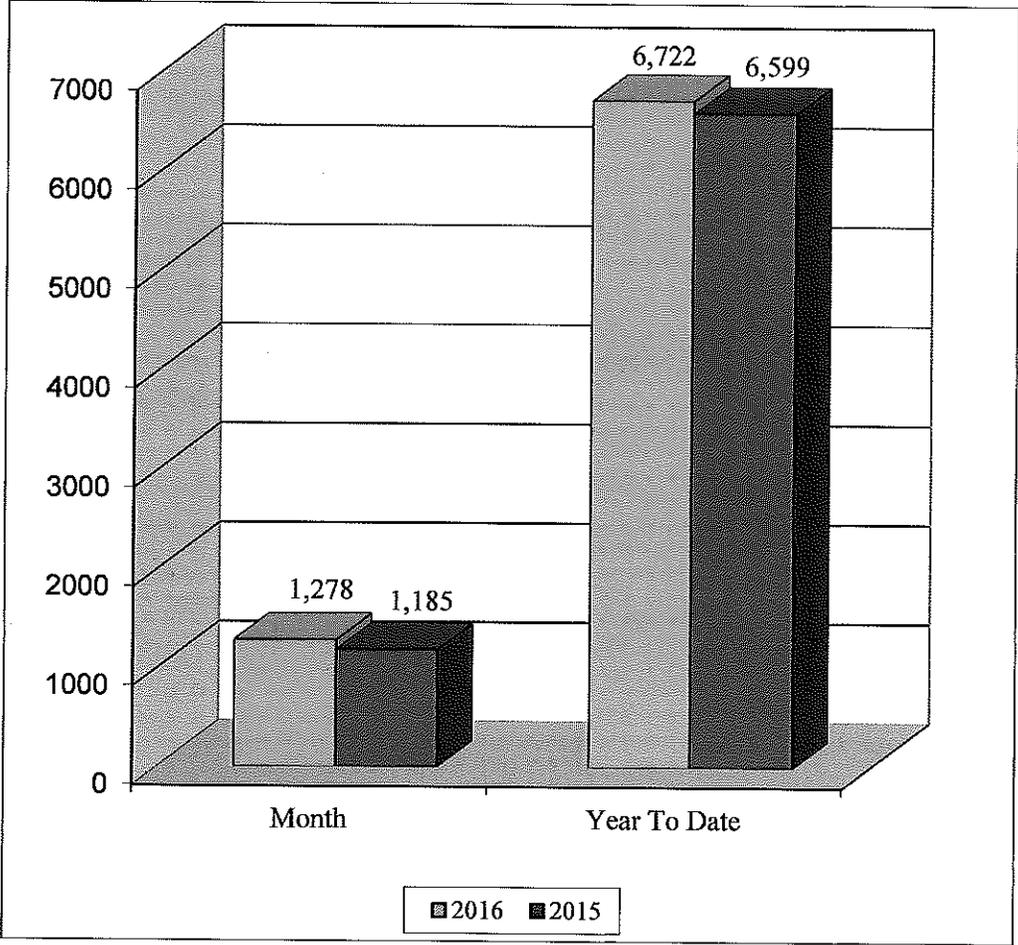
DOZEN DISTINCTIVE
DESTINATIONS 2007

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CITY OF WOODSTOCK POLICE DEPARTMENT

JUNE 2016

MONTHLY REPORT

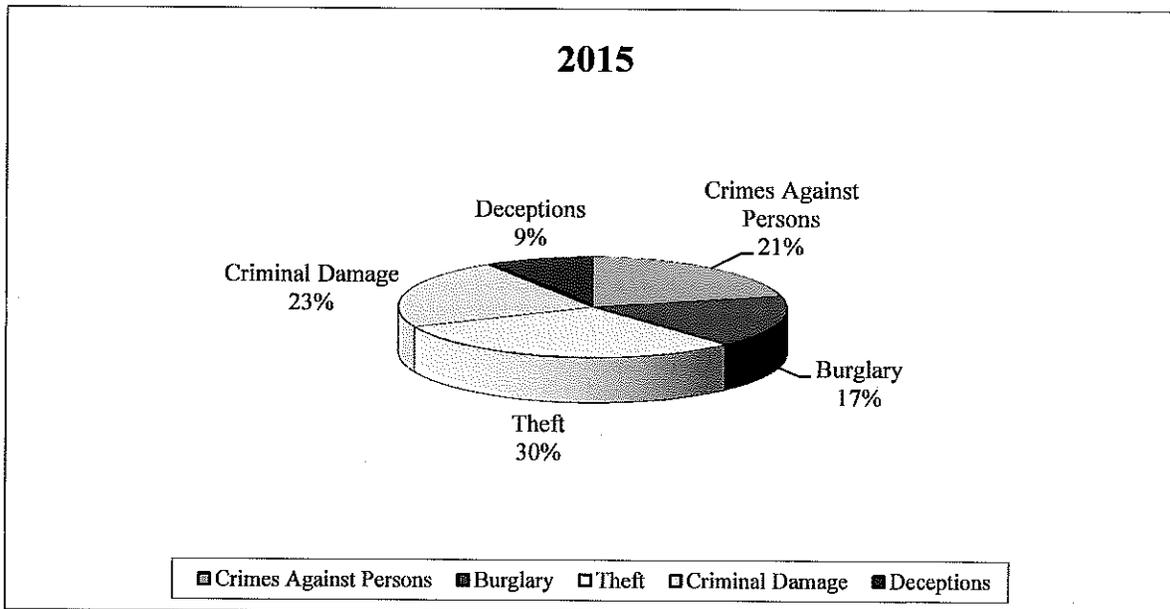
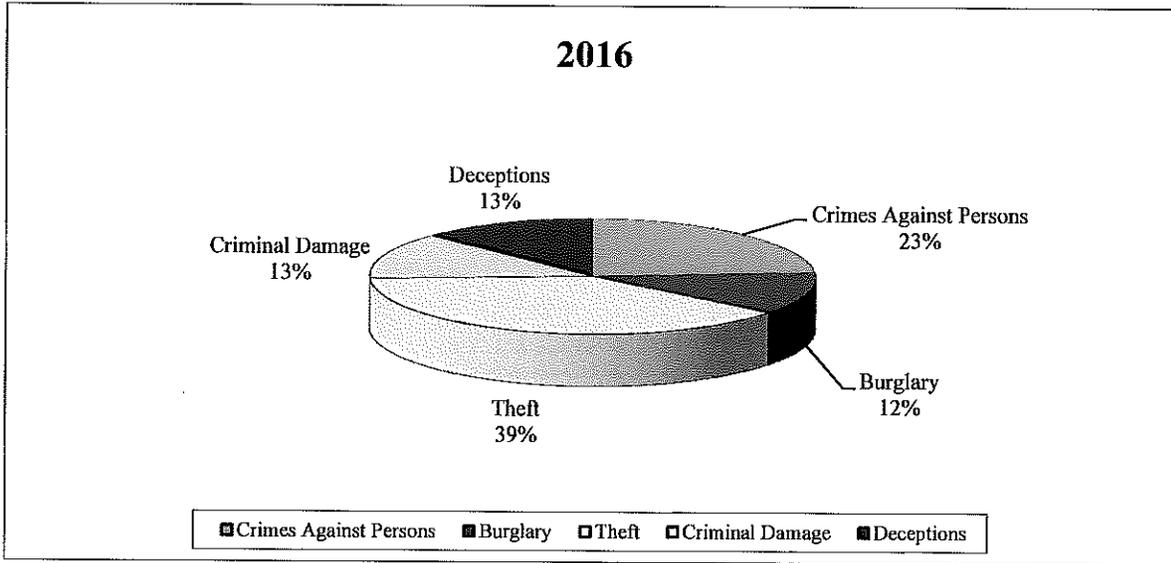


CALLS FOR POLICE SERVICE

**WOODSTOCK POLICE DEPARTMENT
JUNE 2016 MONTHLY REPORT**

REPORTED CRIME CATEGORIES	Month 2016	Month 2015	Year to Date 2016	Year to Date 2015
CRIMES AGAINST PERSONS				
Homicide	0	0	0	0
Criminal Sexual Abuse	2	3	13	15
Robbery	3	0	6	3
Battery	15	28	89	133
Assault	2	2	12	4
Reckless Homicide	0	0	0	0
CRIMES AGAINST PROPERTY				
Burglary	0	12	20	20
Burglary to Residence	1	2	4	12
Burglary to Vehicle	10	10	45	24
THEFTS				
Felony	6	10	38	40
Misdemeanor	20	29	110	89
Retail Theft	10	4	75	67
Motor Vehicle Theft	0	0	7	5
CRIMINAL DAMAGE TO PROPERTY				
Felony	0	13	6	21
Misdemeanor	11	19	63	88
Arson	1	0	1	0
DECEPTIONS				
Deceptive Practice	0	1	8	5
Forgery	3	1	6	6
Theft of Labor / Service	3	2	4	5
All Other Deceptions	6	9	46	53
TOTAL CRIMES REPORTED	93	145	553	590

CITY OF WOODSTOCK POLICE DEPARTMENT JUNE 2016 MONTHLY REPORT



REPORTED CRIMES COMPARISONS

**WOODSTOCK POLICE DEPARTMENT
JUNE 2016 MONTHLY REPORT**

ARREST SUMMARY / TRAFFIC DATA	Month 2016	Month 2015	Year to Date 2016	Year to Date 2015
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CRIMINAL ARRESTS

Crimes Against Persons	8	18	47	54
Crimes Against Property	7	5	38	42
Crimes Against Society	12	11	63	60
Arrests for Outside Agencies	8	9	43	42
Juvenile Arrests	6	9	33	56
Total Criminal Arrests	41	52	224	254

TRAFFIC ARRESTS

From Accidents	45	17	218	116
Driving Under the Influence	2	3	23	41
Driving While Suspended	12	19	91	127
Insurance Violations	22	31	151	193
Other Traffic Arrests	109	199	1,112	1,517
Total Traffic Arrests	190	269	1595	1,994

TRAFFIC CRASHES

Fatal Crashes	0	0	0	1
Personal Injury	7	6	37	44
Property Damage	50	22	331	192
Private Property	17	20	89	89
Total Crashes	74	48	457	326

**WOODSTOCK POLICE DEPARTMENT
JUNE 2016 MONTHLY REPORT**

MISCELLANEOUS SERVICES	Month 2016	Month 2015	Year to Date 2016	Year to Date 2015
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GENERAL INFORMATION

Calls for Service	1,278	1,185	6,722	6,599
Miles Patrolled	21,882	23,498	142,185	152,396
Total Written Reports	365	355	2,057	2,011
Tavern Checks	324	256	1855	2,000
Outside Agency Assists	8	9	43	42
Fire/Rescue Calls	372	349	1,708	2,073

PARKING VIOLATIONS

Total Parking Violations	252	301	2,143	1,981
Total Fines Collected	\$1,588	\$6,620	\$41,496	\$41,285

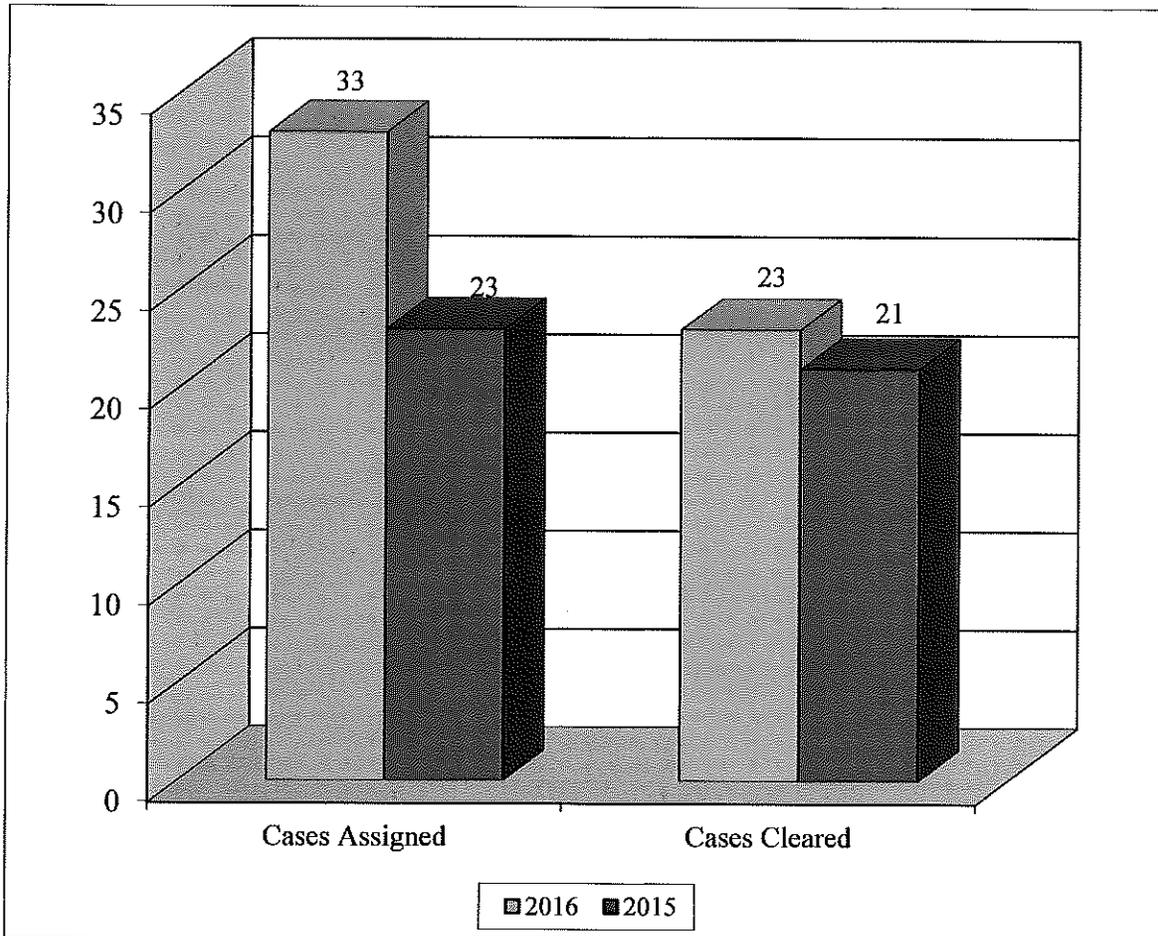
PROPERTY SUMMARY

Stolen Property Value	\$36,036	\$19,141	\$172,774	\$104,522
Recovered Property Value	\$17,537	\$1,967	\$107,852	\$25,992
Vandalized Property Value	\$7,154	\$10,891	\$15,856	\$25,272

ADDITIONAL FEES/FINES SUMMARY

Vehicle Impound Fees	\$3,500	\$2,500	\$25,500	\$28,500
Bail Processing Fees	\$160	\$320	\$1,340	\$1,640

**CITY OF WOODSTOCK
POLICE DEPARTMENT
JUNE 2016
MONTHLY REPORT**



**INVESTIGATIONS DIVISION
MONTHLY CASE COMPARISONS**

**WOODSTOCK POLICE DEPARTMENT
JUNE 2016 MONTHLY REPORT**

INVESTIGATIONS DIVISION	Month 2016	Month 2015	Year to Date 2016	Year to Date 2015
CASES ASSIGNED				
Felony Cases	23	18	126	110
Misdemeanor Cases	2	2	19	25
Non Criminal Cases	8	3	47	70
Total Cases Assigned	33	23	192	205
CASES CLEARED				
Felony Cases	15	17	127	112
Misdemeanor Cases	1	2	12	25
Non Criminal Cases	7	2	46	69
Total Cases Cleared	23	21	185	206

NARRATIVE SUMMARY:

Cases assigned and investigated by the Investigations Division this month included: One(1) Residential Burglary, One(1) Identity Theft, One(1) Unlawful Use of Credit Card, One(1) Retail Theft Over, One(1) Armed Robbery, One(1) Theft of Services, One(1) Arson, One(1) Disorderly Conduct, Two(2) Sex Registrations, Two(2) Suspicious Incidents, Three(3) Theft Over, Three(3) Forgery, Four(4) Sex Crime Investigations, Four(4) Death Investigations, and Seven(7) Burglary to Motor Vehicles.

As the school year has concluded, the School Resource Officer has been reassigned to the Patrol Division for the summer months.

CITY OF McHENRY

Department of Police

333 South Green Street / McHenry, Illinois 60050

www.ci.mchenry.il.us

Telephones:

815-363-2200 - Police Department - Non-Emergency

815-363-2149 - Police Department - FAX

815-363-2130 - Police Department

Emergency - 911



Chief of Police: John M. Jones

June 7, 2016

Chief John Lieb
Woodstock Police Dept.
656 Lake Ave.
Woodstock, Il. 60098

Dear Chief Lieb,

On behalf of the McHenry Police Dept, I wish to extend my sincere appreciation for the assistance of your officers Dan Wesolek and George Kopulos on the MIAT call-out on June 6, 2016. Our department received a report of a subject who was suicidal and claimed to have harmed his wife. MIAT was activated once our officers determined a possible homicide had occurred and the suspect was injured. Thanks to the quick response of numerous members of the MIAT team, this investigation was conducted efficiently and professionally.

Again, thank you for allowing your officers to be a part of this team and provide the exceptional assistance departments require when handling a major occurrence.

Sincerely,

A handwritten signature in black ink, appearing to be 'J. M. Jones', written in a cursive style.

Chief John M. Jones
McHenry Police Dept.

Huntley, IL 60142

June 21, 2016

RE: Officer William J. Lintner
Badge # 77

John Lieb, Chief of Police
Woodstock Police Department
656 Lake Street
Woodstock, IL 60098

Dear Chief Lieb:

I am sending this letter for two reasons: 1) to thank you, your department, Woodstock, et al, for still keeping old-fashioned "help your neighbor" qualities that permitted an officer to help me when I had an old age attention deficit occurrence so accidentally locked myself out of my rental car on June 18, and 2) bring to your attention how professional and kind was the officer who helped me and hope you will look up records to identify him. I failed to get his name but please know this and give him another thank you from me. I offered to give him a few dollars for lunch as thank you for helping me but he declined saying he couldn't accept that; I tried offering a contribution to a police charity but he said that wasn't necessary; when my car wouldn't start he went above and beyond his accomplished mission by finding a way to re-set it so it would start.

I am a native of McHenry County – born in Woodstock and lived the majority of my life in Prairie Grove/Crystal Lake, but recently moved to Sun City, Huntley. It was heartwarming to me to have this experience that was confirming of what my heart believes – that our good, old-fashioned values of people helping each other still exists in, at least, our part of the country.

So, thank you to the officer that helped me and all the people involved that allow this old-fashioned "best of America" to continue in some places. Please let me know if I can write a letter to the editor of the NW Herald or in any way try to give your department applause and advocate for operating in a way that values people (over corporations/profits), despite how goofy our country grows.

Sincerely,

Nancy



Department of Public Works
326 Washington Street
Woodstock, Illinois 60098

phone 815.338.6118
fax 815.334.2263
ageorge@woodstockil.gov
www.woodstockil.gov

To: Roscoe Stelford, City Manager

From: Anne George, Wastewater Treatment Superintendent

Re: **Waiver of Competitive Bids and Approval to Purchase a Reconditioned Lift Station Influent Grinder**

Date: July 25, 2016

Wastewater Treatment Plant employees are responsible for the operation and maintenance of two treatment facilities and two sanitary sewer lift stations. At the point in which sewage flow enters the facilities, a grinder has been installed to reduce the size of rags, clothing, sticks, tree roots, and other debris that might otherwise create premature wear or plug pumps, pipes, or process equipment. These grinders run 24/7 and by design, they take a large degree of abuse that might otherwise be passed on to other pieces of equipment. As a result, units need to be removed from service from time-to-time for reconditioning.

The grinder in the Olson Park Lift Station was installed new in 2002 and has been reconditioned a few times since it was originally purchased. The manufacturer claims that based on design, the location of the installation, and the community being served, a new or reconditioned grinder will typically provide a service life of approximately five to seven years. The existing grinder has been in service for six years. Turn-around time for rebuilding of the existing unit is estimated to be six to eight weeks.

Manufacturer JWC Environmental has an 'exchange program' whereby they ship a newly rebuilt grinder of the same make and model that meets the same specifications as a new unit. The rebuilt grinder comes with a one-year warranty and the price covers their cost to rebuild the grinder, ship it to the customer, and the cost of return shipping for the used equipment. The benefit of this program to the City is that it affords the City an opportunity to keep a grinder in service without any downtime. Once the City receives it, they pull the old unit out, replace it with the rebuilt unit, and ship the old unit back to the manufacturer. Once the manufacturer receives our unit, they will rebuild it and enter it into the exchange program making it available to the next exchange program customer.



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While the recommended purchase is from a “sole source” provider, which is the actual manufacturer of the equipment, the City Council will still need to consider a waiver of competitive bids, since it involves a “Public Works” project and the dollar amount exceeds \$20,000. A waiver of competitive bids does require a 2/3 majority vote by the Corporate Authorities holding office.

A request was included and subsequently approved in the FY16/17 Utility Fund CIP to participate in JWC’s exchange program for the purchase of a rebuilt grinder for the Olson Park lift station. The cutters on the lower end of the cutter stack of the existing grinder have worn smooth and material passing through is not being adequately reduced in size. Further wear and service life will reduce its efficiency and effectiveness. A quote for the purchase of a rebuilt unit through the exchange program totals \$27,472. If approved, funds to cover the purchase of a rebuild grinder come from line item #60-54-7-779 in the FY16/17 Utility Fund CIP titled “Wastewater Treatment Plant Maintenance.” This line item includes a total of \$47,000 to be used for the purchase of this rebuilt grinder (\$27,000), and the purchase of a replacement submersible process flow pump at the south plant (20,000).

It is recommended that the City Council authorize a waiver of competitive bids, and approve the purchase of a rebuilt grinder for installation in the City’s Olson Park Lift Station from JWC Environmental, Buford, GA, utilizing their “exchange program” for an amount not-to-exceed \$27,472.

c: JWC Environmental
Jeff Van Landuyt



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MEMORANDUM

DATE: July 21, 2016

TO: Roscoe Stelford, City Manager

FROM: Nancy Baker, City Planner

SUBJECT: Recommendation for Award of Bid for the Sale of Surplus Real Estate Located at 315 W. Judd Street (PIN 13-05-353-004) to Lafontaine Enterprises for the Amount of \$3,000

On June 7, 2016, the City Council passed an Ordinance Authorizing the Sale of Surplus Real Estate located at 315 W. Judd Street in accordance with the requirements of 65 ILCS 5/11-76 1 & 2. This property has been the subject of numerous complaints over the years due to the deteriorating condition of the house and the accumulation of garbage and debris in the yard. The City obtained a Judicial Deed to the property in March 2016. This property is located in the Downtown Business Historic Preservation District and the Historic Preservation Commission has identified it as a contributing structure to the Historic District.

A "Notice of Sale of Surplus Property Owned by the City of Woodstock" was published for three consecutive weeks, per State Statute requirements. In addition to an offer price for the purchase of the property, the "notice of Sale of Surplus Property" specified that a bid must be accompanied by a proposal for the rehabilitation of the property and that proposals should include a description of the project concept, proof of financing, a project timeline, a detailed construction budget, project team experience, and project completion assurance.

One sealed bid was received by the submission deadline of 4:00 p.m. on Friday, July 15, 2016. As required by State Statute, the sealed bid was opened at the July 19, 2016 City Council meeting. The bidder, LaFontaine Enterprises, offered \$3,000 for the property. The bidder's project concept is to remove the existing non-original stucco siding to try to determine the original architecture of the home so it can be duplicated as much as possible in the remodel. The interior will be stripped to the studs and rebuilt. New landscaping will be installed. The home will either be owner occupied, or rehabbed and sold. The bidder furnished a financing commitment from American Community Bank, a list of references and a summary of project

experience. In addition, the bidder estimates that approximately 75 percent of the investment in the home will be done with Woodstock businesses and labor.

The City Administration has reviewed the bid and determined that it meets the requirements of the bid request. Per 65 ILCS 5/11-76-1&2, a bid determined to be in the best interest of the City may be accepted requiring $\frac{3}{4}$ of the corporate authorities to accept (or a majority vote to reject). Conditions may be applied to the acceptance of bids.

Should the Council vote to award the bid to Lafontaine Enterprises, the City Administration will work with the City Attorney to finalize and execute a real estate contract for the disposition of the property. The Ordinance adopted on June 7, 2016 authorizing the sale of surplus property provides authorization for the City Administration to execute the documents necessary for the sale of the property so that it need not come back to the City Council for approval. The contract will include provisions regarding timely completion which may require that the property be quit-claimed back to the City of Woodstock should the project not move forward in the agreed upon time frame, and also that rehabilitation of the property will be in compliance with city regulations including building, zoning and historic preservation.

Therefore, it is recommended that Council award the bid for purchase for the declared surplus property located at 315 W. Judd Street, identified by PIN 13-05-353-004, to Lafontaine Enterprises for the amount of \$3,000 and authorize the City Administration to execute the associated documents to complete the sale.



Reviewed and Approved by:

Roscoe C. Stelford III
City Manager



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bandzdept@woodstockil.gov
www.woodstockil.gov

MEMORANDUM

DATE: July 27, 2016

TO: Roscoe C. Stelford, City Manager

FROM: Joseph Napolitano, Director of Building & Zoning

RE: SPACE USAGE AGREEMENT FOR ARTIST DONNA JILL WITTY, OLD COURTHOUSE

ATTACHMENTS: 1) Ordinance Authorizing a Space Usage and Donation Agreement
2) Space Usage Agreement

When the City acquired the Old Courthouse building in late 2011 several tenants held lease agreements through the previous owner. Upon taking ownership and establishing a 501(c) 3 corporation for the property, the City transitioned those leases into space usage and donation agreements, which are approved on an annual basis. In 2016, the City Council approved space usage and donation agreements with the Northwest Area Arts Council (NAAC) and Talia Pavia and those agreements are valid until April 31, 2017. Artist Donna Jill Witty has been leasing studio space in the upper level of the Old Courthouse for many years. City Staff recently discovered that a space usage agreement has not been executed with Ms. Witty and is attempting to rectify this situation.

The accompanying space usage and donation agreement is nearly identical to the NAAC and Talia Pavia agreements with a term that will coincide with the City's Fiscal Year. The donation agreement is for \$150 per month, and this is consistent with the per square foot rent charged to NAAC and Talia Pavia. The terms of the agreement can be negotiated annually as long as the City retains ownership of the building.

In addition, since the proposed agreement involves the lease of City property, State law requires a $\frac{3}{4}$ majority vote of the Corporate Authorities (i.e., 6 affirmative votes) to successfully pass the attached Ordinance.

It is recommended that the City Council approve the attached Ordinance identified as Document Number _____, "An Ordinance Authorizing a Space Usage and Donation Agreement Between the City of Woodstock and Donna Jill Witty for Studio Space at the Old Courthouse building." The term of the new lease agreement would begin on August 15, 2016 and extend through April 31, 2017. This lease is subject to negotiations on an annual basis.



Reviewed and Approved by:

Roscoe C. Stelford III
City Manager

ORDINANCE NUMBER 16-O-_____

AN ORDINANCE AUTHORIZING A SPACE USAGE AND DONATION AGREEMENT BETWEEN THE CITY OF WOODSTOCK AND DONNA JILL WITTY FOR THE OLD COURTHOUSE ART CENTER AT THE OLD COURTHOUSE BUILDING

WHEREAS, the City of Woodstock is the record owner of property known as the Old Courthouse and located at 101 North Johnson Street, Woodstock, Illinois; and

WHEREAS, the City Council has determined that it is in the interests of the City of Woodstock to allow Artist Donna Jill Witty to use specific space within said Old Courthouse, subject to mutually acceptable terms and conditions; and

WHEREAS, Exhibit A, attached hereto and made a part hereof, consisting of a Space Usage and Donation Agreement between the City of Woodstock and Donna Jill Witty sets forth the aforementioned terms and conditions.

NOW THEREFORE, BE IT ORDAINED by the City Council of the City of Woodstock, McHenry County, Illinois, as follows:

SECTION 1: That the attached agreement, identified as Attachment A and incorporated herein by reference, consisting of a Space Usage and Donation Agreement between the City of Woodstock and Donna Jill Witty is hereby approved and that City Manager is hereby authorized to execute said agreement on behalf of the City of Woodstock.

SECTION 2: If any section, paragraph, subdivision, clause, sentence or provision of this Ordinance shall be adjudged by any Court of competent jurisdiction to be invalid, such judgment shall not affect, impair, invalidate or nullify the remainder thereof, which remainder shall remain and continue in full force and effect.

SECTION 3: All ordinances or parts of ordinances in conflict herewith are hereby repealed to the extent of such conflict.

SECTION 4: This Ordinance shall be known as Ordinance Number 16-O-_____ and shall be in full force and effect upon its passage and approval by a three-fourths vote of the City Council, and its publication in pamphlet form (which publication is hereby authorized) as provided by law.

PASSED and APPROVED this _____ day of August, 2016.

Ayes:
Nays:
Abstentions:
Absentees:

APPROVED:

Mayor Brian Sager, Ph.D.

(SEAL)

ATTEST: _____
City Clerk Cindy Smiley

Passed:
Approved:
Published:

Attachment A

**SPACE USAGE AND DONATION AGREEMENT
BETWEEN THE CITY OF WOODSTOCK AND DONNA JILL WITTY
101 NORTH JOHNSON STREET
WOODSTOCK, ILLINOIS**

This Space Usage and Donation Agreement (“Agreement”) is made and effective this ____ day of _____, 2016 by and between the **CITY OF WOODSTOCK**, an Illinois municipal corporation, 121 West Calhoun, Woodstock, Illinois 60098 (“City”) and Donna Jill Witty a user of space located within 101 North Johnson Street, Woodstock, Illinois (“User”).

City is the owner of land and improvements commonly known as The Old Courthouse, 101 North Johnson Street, Woodstock, Illinois (“Building”).

City makes available for use a portion of the Building as set forth below (the “Premises”):

Space to be made available for use to the User is depicted on the floor plan attached to this Agreement as Exhibit A. With the exception of common access areas and restroom facilities, User shall not access or utilize any additional space without the written consent of the City of Woodstock.

City desires to allow for the User to use Premises, and User desires to utilize identified space within the Premises from City for the term, at the donation amount and upon the covenants, conditions and provisions herein set forth.

NOW THEREFORE, in consideration of the mutual promises herein, contained and other good and valuable consideration, it is agreed:

1. **Term.** City hereby allows use of the Premises to User upon execution of this Agreement, and User hereby acknowledges the same from City through and including April 31, 2017.

2. **Donation Amount.** During the term of the use, User shall make a monthly contribution payable in the amount identified below to the **Old Courthouse and Sheriff’s House Building Maintenance and Restoration Fund** (a separate, not-for-profit account administered by the City of Woodstock, established for the purpose of funding building maintenance and restoration activities) payable to the City (at 121 West Calhoun Street, Woodstock, IL 60098, Attention: Finance Director):

(a) **Monthly Donation Amount:** \$150 payable upon the first day of each month and thereafter until this Space Usage and Donation Agreement has terminated. For the first month of this Agreement only, commencing on the effective date of this Agreement, the User shall pay only a prorated amount based upon the remaining days of the month.

Attachment A

3. **Use.** The occupied Premises may be used and occupied by User only for the following purposes: as an art studio. User shall not use the Premises for the purposes of storing, manufacturing or selling any explosives, flammables or other inherently dangerous, noxious, odorous or offensive substances, chemicals, or devices other than encompassed by the purpose identified above, and always used and stored in a safe and appropriate manner. User shall keep the Premises free of debris and shall not create undue vibration or noise.

4. **Assignment.** User shall not assign this Agreement in whole or in part.

5. **Care and Maintenance of Premises.** User shall maintain the Premises in good and safe condition, and shall surrender the same, at termination hereof, in good condition as received, normal wear and tear excepted. User is occupying the Premises from City in an “as-is” condition, and City assumes no responsibility for improving or altering the Premises in any way during the term of this Agreement.

6. **Alterations and Improvements.** User shall make no new alterations or improvements to the Premises without City’s consent which may be withheld for any reason. With City’s consent, which may be withheld for any reason, User may install at its own expense, trade fixtures and temporary installations provided the same are made in a workmanlike manner and utilizing good quality materials.

7. **Insurance.**

7.1 City shall maintain fire and extended coverage insurance on the Building and the Premises in such amounts as City shall deem appropriate. User shall be responsible, at its expense, for fire and extended coverage insurance on all of its personal property, including removable trade fixtures, located in the Premises.

7.2 User shall, at its own expense, maintain a policy or policies of comprehensive general liability insurance for not less than \$1,000,000.00 with respect to its activities in the Building with the premiums thereon fully paid on or before due date, issued by and binding upon an insurance company approved by City. City shall be listed as an additional insured on User’s policy or policies of comprehensive general liability insurance, and User shall provide City with current certificates of insurance evidencing User’s compliance with this Paragraph. User shall obtain the agreement of User’s insurers to notify City that a policy is due to expire at least (10) days prior to such expiration. City shall not be required to maintain insurance against thefts within the Premises or the Building.

City Liability. City and City’s elected and appointed officials, agents, attorneys and employees (collectively “City Affiliates”), shall not be liable for, and User unconditionally and absolutely waives and fully indemnifies City and City Affiliates for any and all causes of action, rights and claims against City or City Affiliates, arising from any damage or injury to person or property, regardless of cause, sustained by User, parties claiming through User, or by third parties

Attachment A

resulting from any accident or occurrence in or upon the Premises unless such damage or injury to person or property shall be more than 50% due to the negligence of City or City's Affiliates. This provision shall survive the termination or expiration of this Lease. This waiver and indemnity includes but is not limited to claims for damage resulting from (1) any equipment or appurtenances becoming out of repair; (2) City's failure to keep said Premise in Repair; (3) injury done or occasioned by wind, water, or other natural elements; (4) any defect in or failure of plumbing, heating or air conditioning equipment, electric wiring or installation thereof, gas, water and steam pipes, stairs, porches, railings or walks; (5) broken glass; (6) the backing up of any sewer pipe or downspout; (7) the bursting, leaking, or running of any tank, tub, washstand, water closet, waste pipe, drain, or any other pipe or tank in, on or about the Premises; (8) the escape of steam or hot water; (9) water, snow or ice being on or coming through the roof, trapdoor, stairs, walks, or any other place on or near the Premises or otherwise; (10) the falling of any fixtures, plaster or stucco; and (11) any act, omission or negligence of other persons or occupants of adjoining or contiguous buildings or space or of owners of adjacent or contiguous property.

8. **Utilities.** City shall pay all charges for gas, water, and electricity used by User on the Premises during the term of this Agreement. User shall not use any equipment or devices that utilize excessive electrical energy or which may, in City's reasonable opinion, overload the wiring, interfere with electrical services, or create a dangerous or potentially dangerous environment.

9. **Signs.** Following City's consent, User shall have the right to place on the Premises, at locations selected by City, any signs which are permitted by applicable zoning ordinances. City may refuse consent to any proposed signage that is, in City's reasonable opinion, too large, deceptive, unattractive or otherwise inconsistent with or inappropriate to the Premises or use of any other User. User shall repair all damage to the Premises resulting from the removal of signs installed by User.

10. **Entry.** City shall have the right to enter upon the Premises at reasonable hours to inspect the same. In addition, with 10-days' notice or immediately in the case of an emergency as determined at the sole discretion of the City, City may deny access to some or all areas of the Premises to User in order to effectuate repairs, short-term remodeling or renovations of the space. In that event, any donations requirement will be prorated to reflect the period access to the premises is not available.

11. **Damage and Destruction.** If the Premises or any part thereof or any appurtenance thereto is so damaged by fire, casualty or structural defects that the same cannot be used for User's purposes or in the event of any other damage to the Building or the Premises that renders the Premises unusable, inoperable or unfit for occupancy in whole or in part, then this Agreement shall terminate as of the date of such damage. City shall have no further obligation to User except that the City shall return to the User prorated rent for that month.

Attachment A

17. **Waiver.** No waiver of any default of City or User hereunder shall be implied from any omission to take any action on account of such default if such default persists or is repeated, and no express waiver shall affect any default other than the default specified in the express waiver and that only for the time and to the extent therein stated. One or more waivers by City or User shall not be construed as a waiver of a subsequent breach of the same covenant, term or condition.

18. **Headings.** The headings used in this Agreement are for convenience of the parties only and shall not be considered in interpreting the meaning of any provision of this Agreement.

19. **Final Agreement.** This Agreement terminates and supersedes all prior understandings or agreements on the subject matter hereof. This Agreement may be modified only by a further writing that is duly executed by both parties.

IN WITNESS WHEREOF, the parties have executed this Agreement as of the day and year first above written.

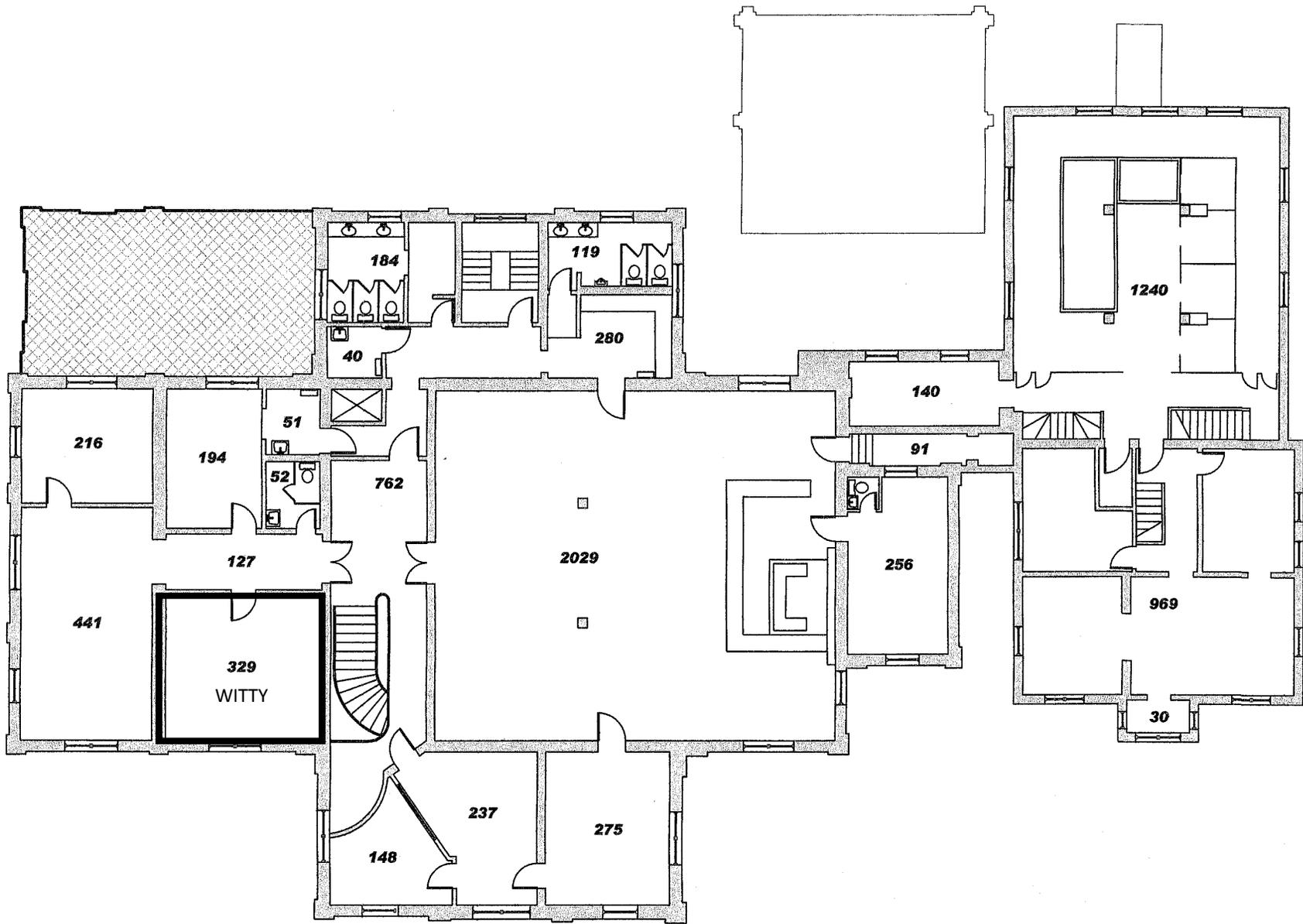
CITY:
City of Woodstock, an Illinois
Municipal Corporation

USER:

By: _____
Roscoe C. Stelford
City Manager

By: _____

Title: _____



OLD MCHENRY COUNTY COURTHOUSE SECOND FLOOR PLAN

SCALE: 1/16" = 1'-0"



Department of Public Works
326 Washington Street
Woodstock, Illinois 60098

phone 815.338.6118
fax 815.334.2263
awilson@woodstockil.gov
www.woodstockil.gov

To: Roscoe Stelford – City Manager
From: Alan Wilson – City Engineer
Re: Monopoles and Personal Wireless Service Antennas
Date: July 27, 2016

The City of Woodstock, not unlike many other surrounding communities are fielding requests from private utility contractors that have a desire to install utility poles for the purpose of mounting a Personal Wireless Service Antenna at the very top. The Woodstock City Code currently regulates the installation of a variety of utilities that are constructed within the public rights-of-way. It does not, however, regulate the installation of certain types of newer technologies including low-power, close to the ground, cellular antennas and personal wireless service antennas.

These antennas typically serve smaller concentrated indoor populations in facilities with “dead” spots. In some cases, these antennas can be attached to municipal buildings, existing utility poles, street lights, banner poles, etc. If these locations are not beneficial to the transference of an adequate signal, utilities are requesting permission to install a “monopole” which can vary in height. Preliminary discussions, thus far, propose monopoles as long as 72 feet in length.

It is important that the City consider the ramifications of such installations as the number of requests for this type of improvement are likely to become more prevalent over time. The City needs to lay out specific requirements like separation and setback requirements from residential buildings, maintenance responsibilities, and the removal and possible abandonment of personal wireless service antennas and related equipment.

The recommended modifications to the City Code are based on an Ordinance provided by the City Attorney which was recently approved by a neighboring community. It is important that the City amend its ordinance to include regulations for use in permitting and approving the equipment installation for this new technology.



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As a result, it is recommended that the City Council approve Document # _____ amending Title 6, Chapter 1, Article D of the Woodstock City Code entitled “Construction of Utility Facilities in the Rights of Way” regarding monopoles and personal wireless service antennas.



Reviewed and Approved by:

Roscoe C. Stelford III

City Manager

ORDINANCE NO. _____

AN ORDINANCE AMENDING TITLE 6, CHAPTER 1, ARTICLE D OF THE WOODSTOCK CITY CODE ENTITLED CONSTRUCTION OF UTILITY FACILITIES IN THE RIGHTS OF WAY REGARDING MONOPOLES AND PERSONAL WIRELESS SERVICE ANTENNAS

Whereas, technology changes in the provision of cellular or wireless services to City residents mean that the City has already seen and can expect an increase in requests for new and different types of infrastructure within the City's rights of way; and

Whereas, the City wishes to facilitate the expansion and provision of high speed internet service to its residents without compromising the integrity and safety of the City's rights of way; and

Whereas, the City Council has found that it is necessary to update and clarify the City's ordinances to address certain types of requests for uses of the City's rights of way;

NOW, THEREFORE, BE IT ORDAINED by the City Council of the CITY OF WOODSTOCK, McHenry County, Illinois, as follows:

SECTION 1: Title 6, Chapter 1, Article D.2, Definitions, of the Woodstock City Code shall be amended to add the following definition:

Personal Wireless Services Antenna: A structure, antenna, equipment, accessory equipment and related improvements used, or designed to be used, to provide wireless transmission of voice, data, images, or other information, including, but not limited to, cellular phone service, personal communication service, and paging service.

SECTION 2: Title 6, Chapter 1, Article D.4, Permit Required; Applications and Fees, of the Woodstock City Code shall be amended to add paragraphs G and H, which shall read as follows:

G. Monopole Application and Supplemental Standards: The application to install a new utility pole (or "monopole") in excess of 30 feet in height within the City right of way must, in addition to any other permit requirements in this ordinance for any new utility pole, include documented evidence that:

1. Such proposed monopole is necessary to provide the utility service because it is not physically or financially feasible to provide the utility service through existing utility poles or other facilities or from City-owned buildings or structures;

2. The technology providing the utility service through such monopole cannot be provided through underground facilities; and
3. The utility service associated with such proposed monopole cannot be feasibly provided with a monopole or utility pole of a lower height than the proposed monopole.

In addition, the proposed monopole shall satisfy each of the following standards:

1. The monopole location shall be situated at least a minimum distance of 100 feet from any residential structure;
2. Such monopole shall not exceed 50 feet in height and shall be of steel construction;
3. The monopole shall be designed to withstand a wind force of 100 miles/hour without the use of supporting guy wires;
4. The monopole shall be a color that blends with the surroundings;
5. Any wiring on the pole must be covered with an appropriate cover or cable shield in a matching color;

H. Personal Wireless Services Antenna and Related Equipment on Utility Poles and Monopoles: Unless otherwise preempted by state or federal law or regulation, Personal Wireless Services Antenna and related equipment shall be permitted to be attached to utility poles and monopoles within the public rights-of-way, subject to the following regulations:

1. Unavailability of City Sites; Rights of Way: No Personal Wireless Services Antenna shall be permitted to be attached on any utility pole or monopole unless the applicant is able to demonstrate that no such City-owned building or structure is available, on commercially-reasonable terms, and sufficient for the location of an antenna necessary for the provision of personal wireless services.
2. Attachment to Utility Poles or Monopoles; Limitations: No such Personal Wireless Services Antenna support structure shall be attached to a utility pole or monopole unless all of the following conditions are satisfied:
 - a. Size: The Personal Wireless Services Antenna and related equipment shall not exceed 4 square feet in antenna surface area or 4 feet in any dimension.
 - b. Height: The Personal Wireless Services Antenna and related equipment shall not exceed more than 7 feet above the height of the utility pole or monopole to which it is attached.
 - c. Mounting: The Personal Wireless Services Antenna and related equipment shall be designed to withstand a wind force of 100 miles/hour without the use of supporting guy wires.
 - d. Color: The Personal Wireless Services Antenna and related equipment shall be a color that blends with the surroundings of the pole or monopole on

which it is mounted. Any wiring on the pole or monopole must be covered with an appropriate cover or cable shield.

- e. Grounding: The Personal Wireless Services Antenna and related equipment structure shall be bonded to a grounding wire.
 - f. Other Standards: The Personal Wireless Services Antenna and related equipment shall satisfy such other design and construction standards as are required in the Building Code and other ordinances, codes, or regulations to ensure safe construction and maintenance of the Personal Wireless Services Antenna and its support structure.
3. Separation and Setback Requirements: Unless the City's Director of Public Works finds that there are sufficient technological reasons that require an exception, Personal Wireless Services Antenna and related equipment attached to a utility pole or monopole shall be located no closer than 100 feet to any residential building, and no closer than 500 feet from any other Personal Wireless Services Antenna of that provider.
 4. Guy Wires Restricted: No guy or other support wires shall be used in connection with such personal wireless antenna or its related equipment.
 5. Abandonment and Removal: When one or more Personal Wireless Services Antenna or related equipment are not operated for the provision of personal wireless services for a continuous period of 12 months or more, such Personal Wireless Services Antenna, antenna support structures, or related equipment may be deemed to be abandoned by the City. The owner of such Personal Wireless Services Antenna or related equipment shall remove such items within 90 days following the mailing of written notice that removal is required. Such notice shall be sent by certified or registered mail, return receipt requested, by the City to such owner at the last known address of such owner.

SECTION 3: If any section, paragraph, subdivision, clause, sentence or provision of this Ordinance shall be adjudged by any Court of competent jurisdiction to be invalid, such judgement shall not affect, impair, invalidate or nullify the remainder thereof, which remainder shall remain and continue in full force and effect.

SECTION 4: All ordinances or parts of ordinances in conflict herewith are hereby repealed to the extent of such conflict.

SECTION 5: That this Ordinance shall be known as Ordinance No _____ and shall be in full force and effect from and after its passage, approval, and publication as is required by law.

PASSED by the City Council of the CITY OF WOODSTOCK, McHenry County, Illinois and approved by me this 2nd day of August, 2016.

Ayes:

Nays:

Abstentions:

Absentees:

Brian Sager, Ph.D., Mayor

Attest:

City Clerk



Office of the City Manager
Roscoe C. Stelford, III, City Manager
121 W. Calhoun Street
Woodstock, Illinois 60098

phone 815.338.4301
fax 815.334.2269
citymanager@woodstockil.gov
www.woodstockil.gov

To: Mayor & City Council

From: Pavement Management Taskforce Members

Date: July 27, 2016

Re: Transmittal of Pavement Management Taskforce Report

Attached is the final report developed and forwarded by the Pavement Management Taskforce for your review. The Mayor & City Council authorized the creation of a separate Taskforce to review the *Pavement Management Report* prepared by Baxter & Woodman, and to analyze and offer recommendations to address the City's infrastructure needs.

City staff has attempted to collect and disseminate the Taskforce discussions and suggestions within this report to ultimately address the underlying mission assigned by the Mayor and City Council. Specifically, the Taskforce was charged with reviewing opportunities and challenges with pavement management in a number of areas including:

- 1) New technology;
- 2) Additional lobbying efforts;
- 3) Bonding/Debt opportunities;
- 4) New revenues; and
- 5) Collaborative efforts.

The City Administration would like to extend our sincere appreciation to the Taskforce members and all of their efforts in the research and development required to prepare this report, as well as their participation at numerous meetings. The ongoing efforts of the new Public Works group will continue to expand our region's collaborative efforts, and will result in benefits and cost reductions to all associated taxpayers.

While the report is being transmitted at the August 2nd Council meeting, discussions regarding the various recommendations included within this report will be tentatively scheduled for a future City Council meeting to allow ample opportunity for City Council members to review the recommendations and determine the appropriate solutions to address the City's infrastructure needs.



Reviewed and Approved by:

Roscoe C. Stelford III
City Manager



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Pavement Management
Taskforce Report

2016



Pavement Management Taskforce

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Chapter 8 - Other Suggestions

Appendix A

Pavement Management Taskforce

Chapter 1 - Introduction

Summary



Office of the City Manager
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121 W. Calhoun Street
Woodstock, Illinois 60098

phone 815.338.4301
fax 815.334.2269
citymanager@woodstockil.gov
www.woodstockil.gov

To: Mayor & City Council

From: Pavement Management Taskforce Members

Date: July 27, 2016

Re: Transmittal of Pavement Management Taskforce Report

Attached is the final report developed and forwarded by the Pavement Management Taskforce for your review. The Mayor & City Council authorized the creation of a separate Taskforce to review the *Pavement Management Report* prepared by Baxter & Woodman, and to analyze and offer recommendations to address the City's infrastructure needs. A copy of the abridged minutes has been attached, which highlights the Council's discussions at the November 17th meeting regarding the *Pavement Management Report*.

The Taskforce was appointed by the City Manager as directed by the City Council at their November 17, 2015 meeting. A membership list of the Pavement Management Taskforce has been included within this introductory section for your review. Overall, the members of the Taskforce represented a diverse group of professionals, with many members having direct experience in the design, management, maintenance and/or construction of local roadways.

The Taskforce initially met on a biweekly basis to devote significant time to understanding, researching and deliberating the issues. This Taskforce has now metamorphosed into a separate Public Works group that will focus on future collaborative initiatives between the member municipalities.

City staff has attempted to collect and disseminate the Taskforce discussions and suggestions within this report to ultimately address the underlying mission assigned by the Mayor and City Council. Specifically, the Taskforce was charged with reviewing opportunities and challenges with pavement management in a number of areas including:

- 1) New technology;
- 2) Additional lobbying efforts;
- 3) Bonding/Debt opportunities;
- 4) New revenues; and
- 5) Collaborative efforts.



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The City Administration would like to extend our sincere appreciation to the Taskforce members and all of their efforts in the research and development required to prepare this report, as well as their participation at numerous meetings. The ongoing efforts of the new Public Works group will continue to expand our region's collaborative efforts, and will result in benefits and cost reductions to all associated taxpayers.

Special thanks to Alan Wilson, City Engineer who coordinated the efforts of the Taskforce, chaired the meetings and contributed to the creation of this report. In addition, thanks to Jeff Van Landuyt, Paul Christensen, and Roscoe Stelford who also authored various sections of the report. Finally, thanks to Andrew Celentano and Diane Lukas for their numerous and extensive reviews of the report as well as their suggestions for improvements and associated "wordsmithing."

Pavement Management Taskforce

Chapter 1 - Introduction

Abridged City Council Minutes

MINUTES
WOODSTOCK CITY COUNCIL
November 17, 2015
City Council Chambers

The regular meeting of the Woodstock City Council was called to order at 7:00 PM by Mayor Brian Sager on Tuesday, November 17, 2015 in the Council Chambers at City Hall. Mayor Sager explained the consent agenda process and invited public participation.

A roll call was taken.

COUNCIL MEMBERS PRESENT: Daniel Hart, Maureen Larson, Mark Saladin, Joseph Starzynski, RB Thompson, Michael Turner, and Mayor Sager

COUNCIL MEMBERS ABSENT: None

STAFF PRESENT: City Manager Roscoe Stelford, City Attorney Ruth Schlossberg, Finance Director Paul Christensen, Public Works Director Jeff Van Landuyt, Economic Development Director Garrett Anderson, Chief Robert Lowen, Assistant Public Works Director Tom Migatz, Sgt. Tino Cipolla, Officer Andy Reitz, and Officer Sharon Freund and K-9 Blue.

OTHERS PRESENT: City Clerk Cindy Smiley

2. Pavement Management Report

Mayor Sager invited Jason Fluhr of Baxter & Woodman to approach the body to discuss the Pavement Management Report included in Council's packet.

Mr. Fluhr noted that all City streets were evaluated and the report detailed the standard used. He reviewed the study's findings with the overall condition of the City's streets rated as poor, with 70% in fair or failing condition. He stated the cost to complete all necessary improvements is estimated at \$69 million dollars. Mr. Fluhr then discussed a five-year plan with the goal being to resurface/maintain streets which fall in the 50-80 pavement condition index (PCI) range rather than the current worst-to-first approach. He noted pavement deteriorates much more quickly as it ages and moves from fair to poor very quickly. He stated it is much better to address pavement issues when it is in fair condition. He acknowledged this would be a change to conventional thinking. He stated this assumes a \$1 million annual budget, but that the City would need to expend \$5 million per year to just maintain the current PCI, which demonstrates that the City's streets are deteriorating rapidly.

Mr. Fluhr then stated that while many of the streets are in failed condition which needs to be addressed, this should not be at the expense of the maintenance budget which keeps the other streets from becoming failed also. He suggested possibly identifying failed streets as a different line item within the City's budget.

Mayor Sager expressed appreciation to Mr. Fluhr for the comprehensive, well done report. He stated it helps the City grasp the difference between a good street and a failed street and is grateful for the approach taken with the pavement condition index.

Mayor Sager stated the City has recognized that it is behind the eight ball in this infrastructure which is the reason it has risen as an important priority within the budget. He noted the Council and the Administration have significant concerns regarding this item and stated this report will help Council to understand the factors that must be considered.

Mayor Sager then expressed shock and concern about 1) the overall rating of the streets; 2) the high costs associated with their associated repair; 3) the fact that this is expressed in current dollars, but represents future costs so is even more costly; and 4) how can the streets be maintained once we manage to rehabilitate them.

Mayor Sager noted the City of Woodstock has tried very hard to provide for maintenance within the budget constraints, but this is not really dealing with the ultimate problem. Further, he noted the City does not have \$5 million to put into streets every year. He asked how the City could finance \$69 million of local dollars needed for improvements to bring streets to good condition and then continue a maintenance program.

Mr. Fluhr expressed the opinion that it would not be wise to spend \$69 million to fix all streets because this would be needed again in five years. Rather, he said the idea of the plan is to change the mindset from worst to first. He stated these “worst” streets do need to be taken care of, but from a dollars and cents approach, it would be better to spend the money in crack sealing, for example.

In response to a question from RB Thompson, Mr. Fluhr stated there may be an opportunity to secure federal funding on the FAU (Federal Aid – Urban) route system. In addition, streets identified as such would be eligible to apply for other funding. Also, some streets could be classified as collector streets which would qualify them as FAU eligible. Mayor Sager noted that other communities are doing exactly the same thing and competition for available funds is fierce.

In response to a question from M. Turner, Mr. Fluhr stated while there is no set ratio, probably 25% of the budget could be allocated to the streets that need to be reconstructed and the remainder to maintenance activities such as crack sealing.

Mayor Sager noted over the past few years, the City has dedicated \$1 million per year to streets. He noted this is not even to dedicate 25% in dealing with worst to first and 75% to try to keep the other streets from going from fair to poor. He asked where the City is going to get more dollars aside from the federal government.

Mr. Fluhr stated he does not have the answer and every community is facing this challenge. He noted the first step was investing in this report, which objectively analyzed the streets and identified the best way to use the limited funds.

In response to a question from J. Starzynski, Mr. Fluhr stated that while it may be a good idea to look at alternative transportation ideas on streets with a lot of truck traffic, in reality this would not have much effect on other roads as the primary factors in street deterioration are weather and age.

In response to a question from Mayor Sager as to how the City might pay for this, R. Stelford stated the only way to generate more revenue is through taxes. He stated the City could look at alternate taxes and invest the revenue in streets. He stated the other way would be to reduce spending in other areas.

Mr. Stelford noted he has discussed with Public Works looking at other ways to reconstruct and maintain streets and instructed them to think outside the box. He has asked them to find more cost-effective and efficient ways to do this, encouraging them to find a new approach. He noted, however, moving from expending 1/30 of the City’s budget to expending 1/6 of the budget on streets is a huge challenge. Again, he stated the City must find additional revenues or prioritize where the money is being spent.

M. Turner noted he does hear from people that the roads are bad. He stated the City has not seen growth here and that growth does fund things. He expressed his opinion that sales tax is an option that warrants consideration, providing it contains a sunset provision and is used only for roads. He also stated this is the reason he supported the Governor's agenda addressing Prevailing Wage because he wants the \$1 million the City spends to go as far as possible.

R. Stelford called Council's attention to the map provided in the report illustrating how far \$5 million will go toward street resurfacing, noting it is not a lot of streets.

In response to Mayor Sager's question concerning the possibility of bonding, R. Stelford stated the concerns would be that the City must be able to pay the bonds off and can only bond what we are currently spending. He also noted the rule of thumb is that the life of the bond cannot exceed the life expectancy of what is being bonded. He then stated that underwriting companies do not like dealing with maintenance projects. All of these factors could mean the City's debt rating could go down. He then discussed the bonding that was done for other roads and why these cases were different.

P. Christensen stated this would also increase the cost of the projects as the City would have to pay interest and so, long-term, could do less.

In response to comments by M. Larson concerning new technology, J. Fluhr stated there is new technology developing all the time regarding pavement mixes and thickness and how to make residential roads last longer. He discussed some of these new technologies.

Noting the budget has been increased to \$1 million, M. Larson asked where Woodstock falls in expenditures for roads compared to other communities. R. Stelford stated this can be investigated, but the comparison should be made to communities that have similar weather, with many freeze and thaw cycles.

A brief discussion ensued of the Rt. 14 project and how long those roads will last, with J. Fluhr noting a completely different process is used for highways than for residential roads.

Mayor Sager stated he would like R. Stelford to form a taskforce to look at a five-year plan to address the Pavement Management Report, with the plan then being presented to Council. He suggested that the plan address the following items:

- 1) New technology
- 2) Identification of opportunities for additional lobbying efforts
- 3) Concerns regarding bonding opportunities
- 4) Future revenues and approaches such as Home Rule sales taxes that would be dedicated to roads, and the positives and negatives of these approaches
- 5) What types of collaborative efforts can be taken with other governmental bodies, perhaps using labor, expertise, and equipment
- 6) Extension of the contract with Baxter & Woodman to use their expertise

In response to a question from M. Turner concerning what percentage of a \$2 million budget for roads would go to labor vs. material, J. Fluhr stated he would guess 60% would be material and 40% labor.

In response to a question from M. Turner about whether joining with another community to complete

joint projects at the time would save money or allow more roads to be completed for the same money, J. Fluhr stated that theoretically this would be the case, but that some significant challenges would be introduced to the projects. M. Turner asked that R. Stelford investigate this as well.

In response to a question from M. Larson concerning whether the City could complete this work in-house, R. Stelford stated this has been investigated and was not found to be feasible as a single municipality, but that it may work through an organization like MCOG. He stated he has already spoken with Dorr Township about this possibility, but noted this is more complicated than some of the other partnerships in which the City has entered with other governmental bodies.

In response to a question from M. Larson, J. Fluhr stated the road construction season general runs from April through November, although IDOT projects run from May 1 through November 15.

Mayor Sager opened the floor to public comment.

Lydia Baltalbos, 621 Dean Street, speaking from the audience, stated when the solution to our stalled City was growth, she had a negative reaction because the City would have the obligation to put in the infrastructure. She stated her opinion that current roads would suffer. She noted the city depends on the Square as its identity and asked for a commitment that work would be done on roads near the Square such as the street the Groundhog Day house is on. She expressed the opinion that the condition of this road makes one wonder about the City's commitment. She asked Council when they consider future growth as the answer to the problem, does that mean the current roads will move farther down the list.

It was the consensus of Council that staff would advance this to another level as indicated previously by Mayor Sager and report back to Council. Following further discussion, it was the consensus that staff would attempt to report back to Council in March, but should that not be possible due to other projects such as formulation of the CIP and Budget, it would report back in May.

It was the consensus of Council that staff may continue discussions with Baxter and Woodman during its investigation of this issue and development of the report.

Pavement Management Taskforce

Chapter 1 - Introduction

Taskforce Membership

Taskforce Membership List

Name	Title	Agency
Steve Carruthers	Civil Engineer	City of Crystal Lake
Andrew Celentano	Chairman, Transportation	City of Woodstock
Paul Christensen	Finance Director	City of Woodstock
Timothy Farrell	Village Engineer	Village of Huntley
Diane Lukas	Past President/Retiree	HLR Engineering/Citizen
Erik Morimoto	Public Works Director	Village of Cary
Fred Mullard	Public Works Director	Village of Lake in the Hills
John Schmitt	Public Works Director	City of McHenry
Scott Schweda	Streets Superintendent	City of McHenry
Joe Starzynski	Council Member	City of Woodstock
Roscoe Stelford	City Manager	City of Woodstock
Jeff Van Landuyt	Public Works Director	City of Woodstock
Abigail Wilgreen	City Engineer	City of Crystal Lake
Alan Wilson	City Engineer	City of Woodstock
Michele Zimmerman	Assistant Public Works Director	Village of Algonquin

Pavement Management Taskforce

Chapter 2 - Executive Summary

Executive Summary



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Executive Summary

To: Mayor & City Council

From: Pavement Management Taskforce Members

Date: July 27, 2016

Re: Executive Summary of Findings

The Mayor & City Council authorized the creation of a separate Taskforce to review the *Pavement Management Report* prepared by Baxter & Woodman, and to analyze and offer recommendations to address the City's infrastructure needs. The Taskforce was appointed by the City Manager as directed by the City Council.

City staff has attempted to collect and disseminate the Taskforce discussions and suggestions within this report to ultimately address the underlying mission assigned by the Mayor and City Council. Specifically, the Taskforce was charged with reviewing opportunities and challenges with pavement management in a number of areas including:

- 1) New technology;
- 2) Additional lobbying efforts;
- 3) Bonding/Debt opportunities;
- 4) New revenues; and
- 5) Collaborative efforts.

A brief review regarding each area is provided below. Additional information can be obtained by reviewing the appropriate chapters of this report.

Maintenance & Technology (Chapter 3)

This area was expanded by the Taskforce to address maintenance techniques as well as potential new technologies. After reviewing a number of potential solutions, two technologies were



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deemed to be proven and effective in extending the life of pavement. CRF Restorative Seal is applied to older roads that have experienced years of natural wear and tear. The product can be applied multiple times and is estimated to extend the service life of treated pavement by 5 to 10 years. Roller-Compacted Concrete involves the installation of a specialized concrete mix that achieves higher strength more quickly than conventional concrete mixers. This process has been approved by IDOT and can be funded from MFT tax collections.

Lobbying and Education (Chapter 4)

Over the last three years, the City has taken a more proactive approach towards utilizing lobbying services. The most recent efforts have been related to infrastructure improvements, specifically, targeting the expansion of Routes 14 and 47 to address the demands of a growing community. While discussions have been ongoing concerning pavement maintenance, to date they have been limited to reviewing other funding mechanisms to either increase or supplement State and local funding for the maintenance of roadways.

The Taskforce has identified a number of areas that the City Council may want to consider for potential lobbying efforts. Several of these areas are recommended within the CMAP's GO TO 2040 agenda and are highlighted in the attached Summary of Recommendations.

As a result of this process, the City will have a number of decisions to make regarding the appropriate strategies to employ for the future maintenance and improvement of our transportation infrastructure. Ultimately, the research and recommendations identified within this report and moved forward by the City Council will need to be disseminated and communicated with the City's residents. In addition, information concerning the process and evaluation techniques will require some form of distribution to our residents. An article in the next edition of *City Scenes* explaining the actions/decisions made by the City Council and the future impact on the maintenance of City streets may also be warranted.

Furthermore, the Taskforce members ultimately preferred a **balanced approach** for determining future prioritization of roadway improvements. This approach would utilize the existing data of PCI ratings and maintenance costs combined with other factors. The most relevant in the Taskforce's deliberations would include the development of estimated traffic utilization, with higher traffic utilization receiving priority. Additionally, areas being served would also factor into determining priority, with some form of urgency placed on roads that support jobs/businesses and "gateway" roadways. However, in order to move forward, the City would need to develop methods to estimate or determine the additional information that would be factored into the prioritization.

Bonding of Road Improvements (Chapter 5)

While the City has utilized bonding and debt management to enhance our funding for infrastructure improvements, the previous debt was issued to support new revenue opportunities and funded via development. Issuing additional debt without first establishing an associated revenue source is not recommended. In addition, based on the limited life of roadway pavement maintenance, debt financing may not be the best option for the community to address these needs. However, debt funding can be useful to "pave the way" for new retail or industrial opportunities that will generate significant local taxes to offset the future debt service costs.

Revenue Enhancements (Chapter 6)

In order to supplement road resurfacing efforts, the Council may want to review potential revenue sources that may be available to provide additional funding. If initiated, any future revenues should be restricted for these purposes and may involve a sunset clause to allow for a mandatory future evaluation. Furthermore, with the recent Revenue Policy adopted by the City Council, additional efforts will be required to seek residents' input into the imposition of any new taxes and/or fees.

The City does have the ability to currently levy additional utility taxes; however, these taxes are viewed to be unfriendly to industrial and manufacturing businesses and were not recommended by the Taskforce. Other revenues considered included resident's ability to join a Special Service Area that would generate specific revenues for the defined boundaries that could be utilized by a given area if it was interested in moving to "the front of the line." Creating a Business District could be beneficial in providing funding for various retail areas within the community. Overweight truck fines and fees could also be increased and dedicated to fund road infrastructure maintenance. Finally, many of our neighboring communities have imposed a Home Rule Sales Tax and dedicated a portion of these revenues to supplement their ongoing infrastructure maintenance needs.

Collaborative Efforts (Chapter 7)

Unfortunately, in response to a downturn in the economy, the City reduced, and in some years even eliminated, funding for preventative maintenance to enhance our resurfacing efforts. Additional funding has been identified as road repairs and ongoing maintenance have been elevated to a higher priority.

Furthermore, additional efforts are already ongoing to expand efforts to collaborate and jointly bid maintenance-related functions to benefit from economies of scale. The recent undertakings have benefited and in some cases directly resulted in the recent joint-bidding being undertaken by member representatives.

Shared service agreements allow communities to offset costs when assets are underutilized. They can include agreements to share equipment, staff, programs, etc. Shared services can provide the following benefits:

- Reduced costs of service delivery by achieving economies of scale
- Administer existing services at a higher level by sharing costs and labor of service delivery
- Allow for the provision of more services or a higher service level than that which an individual community can achieve individually
- Increase regional cooperation and build public trust and relationships with other municipalities

Other Suggestions (Chapter 8)

A number of other areas focusing on managing the utilization of the City's transportation infrastructure were discussed by the Taskforce. Weight restrictions of certain "key" streets was determined to offer some potential benefits as removing truck traffic and the associated wear and

tear could extend the useful life of the roads. In addition, the Taskforce did review the ability to impose a franchise agreement for refuse collection related to commercial businesses. Benefits could be derived from limiting the amount of truck traffic required to support multiple vendors. However, the current statutory requirements limit the City's ability to be able to move forward with this process.

Finally, the Taskforce considered several beneficial modifications to residential garbage collection, including reversing the routes of the City's contractor on a regular basis and possibly requiring garbage collection on a single side of the street, versus operating trucks each week on both sides of the street. Additional review would be required to determine if the related community education and associated acceptance by residents would outweigh the benefits from less utilization of the City's streets. A new subdivision may best serve as a future pilot program to determine the success of these proposed program modifications.

Recommendations/Conclusions

Attached for your review is a Summary of Recommendations presented by the Pavement Management Taskforce. Specific supporting data and discussions for the recommendations can be found by reviewing each of the respective chapters.

In addition, a comparison of current funding being provided by municipalities has also been attached for your review. While presented as a simple comparison, the underlying information may have discrepancies that account for the significant variations between communities. For example, the Villages of Algonquin and Mundelein are reporting the largest dollar amounts spent; however, this may include funding for the installation of underlying utilities, total reconstruction, and/or bridge improvements, which would significantly increase the price spent per mile of resurfacing.

Furthermore, the majority of communities were unable to provide an average Pavement Condition Index (PCI); however, the vast majority of communities which were able to provide this information also indicated the utilization of a self-assessment process completed by inhouse staff versus Woodstock's independent analysis completed by professional engineers.

Pavement Management Taskforce

Chapter 2 - Executive Summary

Taskforce Recommendations

Pavement Management Taskforce

Summary of Recommendations

Provided below are the recommendations outlined within the report. Specific information, supporting data and the underlying Taskforce discussions are outlined within each of the respective sections.

Chapter 3 – Maintenance and Technology:

CRF- Restorative Seal – This technology utilizes a petroleum oil and water emulsion sand seal product that is heated slightly and sprayed on the surface of the road. The material is brushed over the pavement into the cracks and voids. Once the material has penetrated thru the surface, a heavier application of sand is applied and swept into the product. Some of the sand becomes part of the pavement and adds additional binder strength. Excess sand is swept up a few days after the initial application. The product seals out water and resists oxidation which causes the asphalt to become brittle.

Roller-Compacted Concrete (RCC) – This technology involves the placement of a very dry concrete mix (approximately 6” thick) that is delivered by dump trucks, placed with an asphalt paver, and compacted with a vibratory roller. It achieves high strength more quickly than conventional concrete mixtures. RCC is often topped with a thin (2”) layer of asphalt. Because IDOT has approved this material, MFT funds can be used to pay for its installation.

Chapter 4 – Lobbying and Education:

The Taskforce has identified a number of areas that the City Council may want to consider for potential lobbying efforts. Several of these areas are recommended within the CMAP’s GO TO 2040 agenda.

- ❖ Revise the current allocation formula to address the inequities from the existing 45% share apportioned to District 1 and Northeastern IL;
- ❖ Increase the Motor Fuel Tax by \$0.08 per gallon and index it to inflation;
- ❖ Modify the Prevailing Wage Act, at a minimum, to exempt certain activities and/or establish a dollar threshold for projects;
- ❖ Oppose the inclusion of Responsible Bidder provisions within Prevailing Wage;
- ❖ Support other forms of revenue or changes to the existing revenue mix to provide for a more consistent stream of dedicated resources to meet future transportation needs; and
- ❖ Revise the current process required to regulate commercial garbage pickup and promote shared garbage service to limit the number of garbage trucks utilizing City streets.

In regards to the appropriate methodology for determining priority of streets scheduled for improvement, even absent necessary data, the Taskforce members ultimately preferred a **balanced approach**. This approach would utilize the existing data of PCI ratings and

maintenance costs combined with other factors. The most relevant in the Taskforce's deliberations would include the development of estimated traffic utilization, with higher traffic utilization receiving priority and areas being served, with higher demand roads for jobs/businesses and "gateway" roadways receiving some form of priority consideration. However, in order to move forward, the City would need to develop methods to estimate or determine the additional information that would be factored into the prioritization.

Chapter 5 – Bonding of Road Improvements:

For reasons described above, it is recommended the City only issue debt for road projects if a new revenue source can be identified and dedicated to funding its payments. This could, however, be accomplished if cash currently used to pay existing debt is no longer needed due to debt maturing. This cash may then be reallocated and pledged to pay for road improvement bonds.

Chapter 6 – Revenue Enhancements:

It is clear that the City must secure some type of additional revenue to meet the documented road paving needs. While growing the City's tax base through economic development will help in securing this additional revenue, it is unlikely this amount will be sufficient to accomplish the level of paving outlined in the recent study. Therefore, based on weighing the pros and cons for each revenue source listed above, the Pavement Task Force recommends that the City Council strongly consider the following revenue sources for essential paving services:

- ❖ Increase Individual Overweight Truck Fines
- ❖ Dedicated Home Rule/Non-Home Rule Sales Tax
- ❖ Raise Annual Overweight Truck Fees Charged to Businesses

Chapter 7 – Collaborative Efforts:

- ❖ When the City sets a plan for resurfacing it should choose streets that are located in the same geographical area as much as possible in order to prevent added contract costs resulting from frequent remobilization of employees and equipment.
- ❖ It does not appear as though contractors have met the requirements for road construction as specified by our City Code. In the future it will be important to have a representative from the City on site for the duration of the paving portion of the project to ensure final specifications are in compliance.
- ❖ When time allows, the Public Works Department should focus on trimming those trees located in the public rights-of-ways to allow the road and its base material to dry out.
- ❖ The City should continue to meet with representatives from other municipalities, townships, and county agencies to discuss the possibilities of joint bidding, new techniques and technology, and the sharing of equipment, knowledge, and resources.
- ❖ The City should consistently complete follow-up visits for all work within the public rights-of-way in order to protect the City's infrastructure being affected by the work.

Chapter 8 – Other Suggestions:

- ❖ Institute weight restrictions on the following City streets:
 - Irving Avenue between RT 120 & RT 47 – this would be a good initial location to test out the impact from a weight restriction. This would significantly reduce the number of trucks traveling on this road and the resulting damage they are causing; and
 - Lake Avenue from South Street to RT 47 would be another good candidate for weight restriction designation.
- ❖ Direct Staff to investigate any other applicable roadways to determine those areas where truck traffic and resulting damage could be decreased by adding weight restrictions.

Pavement Management Taskforce

Chapter 2 - Executive Summary

Community Comparison

COMMUNITY COMPARISON

MUNICIPALITY	CENTERLINE MILES	APPROX. BUDGET ALLOCATED TO STREET RESURFACING	\$ SPENT/ PER CENTERLINE MILE / YEAR	POPULATION	\$ SPENT PER CAPITA / PER YEAR	AVERAGE PCI	CENTERLINE MILES RESURFACED	\$ SPENT/ MILE RESURFACED
ALGONQUIN	146	\$ 3,500,000	\$23,972	30,500	\$115	N/A	3.0	\$ 1,166,667*
BENSENVILLE	56	1,000,000	17,857	18,535	54	73	N/A	N/A
BUFFALO GROVE	117	2,600,000	22,222	41,778	62	N/A	N/A	N/A
CARPENTERSVILLE	95	2,000,000	21,053	38,241	52	N/A	N/A	N/A
CARY	78	1,046,000	13,410	18,271	57	79	N/A	N/A
CRYSTAL LAKE	160	2,000,000	12,500	40,388	50	N/A	6.01	332,779
GILBERTS	23	500,000	21,739	7,493	67	68	N/A	N/A
HUNTLEY	128	1,050,000	8,203	26,000	41	N/A	3.35	313,433
LAKE IN THE HILLS	91	765,826	8,416	28,965	25	N/A	3.1	247,041
MCHENRY	125	500,000	4,000	27,984	18	N/A	1.0	500,000
MUNDELEIN	83	3,000,000	36,145	31,395	96	N/A	N/A	N/A
ROUND LAKE	52	950,000	18,269	18,481	51	49	N/A	N/A
SOUTH BARRINGTON	32	720,000	22,500	4,713	153	66	N/A	N/A
SOUTH ELGIN	72	1,700,000	23,611	22,201	77	N/A	N/A	N/A
WOOD DALE	47	1,950,000	41,489	13,969	140	77	N/A	N/A
WOODSTOCK	117	1,092,416	9,337	24,770	44	47	3.8	287,478
AVERAGES	88.9	\$ 1,523,390.13	\$ 19,045.19	24,605	\$ 68.88	65.4	3.38	\$ 474,566

*Algonquin cost is higher because of a complete reconstruction of a road.

Payment Management Taskforce

Chapter 3 - Maintenance & Technology

Maintenance & Technology

With today's ever increasing budget constraints, state and local agencies are required to perform more work with less money. Because of this, the focus of each highway/street department is more on preserving and maintaining existing pavement surfaces rather than rehabilitation and reconstruction. Pavement preservation and maintenance can generally be grouped into three (3) separate categories:

Preventative Maintenance: This work is intended to extend the functional life of a pavement by performing various surface treatments which slow the natural degradation of the asphalt and reduce the need for routine maintenance.

Corrective Maintenance: This work is performed after a deficiency occurs in the pavement surface such as pot holing and extensive cracking.

Emergency Maintenance: This work is performed during an emergency situation such as a severe pothole or a blowout. This work includes temporary treatments designed to hold the surface together until a more permanent repair can be made.

All three (3) types of maintenance are utilized at one time or another in a comprehensive maintenance program, but emphasizing preventative maintenance can extend pavement longevity and reduce the need for corrective maintenance in the future. The main difference between the three types of maintenance is the condition of the pavement when the treatment is applied. Preventative maintenance is the most cost-effective and offers the best opportunity to prolong pavement service life.

The goal of a successful pavement maintenance program is to rehabilitate streets on a schedule before their condition rapidly declines and becomes far more expensive. Traditionally, a "worst-first" approach has been applied to how the City addresses pavement maintenance. Corrective maintenance results in more "severe" rehabilitation projects that are more expensive, cause significant traffic delays and create unsafe road conditions during the repair process. The City should adopt the approach of prolonging the "investments" that have already made in the road system and be willing to forgo criticism from the public who demand that their streets are the worst and therefore must be rehabilitated first. Allocating most, or all of the budgeted dollars to repair the streets that are judged to be in the worst condition is not the most effective use of the maintenance budget. The goal should be to provide yearly, scheduled maintenance to as many streets as possible, in order to prevent rapid deterioration and premature failure.

Traditionally, corrective maintenance has included milling of the failed surface followed by placement of a new asphalt overlay. The result is a band-aid approach and does not provide a long term solution to the problem. It does not address the cause of the surface failure, which is typically a substandard base thickness or a substandard sub-base material. These problems can only be addressed through a full reconstruction of the road including removal of the base material, correcting any underlying drainage issues and then increasing the thickness of the new base and asphalt surface.

Most pavement failures are typically caused by water infiltration into the base and sub-base material. If you can successfully keep the water out of the base, the base will last longer. Crack sealing has been used for decades to prevent water from entering the base and subbase. Keeping water out of the base prevents premature cracking of the pavement, helps maintain the pavement structural capacity and limits future pavement degradation due to the effects of freeze/thaw cycles. Sealing the cracks with a flexible rubberized asphalt that bonds to the crack walls and moves with the pavement will prevent water intrusion.

The City was without a crack sealing program for several years; however, funding was resumed two years ago. All of the communities participating in the Taskforce meetings have an annual crack sealing program and agree that crack sealing is an effective, economical maintenance procedure that is generally a lower cost when compared to other maintenance techniques. The pavement management report recommended that the City allocate approximately \$165,000 annually toward preventive maintenance including crack sealing. Staff believes the crack sealing program should continue to be funded on an annual basis.

NEWER TECHNOLOGY

One of the goals of the Taskforce was to investigate and evaluate what is deemed to be “newer technology” that is currently being used in the paving industry to extend the life of existing pavements. This technology evolves from the development of new materials and processes used in the roadbuilding industry to effect a longer pavement life. This technology is currently being tested in communities with a similar demographic make-up, similar growth patterns and geological and climatic characteristics.

The Taskforce discussed a variety of methods to rehabilitate, repair, reconstruct and maintain our existing pavements. Most of the technology that was discussed could not be considered on Woodstock’s streets because our roads were not built to standards that allow for much less than total reconstruction once they have failed. The majority of our roads were built many decades ago when roadbuilding standards were less stringent. The effects of car and truck traffic on road design and construction were not known or studied. Trucks and commercial vehicles were smaller, lighter and the roads were less travelled. Many of the newer roadbuilding standards require 2-3 times the thicknesses of base and asphalt surface that were required when our roads were constructed. In 2009, the City increased the road building standards for new minor and collector roads. As a result, roads built since 2009 should see less pavement failures than our older roads. The following are “newer technologies” that the City may consider using on new roads, roads that have been rebuilt recently, or roads that do not yet exhibit extensive pavement cracking.

CRF- Restorative Seal – This technology utilizes a petroleum oil and water emulsion sand seal product that is heated slightly and sprayed on the surface of the road. The material is brushed over the pavement into the cracks and voids. Once the material has penetrated thru the surface, a heavier application of sand is applied and swept into the product. Some of the sand becomes part

of the pavement and adds additional binder strength. Excess sand is swept up a few days after the initial application. The product seals out water and resists oxidation which causes the asphalt to become brittle.

This product is used to “restore” older roads that have experienced years of natural wear and tear, and are showing some surface cracking and brittleness. The product is not affected by freeze/thaw cycles and will not delaminate or peel from the surface since the material penetrates the cracks and voids and improves the aggregate to asphalt bond. Typically, the lane closure time is generally around 60 minutes. The Village of Streamwood has used this product since 2008 and the Village of Algonquin has recently started utilizing this product on various roadway “restoration” projects and both are very satisfied with its results. The product can be applied multiple times over several years and is estimated to provide 5-10 years of additional service life to an asphalt pavement.

Roller-Compacted Concrete (RCC) – This technology involves the placement of a very dry concrete mix (approximately 6” thick) that is delivered by dump trucks, placed with an asphalt paver, and compacted with a vibratory roller. It achieves high strength more quickly than conventional concrete mixtures. RCC is often topped with a thin (2”) layer of asphalt. Because IDOT has approved this material, MFT funds can be used to pay for its installation.

The biggest challenge with utilizing this technology is finding a local concrete producer who can supply this specific type of concrete. For over 20 years, the Village of Streamwood has had an aggressive road rehabilitation program that has used this technology. In addition, they have increased the full depth asphalt street standards to supplement use of newer technologies.

Roller-compacted concrete can be used in newer residential developments because it provides a stronger working surface during site work and construction. The final asphalt surface does not need to be installed until development nears completion. It can also be used in reconstruction of older roads where savings can be realized when constructing a thinner stone base under the roller compacted concrete and asphalt surface.

Pavement Management Taskforce

Chapter 4 - Lobbying and Education

Lobbying and Education

Over the last three years, the City has taken a more proactive approach towards utilizing legislative advocacy services to address a number of community needs. The most recent efforts have been to target the expansion of Routes 14 and 47 to address the demands of a growing community and provide needed relief to traffic congestion along with promoting economic development. While discussions have been ongoing concerning pavement maintenance, to date they have been limited to reviewing other funding mechanisms to either increase or supplement State and local funding for the maintenance of roadways.

Potential Partners:

On a positive note, the City's lobbying efforts could benefit from the foundation of a number of natural partnerships, in some cases, in unconventional areas that would prove to be beneficial to all involved. For instance, increased revenues allocated to the maintenance of roadway infrastructure would not only benefit our local residents, but would also be beneficial to aggregate suppliers, labor unions, private-sector paving companies, and local governments. One interesting observation made clear by this process is that Woodstock does not stand alone in regards to the need for additional pavement maintenance; in reality this is a regional need, regardless of the age of the community, population size, and the availability of local resources.

County/State/Federal Funding:

Ultimately, successful lobbying efforts are inherently tied to the ability to influence decision makers to take specific courses of action, in many cases, involving the utilization of limited resources. In order to properly maximize our lobbying efforts it is important to identify the appropriate decision makers and review the associated revenue allocation processes. In addition, strategic lobbying may also be more cost efficient as the current funding methodology is being negatively impacted by underlying changes occurring within the marketplace, causing historical revenue sources to fall woefully below levels required to properly maintain roadway infrastructure. The aforementioned reduction in revenues is further exacerbated by the loss in purchasing power as the costs to maintain roads significantly outpace inflation.

The Chicago Metropolitan Agency for Planning (CMAP) has identified a number of initiatives for changes in policy at the State level within their GO TO 2040 campaign. They are currently in the process of developing the ON TO 2050 strategy. The GO TO 2040 documentation has specific information concerning the allocation of Federal funding to the State and local partners, which is excerpted below for your review.

“The most recent federal transportation act (SAFETEA-LU, Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users), like its predecessors, allocates federal dollars via a multitude of different programs. Most highway funding is allocated to state Departments of Transportation based on formula, which differs by program, but typically includes criteria like total lane miles, vehicle miles traveled, and fuel use. The Illinois Department of Transportation (IDOT) is the primary recipient of the funds and generally holds the most responsibility for programming, financing, and implementation.

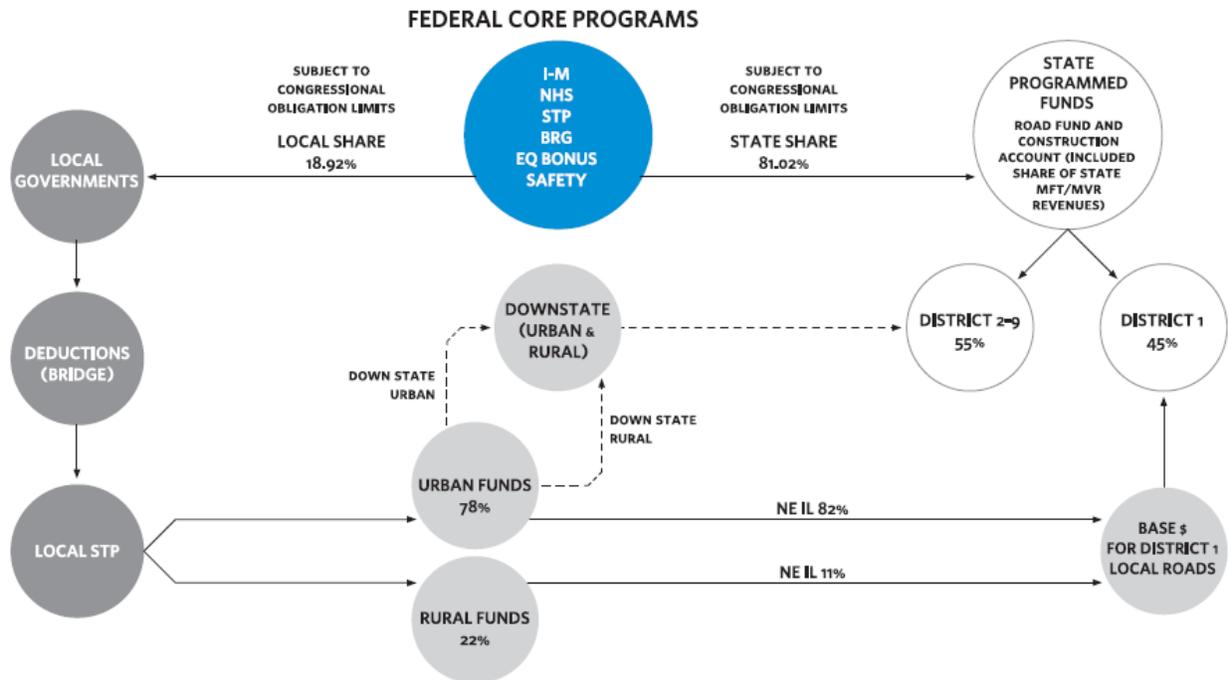
Illinois, like other states, is given wide latitude in how the different funds are used. While this flexibility would allow for allocating this funding based on cost/benefit or other metrics of performance or impact, the federal government has few restrictions for states in terms of how projects are selected or what outcomes are being achieved. The State sends roughly 81 percent of these Federal Highway Administration (FHWA)-sourced program funds to the IDOT Road Fund and State Construction Account, while the remaining federal funds are allocated to local governments, primarily via the Local STP program.

The Road Fund is used to pay for IDOT's operating expenses, debt service on highway bonds, other agency operations, and highway construction. The Construction Account is restricted by law to paying for highway construction expenses on the state system. In addition to federal funds, state revenues are also utilized for state and local transportation needs. The two primary state funding sources are the MFT and motor vehicle registration fees. After a variety of deductions, 45.6% of MFT revenues are allocated to the IDOT Road Fund and State Construction Account, and the remainder is disbursed to local governments.

Motor vehicle registration fees vary according to vehicle type and weight. Unlike the MFT, these revenues are not shared with local governments by formula. They accrue directly to the Road Fund and Construction Account. In 2010, motor vehicle registration fees generated \$1.9 billion statewide. For the Local STP program, which differs from the state STP funds deposited into the Road Fund and Construction Account for state highway projects, project selection is accomplished through the Council of Mayors process, which is administered through CMAP, as the region's federally designated metropolitan planning organization (MPO).

Each of the 11 subregional councils and the City of Chicago receive individual funding and each council has a self-determined methodology for selecting the most beneficial projects. CMAP also manages and monitors the federal Congestion Mitigation and Air Quality Improvement (CMAQ) program through the CMAQ Project Selection Committee, which recommends CMAQ projects in northeastern Illinois.

Distribution of both the local and state program funds to projects is determined through a "55-45" split, where northeastern Illinois ("District 1") receives 45 percent of the federal and state allocation, while downstate Illinois ("Districts 2-9") receives 55 percent. In addition, CMAQ funds are included in District 1's 45 percent. Thus, the current system works in some respects as a "zero-sum game"—for example, if state or local road projects are programmed through the CMAQ process, dollar-equivalent projects are removed from other programs to maintain balance in the state funding split. It is important to note that local allocation of MFT funds as well as FTA-sourced funds for public transit are not included in the 55-45 split. The following chart illustrates transportation funding streams in Illinois.”



Lobbying Considerations:

While the State of Illinois has a great deal of flexibility in how federal and state funds are used, the State continues to employ a non-statutory funding split which allocates 55 percent of road funding to downstate districts and 45 percent to northeastern Illinois. CMAP has recommended ending the 55/45 funding split and to make future investment decisions based on metrics of need. Transparent performance-driven criteria should be used to drive investments rather than an arbitrary split.

Based on existing data, a number of factors would support additional funding being allocated to the northeastern Illinois region. Specifically, CMAP identifies the following data points that would be appropriate to consider for a formula-based allocation on behalf of District 1. The data presented below is for 2009, unless otherwise indicated. This information has been obtained from a number of agencies (i.e., IDOT, IL Department of Revenue, Illinois Secretary of State and the US Census):

- 65.7% of the population (2010);
- 60.6% of motor vehicle fees (2010);
- 60.1% of gasoline sales;
- 66.1% of taxable sales;
- 70.9% of taxable individual income (2008);
- 55.9% of vehicle miles traveled; and
- 45.0% District 1 share of State-programmed funds.

In addition, other inequities are also inherent within the current funding system. As indicated within the CMAP report, “Because Cook County received the entire \$96.9 million of the statewide allocation for counties with more than 1 million residents, Cook County received more

than a quarter of the revenues disbursed to northeastern Illinois. For the 564-mile Cook County road system, this equates to \$171,678 per road mile. The six collar counties received a total of \$41.3 million or 11.9 percent of the \$347.0 million disbursed to northeastern Illinois. The collar counties have jurisdiction over 1,400 miles of road. This equates to between \$17,595 and \$56,766 per road mile for each of the six collar counties.”

Motor Fuel Tax – Gas Tax:

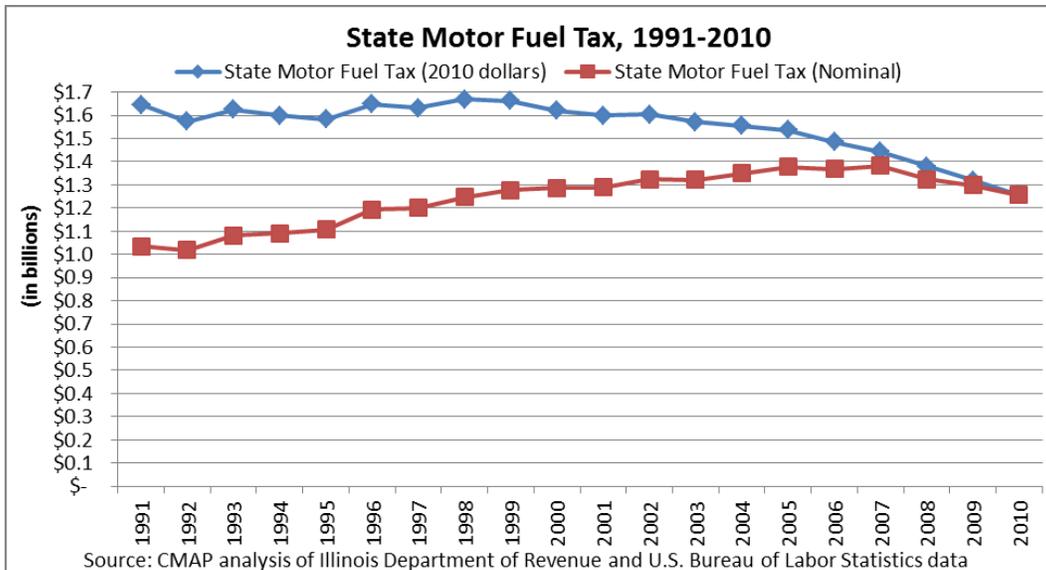
The Motor Fuel Tax (MFT) is Illinois’ primary state source of transportation funding, along with motor vehicle registration fees. Illinois established a 3¢ per gallon Motor Fuel Tax in 1929. Over time, the tax rate has been increased nine times, with the last increase imposed on January 1st, 1990. The MFT revenues are primarily used for road construction and maintenance costs at both the State and local levels. The current MFT rates are 19¢ per gallon for gasoline and gasohol, and 21.5¢ per gallon for diesel and combustible gases.

Furthermore, Illinois imposes a .3¢ per gallon tax for the Illinois Leaking Underground Storage Tank (LUST) Fund and .8¢ per gallon in an Illinois Environmental Impact Fee. Illinois is only one of ten states that also charges sales tax on gasoline. Unfortunately, these sales tax dollars are not separately accounted for and dedicated toward infrastructure maintenance expenditures. Similar to the federal excise tax on gasoline, Illinois’ MFT is applied on a per-gallon rather than a per-dollar basis. As a result, if the total consumption by the consumers remains constant, MFT collections will not vary and are not subject to market fluctuations in the prices for fuel.

CMAP includes a number of useful statistics in its GO TO 2040 report. This additional information has been excerpted below for your review:

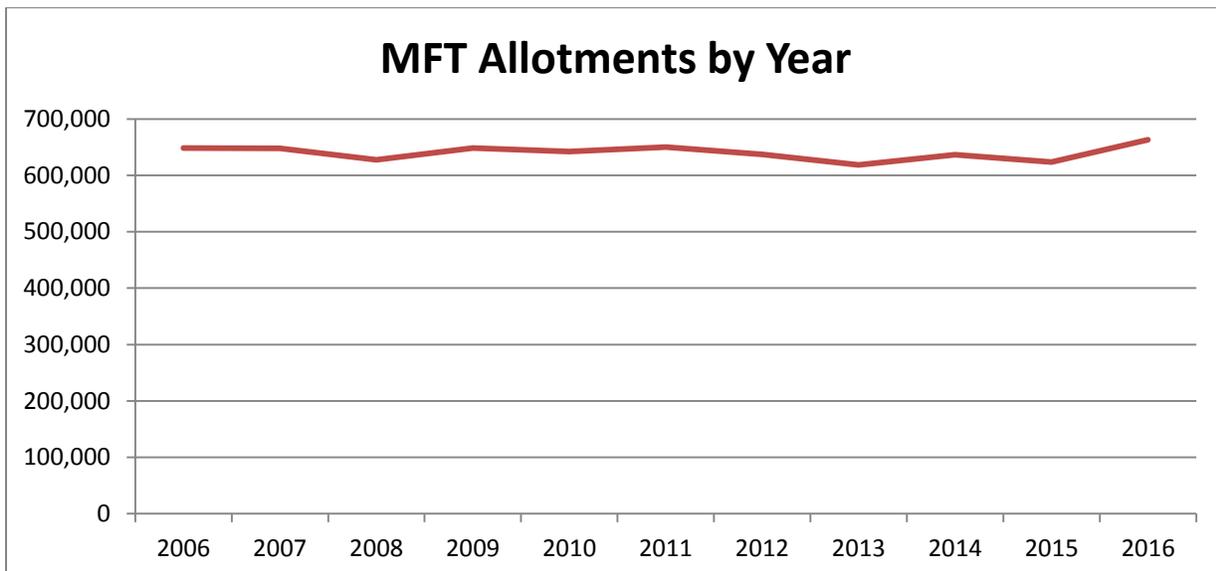
“The State collected \$1.3 billion in gross collections in 2010. When adjusted for inflation, State collections of the motor fuel tax have varied considerably over time. At a level of 7.5 cents per gallon in 1972, the State collected \$376 million in motor fuel tax, which equates to \$2 billion in 2010 dollars. By 1983, MFT collections had fallen to \$371.4 million in nominal dollars (\$803.6 million in 2010 dollars). The State raised the MFT per gallon rate five times in the 1980s, beginning with a 3.5-cent increase in 1983. By 1990, MFT collections grew to \$906 million in nominal dollars (nearly \$1.6 billion in 2010 dollars). On January 1, 1990, the MFT was raised to its current rate of 19 cents per gallon.

In real terms, gross state MFT revenues have fallen dramatically since 1991. The fall from 1991 (\$1.7 billion) to 2010 (\$1.3 billion) equates to a 23.6 percent drop in revenues. In terms of average annual change, MFT revenue has fallen roughly 1.4% per year between 1991 and 2010. The following chart illustrates gross MFT revenues in nominal dollars and in 2010 dollars.”



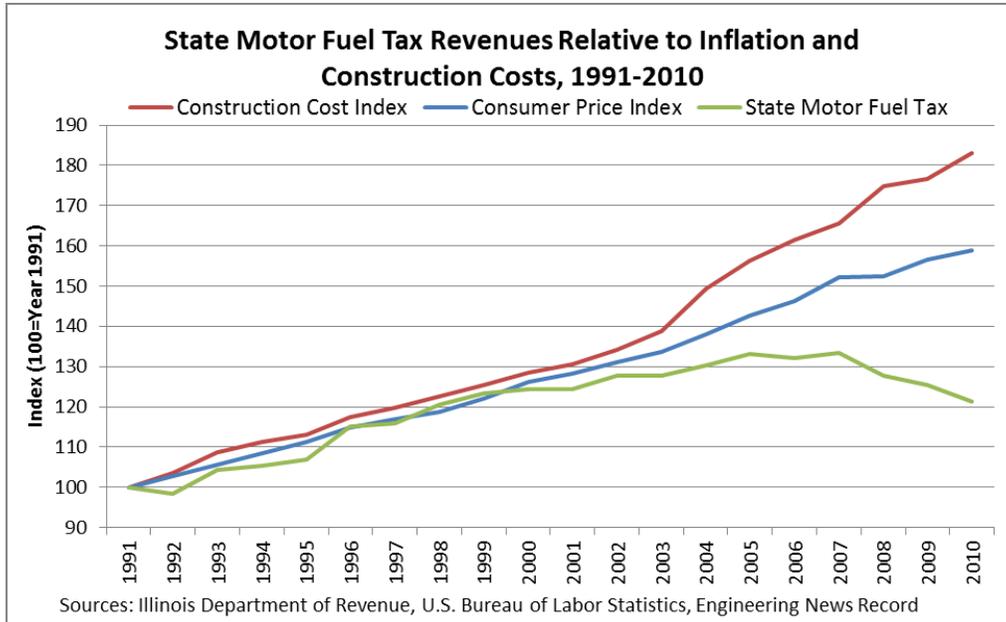
MFT Tax Revenue Received by the City of Woodstock:

As illustrated by the graph presented below, MFT revenue for the last ten years have fluctuated slightly from year-to-year, generally following the price of gasoline, but over the period has basically remained flat. This creates an increased funding problem for the City since it is unlikely that the City can rely upon an increase in MFT revenue to counter inflation, unless the State of Illinois raises the tax charged per gallon of gasoline, and elects to share a portion of these new revenues with local governments.



MFT Purchasing Power:

As previously demonstrated, since MFT was last increased over 20 years ago, revenues have greatly declined in their purchasing power. In addition, the lack of any form of inflation indexing greatly impacts the ability of the State and local governments to maintain and enhance the transportation system. Furthermore, the costs to maintain and resurface roads are subject to market prices for asphalt and labor. Starting in 2003, construction costs began to outpace MFT revenues. The following chart prepared by CMAP illustrates construction costs and the consumer price index compared with MFT revenue collections since 1991.



MFT State Comparisons:

The American Petroleum Institute (API) reported that in April 2016, the national average of state and local motor fuel taxes, weighted by the amount consumed at each rate, was 29.64¢ per gallon on gasoline and 29.12¢ on diesel fuel. The table presented below lists statewide motor fuel taxes and the unweighted averages of state rates (in which each state’s rate counts equally). The numbers include basic state rates, any statewide fees on motor fuels, and any sales taxes.

Statewide Motor Fuel Taxes Per Gallon (ranked by gasoline tax)

State	Gasoline	Diesel fuel	State	Gasoline	Diesel fuel
1 Pennsylvania	50.30¢	64.00¢	9 Rhode Island	34.00¢	34.00¢
2 Washington	44.50	44.50	10 Nevada	33.85	28.56
3 New York *	42.32	41.12	11 West Virginia *	33.20	33.20
4 Hawaii *	41.99	39.56	12 Wisconsin	32.90	32.90
5 California *	40.43	33.08	13 Maryland	32.60	33.35
6 Connecticut	37.86	50.30	14 Idaho	32.00	32.00
7 Florida *	36.58	33.77	15 Iowa	32.00	33.50
8 North Carolina	35.25	35.25	16 Michigan *	31.51	27.36

State	Gasoline	Diesel fuel	State	Gasoline	Diesel fuel
17 Oregon	31.10¢	30.35¢	35 North Dakota	23.00¢	23.00¢
18 Illinois *	31.08	32.58	36 Virginia *	22.33	26.03
19 Georgia *	31.02	34.66	37 Colorado	22.00	20.50
20 Indiana *	30.73	38.35	38 Arkansas	21.80	22.80
21 Vermont	30.46	32.00	39 Tennessee	21.40	18.40
22 Maine	30.01	31.21	40 Alabama	20.87	21.85
23 South Dakota	30.00	30.00	41 Louisiana	20.01	20.01
24 Utah	29.41	29.41	42 Texas	20.00	20.00
25 Minnesota	28.60	28.60	43 Arizona	19.00	27.00
26 Ohio	28.00	28.00	44 New Mexico	18.88	22.88
27 Montana	27.75	28.50	45 Mississippi	18.79	18.40
28 Nebraska	27.70	27.10	46 Missouri	17.30	17.30
29 Massachusetts	26.54	26.54	47 Oklahoma	17.00	14.00
30 Kentucky	26.00	23.00	48 South Carolina	16.75	16.75
31 Kansas	24.03	26.03	49 New Jersey	14.50	17.50
32 Wyoming	24.00	24.00	50 Alaska	12.25	12.75
33 New Hampshire	23.83	23.83	State Averages	28.01¢	28.64¢
34 Delaware	23.00	22.00	(unweighted)		

* Illinois is among ten (10) states that also impose sales taxes on motor fuels: California, Florida, Georgia, Hawaii, Indiana, Michigan, New York, Virginia, and West Virginia.

Based on the information presented above, the State of Illinois ranks 18th in comparison with other States and this takes into account the impact from imposing a sales tax on motor fuel. This is significant considering the high-cost of living index for the Chicagoland area (i.e., around double the Nation’s rate) and the associated costs for the maintenance of the roadway infrastructure.

CMAAP is recommending the State consider an 8 ¢ per gallon increase to the Motor Fuel Tax and index it to inflation. An increase in the MFT is the best option for a short-term influx in funding to address transportation needs. By automatically indexing this fee to inflation, the tax would increase to generate additional funding to offset the decrease in purchasing power that naturally occurs over time. However, this would not address the anticipated decline in consumption as vehicles continue to improve fuel efficiencies and alternative fuels become more prevalent. Furthermore, these taxes are generally reviewed as regressive taxes, creating a larger obligation for low-income families. CMAAP estimates that the proposed increase indexed to inflation would generate \$19.4 billion in additional revenues for northeastern Illinois over a 28-year period.

Prevailing Wage:

The Prevailing Wage Act requires contractors and subcontractors to pay laborers, workers and mechanics employed on “Public Works” construction projects no less than the general prevailing rate of wages (consisting of hourly cash wages plus fringe benefits) for work of a similar character in the county where the work is performed. In essence, this Act sets a floor for the wages paid to employees who are working on projects being conducted by local governments.

The General Assembly should reform the Prevailing Wage Act so that it reduces the negative impact on local taxpayers. The Prevailing Wage Act has served to increase the cost of public works related projects oftentimes with no clear measureable benefit. Prevailing Wage rates, when compared with similar occupation labor rates posted by the Bureau of Labor Statistics are normally in the 95th percentile and relate to wage rates paid in extremely high cost of living settings like Hawaii. The Act replaces unfettered competition by imposing an artificial floor on labor costs.

By exempting activities such as landscaping or setting a dollar threshold for the Prevailing Wage Act will save taxpayers money without jeopardizing the work. In addition, Illinois Legislators should reject further expansion of this law through the imposition of a Responsible Bidder requirement within the Prevailing Wage Act.

Responsible Bidder language normally includes requirements that all bidders must comply with all laws within the State, provide evidence of a Federal Employer Identification Number (FEIN) or social security number, appropriate insurance, and compliance with prevailing wage. In addition, by adopting responsible bidder legislation, contractors must also participate in a US Department of Labor (USDOL) approved and registered apprenticeship program.

The aforementioned last requirement, while offering a potential benefit of a better trained workforce, would significantly limit the ability for small businesses and non-union contractors to compete for local government construction projects. This could further limit the pool of potential bidders and reduce the competition for City projects. Therefore, local governments have been opposed to any legislation that further limits the marketplace for the bidding of public projects.

Other Potential Funding Sources:

As indicated in the City's meetings with top legislators, currently electric cars are not paying for the costs of the roads that they drive on, as the only dedicated revenue is based on the sale of traditional fuels. Furthermore, IDOT is reviewing a number of potential taxes/fees to address the deficiency in funding for transportation. Changes to the dedicated fee/tax structure for transportation will be required as the market continues to evolve. In addition, while increases to fuel efficiency are positive for our environment, these measures are inherently reducing the revenue streams utilized to fund the maintenance and improvements to our roadways. As a result, the State is looking at a number of potential options for future funding methods to address the needs of the transportation infrastructure. These methods include such items as the following:

- ✓ Increasing the existing taxes and user fees;
- ✓ Vehicle Miles of Travel (VMT) User Fee;
- ✓ Impact Fees;
- ✓ Congestion Pricing; and
- ✓ Expanding tolling to other roadways and/or specific lanes.

Potential Lobbying Agenda Items:

The Taskforce has identified a number of areas that the City Council may want to consider for potential lobbying efforts. Several of these areas are recommended within the CMAP's GO TO 2040 agenda.

- ❖ Revise the current allocation formula to address the inequities from the existing 45% share apportioned to District 1 and Northeastern IL;
- ❖ Increase the Motor Fuel Tax by \$0.08 per gallon and index it to inflation;
- ❖ Modify the Prevailing Wage Act, at a minimum, to exempt certain activities and/or establish a dollar threshold for projects;
- ❖ Oppose the inclusion of Responsible Bidder provisions within Prevailing Wage;
- ❖ Support other forms of revenue or changes to the existing revenue mix to provide for a more consistent stream of dedicated resources to meet future transportation needs; and
- ❖ Revise the current process required to regulate commercial garbage pickup and promote shared garbage service to limit the number of garbage trucks utilizing City streets.

Education:

As a result of this process, the City will have a number of decisions to make regarding the appropriate strategies to employ for the future maintenance and improvement of our transportation infrastructure. Ultimately, the research and recommendations identified within this report and moved forward by the City Council will need to be disseminated and communicated with the City's residents. In addition, information concerning the process and evaluation techniques will require some form of distribution to our residents. An article in the next edition of *City Scenes* explaining the actions/decisions made by the City Council and the future impact on the maintenance of City streets may also be warranted.

PCI System – Engineer Ratings Versus School Grading:

The system most widely used by local governments is called the Pavement Condition Index (PCI). It measures pavement conditions on a numerical scale from 0 to 100. This numerical rating scale gives an indication of a pavement's structural integrity and operational condition. The higher the number, the better the condition of the pavement. In optimal conditions, the PCI ratings provide valuable insight for determining the priority for repairs when combined with a balanced policy.

The rating system should be designed to produce the same results independent of the observer. The majority of communities self-grade their own pavements. In this case, it is important to have the same observer conducting the analysis; otherwise, the grading may significantly fluctuate from year-to-year and some of the pavement's conditions will somehow improve from prior years.

While the vast majority of residents are accustomed to the conventional letter grades provided through the educational system of 90+ is an A, 80+ is a B and so forth, the reality is that engineers do not follow this same grading standard when evaluating pavement condition. As

indicated within the B&W Report, the PCI ratings were broken down into the following categories:

PCI Rating	Condition	Maintenance/Repairs
85-100	Excellent	No maintenance required
75-84	Very Good	Minimal Maintenance - Crack Seal
65-74	Good	Minimal Maintenance - Spot Patch, Crack Seal
50-64	Fair	Edge Grind and Resurface w/minimal patching & curb repair
35-49	Poor	Mill and Resurface w/ minor patching & curb repair
20-34	Very Poor	Full-depth asphalt replacement w/ moderate curb repair
< 20	Failed	Full-depth asphalt replacement w/ complete curb replacement

The previous table’s focus is on the maintenance needs for our roadways, and does not necessarily translate easily into a letter grading system. Additional research was conducted to determine the PCI rating levels and corresponding letter grades based on the results experienced by other communities.

The City of Champaign is one of many communities that also utilize the PCI system for inventorying the condition of roadways and prioritizing improvements. They incorporate their PCI rating scale into a letter grading system of A through F, similar to grades provided by schools. Grade “A” represents a new pavement in excellent condition and a grade “F” represents a failed pavement. The table presented below represents the relationship between the PCI rating system and pavement grades, as presented by the City of Champaign:

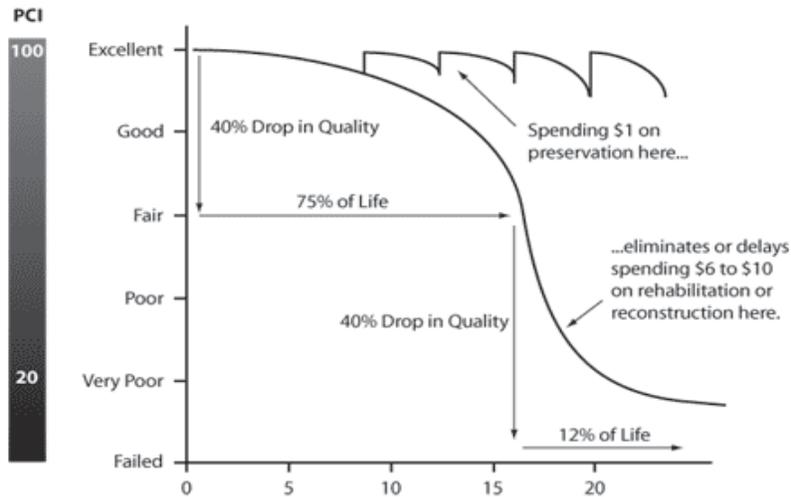
<u>PCI</u>	<u>Grade</u>	<u>Condition</u>
100	A	Excellent
80	B	Good
60	C	Fair
40	D	Poor
20	F	Failed
0		

Figure 1. Pavement Condition Ratings

Based on the table presented above, the City’s average PCI score of 46 would be considered in the C/C- range. This rating would exceed the National roadway grade (i.e., D), and the IL roadway grade (i.e., D+) assessed by the American Society of Civil Engineers’ (ASCE) Report Card for America’s Infrastructure.

Change in Philosophy:

One of the main recommendations presented in the Baxter & Woodman (B&W) *Pavement Management Report* is to modify the City's current policy, which targets spending to address the pavement in the worst condition (i.e., worst is first), to instead spend a significant percentage of funds at the preservation level, (i.e., pavement in much better condition), to prevent it from falling to the more expensive rehabilitation levels.



This will raise its own set of challenges and require the City to disseminate and educate the residents regarding the benefits from adopting changes to our strategies. This could include the following challenges:

- *Understanding the shift from repairing the worst pavements first to the most cost-effective pavements first.* The public does not understand why agencies would be working on good roads, but letting the bad roads continue to decline. Most residents understand the importance of maintaining a car or a house to prevent major repairs. Pavement preservation engineers should be able to explain the value of preventive maintenance treatments now compared with the cost of major repairs later.
- *Understanding the effects of the various maintenance and rehabilitation strategies on delays and vehicle costs.* Primary benefits of pavement preservation include the potential for reducing traffic delays by using faster repair techniques and for reducing overall user costs by maintaining pavement networks in better condition. Although widely acclaimed, these benefits still lack data-driven support from national studies.
- *Understanding safety issues.* Increased safety for the traveling public and for workers in the work zone are other potential benefits from keeping roads in good condition through pavement preservation treatments; these benefits also need to be documented and communicated.

Best Practices/Methodologies:

A number of different approaches can be analyzed to determine the overall best approach for a given situation. The Taskforce has reviewed the following as possible methodologies for determining priorities:

- ✓ **Bottom Up**
- ✓ **Top Down**
- ✓ **PCI Rating Declines**
- ✓ **Cost Differential**

In addition, a **balanced approach** was also discussed as a possible option, and was viewed favorably by the Taskforce members. This approach would try to balance the PCI ratings and maintenance costs (i.e., both known factors), with other factors such as traffic utilization, age of the pavement, service provided to major areas or public buildings, geographic location, and other priority factors determined by the City Council. However, in order for this method to be implemented, the City would need to acquire additional information that would address any of the factors determined to be necessary for the purposes of prioritization.

All scenarios provided below are based on certain assumptions.

- The City will spend \$1.0 million in road maintenance/reconstruction in 2016, with this amount increasing by \$100,000 each year.
- Improvements made to PCI-rated pavement of 65-84 will elevate the PCI rating for the next year to 95, since this represents mostly maintenance work.
- Improvements made to PCI-rated pavement of 0-64 will elevate the PCI rating for the next year to 99, since this represents some form of resurfacing and/or reconstruction.
- The future rate of decline for PCI is reset to 3.0 for all pavement, which has been improved.
- Based on the completion of the 2015 roadway resurfacing program, ***the average PCI rating for all road segments is 47.2*** at the beginning of the 2016 construction season.
- No additional street infrastructure is added to the City’s pavement inventory over the next five years.

Starting Data Set:

PCI Rating	Square Feet	Percent	Costs	Percent
85-100	1,964,358	11.4%	\$ 0	0.0%
75-84	1,753,846	10.2%	167,713	0.2%
65-74	1,542,464	9.0%	954,589	1.4%
50-64	2,841,687	16.6%	7,507,490	10.9%
35-49	2,337,639	13.6%	10,481,685	15.3%
20-34	2,864,674	16.7%	18,240,003	26.5%
< 20	3,864,745	22.5%	31,416,123	45.7%
Totals	17,169,413	100.0%	\$68,767,603	100.0%

The table presented above illustrates the square footage that would fall into each category at the conclusion of the 2020 construction season and anticipated engineers’ costs for improvements.

Bottom Up Approach:

In this approach, the City prioritizes the streets with the worst overall PCI ratings (i.e., starting with a PCI factor of 0) and spends 100% of available funding for reconstruction, until all available funding is depleted. Initial values going into the 2016 year for roadways with a PCI rating of 0 would be 280,706 square feet, 23 road segments and a total cost of \$1,976,303.40. Thus, only 50.6% of the current PCI pavement could be reconstructed in 2016.

Advantages:

- Addresses the very worst pavement, which corresponds with the majority of residents' expectations.
- Most defensible position, requiring the least amount of dissemination and education to residents concerning the final policy.
- Of the four methodologies, this approach results in the second lowest square footage of pavement rated in the PCI < 20 category at the end of 2020.

Disadvantages:

- Most expensive pavement is treated first.
- Least amount of pavement can be afforded for improvements.
- Does not slow the velocity of pavement reaching a Zero PCI rating.
- Rate of PCI loss increases later in pavement life, which results in increased velocity.
- Represents the least cost effective approach.
- Results in the highest overall costs for pavement restoration at the end of 2020.

Final 2020 Results – Bottom Up:

PCI Rating	Square Feet	Percent	Costs	Percent
85-100	1,641,932	9.6%	\$ 0	0.0%
75-84	1,226,307	7.1%	96,615	0.1%
65-74	1,862,426	10.8%	293,465	0.3%
50-64	1,637,678	9.5%	4,146,700	4.5%
35-49	2,358,841	13.7%	11,014,305	12.1%
20-34	1,684,345	9.8%	10,214,995	11.2%
< 20	6,757,884	39.5%	65,582,167	71.8%
Totals	17,169,413	100.0%	\$91,348,247	100.0%

The table presented above illustrates the square footage that would fall into each category at the conclusion of the 2020 construction season and anticipated engineers' costs for improvements. **Furthermore, the velocity of existing pavement that falls into the Zero-Rated PCI level each year, even when utilizing this method that specifically targets this area, significantly outpaces the level of resources dedicated to address these improvements.** A significant increase in funding would be required if this approach is to be successful and allow the City to target roadways before they fall below a rating of 20 and cost the most for reconstruction.

Top Down Approach:

This scenario focuses solely on the short-term cost factors and prioritizes the most affordable improvements first. Unlike the previous strategy, this method instead places emphasis on the lowest cost improvements, which tend to be more maintenance oriented versus resurfacing or reconstruction. In essence, this strategy prioritizes pavements with a PCI factor between 75-84, since these improvements require the lowest cost on a per square foot basis. Remaining funds are then utilized to complete improvements in the next category (i.e., 65-74) starting at the bottom of the category and so forth.

Advantages:

- Least expensive pavement is treated first.
- Most amount of pavement can be treated/improved on a per square foot basis.
- Will eventually slow the velocity of pavement reaching a 0 rating, but will require a number of years.
- Significantly lifts the overall average PCI rating for the community in the first year.
- Most cost-effective approach, in the short-term.

Disadvantages:

- Work being completed is targeting pavement in the best condition.
- This strategy would be difficult to disseminate to the public.
- Does not slow the velocity of pavement reaching a 0 rating in the lowest two categories for a number of years.
- Rate of PCI loss increases later in pavement life.
- Resetting the PCI factor to 95 based on maintenance is not realistic on an ongoing basis.
- May not be the most cost effective approach in the long-term.
- Creates a “donut hole” within the ratings matrix.

Final 2020 Results – Top Down

PCI Rating	Square Feet	Percent	Costs	Percent
85-100	3,863,200	22.5%	\$ 0	0.0%
75-84	3,752,235	21.9%	287,012	0.4%
65-74	0	0.0%	0	0.0%
50-64	0	0.0%	0	0.0%
35-49	420,984	2.5%	1,925,993	2.4%
20-34	1,495,880	8.7%	8,807,072	10.9%
< 20	7,637,114	44.5%	69,779,948	86.4%
Totals	17,169,413	100.0%	\$80,800,025	100.0%

PCI Rating Declines:

With this approach, the focus shifts to the road segments that have the highest projected decline in any given year. In essence, if successful, this approach would be best at slowing the overall velocity and rate of decline, but would possibly appear to residents as a haphazard approach to pavement maintenance.

Advantages:

- Best at slowing velocity of pavement decline.
- Focus tends to be on lowest PCI-rated pavement.

Disadvantages:

- More expensive than other methodologies as velocity, in general, appears to increase as the pavement ages, placing more focus on the higher cost pavement reconstruction.
- Once pavement reaches a PCI rating of 0, no longer factors into consideration by this methodology.
- Minimal maintenance dollars are expended under this approach.
- Of the four methodologies, this approach results in the second highest overall costs at the end of 2020.

Final 2020 Results – PCI Rating Declines

PCI Rating	Square Feet	Percent	Costs	Percent
85-100	1,629,977	9.5%	\$ 0	0.0%
75-84	1,284,433	7.5%	98,247	0.1%
65-74	1,862,426	10.8%	284,917	0.3%
50-64	1,604,828	9.3%	3,947,334	4.5%
35-49	2,320,251	13.5%	10,510,911	12.0%
20-34	1,664,809	9.7%	9,800,273	11.2%
< 20	6,802,689	39.6%	63,105,137	71.9%
Totals	17,169,413	100.0%	\$87,746,819	100.0%

Cost Differential:

The final methodology, which was analyzed based on the information available, is to focus on the increase costs expected in the following year, based on the transition to a new PCI tier. In this case, the City would prioritize roadways that were expected to transition to the next tier in the following year, to take advantage of the lower costs by completing the repairs in the current year. With sufficient funding, this approach would distribute the pavement work with a portion dedicated to the bottom of each category, representing a more balanced solution. However, this methodology would require a significant increase in funding to fully meet the needs required by

each tier. In addition, any roadway rated below 20 PCI would likely not be addressed for a number of years, as no cost savings are available once pavement enters this tier.

Advantages:

- Slows velocity of pavement decline.
- Most cost effective on a long-term basis.
- Lowest growth in overall costs at the end of 2020.
- Lowest percentage of pavement in the below 20 category at end of 2020.

Disadvantages:

- Does not allocate any funding to PCI-rated infrastructure already below 20.
- Minimal maintenance dollars are expended under this approach.

Final 2020 Results – Cost Differential

PCI Rating	Square Feet	Percent	Costs	Percent
85-100	1,912,927	11.1%	\$ 0	0.0%
75-84	1,226,307	7.1%	93,801	0.1%
65-74	1,862,426	10.8%	284,917	0.4%
50-64	1,535,445	8.9%	3,768,983	4.7%
35-49	2,358,841	13.7%	10,693,500	13.4%
20-34	1,684,345	9.8%	9,917,471	12.4%
< 20	6,589,122	38.4%	54,962,658	68.9%
Totals	17,169,413	100.0%	\$79,721,330	100.0%

Comparisons:

Starting Data Set:

The table provided below represents the starting data set based on the information presented within the Baxter & Woodman study and adjusted to reflect the impact from the City’s 2015 Street Resurfacing Program.

PCI Rating	Square Feet	Percent	Costs	Percent
85-100	1,964,358	11.4%	\$ 0	0.0%
75-84	1,753,846	10.2%	167,713	0.2%
65-74	1,542,464	9.0%	954,589	1.4%
50-64	2,841,687	16.6%	7,507,490	10.9%
35-49	2,337,639	13.6%	10,481,685	15.3%
20-34	2,864,674	16.7%	18,240,003	26.5%
< 20	3,864,745	22.5%	31,416,123	45.7%
Totals	17,169,413	100.0%	\$68,767,603	100.0%

Final 2020 Results – Square Feet Comparison:

Provided below is a table presenting a comparison of all four methodologies based on the final results at the end of 2020, illustrating the square feet broken down by the various PCI categories.

PCI Rating	Bottom Up		Top Down		PCI Rating Decline		Cost Differential	
	Square Feet	Percent	Square Feet	Percent	Square Feet	Percent	Square Feet	Percent
85-100	1,641,932	9.6%	3,863,200	22.5%	1,629,977	9.5%	1,912,927	11.1%
75-84	1,226,307	7.1%	3,752,235	21.9%	1,284,433	7.5%	1,226,307	7.1%
65-74	1,862,426	10.8%	0	0.0%	1,862,426	10.8%	1,862,426	10.8%
50-64	1,637,678	9.5%	0	0.0%	1,604,828	9.3%	1,535,445	8.9%
35-49	2,358,841	13.7%	420,984	2.5%	2,320,251	13.5%	2,358,841	13.7%
20-34	1,684,345	9.8%	1,495,880	8.7%	1,664,809	9.7%	1,684,345	9.8%
< 20	6,757,884	39.5%	7,637,114	44.5%	6,802,689	39.6%	6,589,122	38.4%
Totals	17,169,413	100.0%	17,169,413	100.0%	17,169,413	100.0%	17,169,413	100.0%

Final 2020 Results – Dollar Comparison:

The table presented below provides a comparison of all four methodologies based on the final results at the end of 2020, focusing on the estimated costs to address the City’s pavement needs.

PCI Rating	Bottom Up		Top Down		PCI Rating Decline		Cost Differential	
	Costs	Percent	Costs	Percent	Costs	Percent	Costs	Percent
85-100	\$ 0	0.0%	\$ 0	0.0%	\$ 0	0.0%	\$ 0	0.0%
75-84	96,615	0.1%	287,012	0.4%	98,247	0.1%	93,801	0.1%
65-74	293,465	0.3%	0	0.0%	284,917	0.3%	284,917	0.4%
50-64	4,146,700	4.5%	0	0.0%	3,947,334	4.5%	3,768,983	4.7%
35-49	11,014,305	12.1%	1,925,993	2.4%	10,510,911	12.0%	10,693,500	13.4%
20-34	10,214,995	11.2%	8,807,072	10.9%	9,800,273	11.2%	9,917,471	12.4%
< 20	65,582,167	71.8%	69,779,948	86.4%	63,105,137	71.9%	54,962,658	68.9%
Totals	\$91,348,247	100.0%	\$80,800,025	100.0%	\$87,746,819	100.0%	\$79,721,330	100.0%

Final Results – PCI Rating Comparison:

The table presented below provides a comparison between the four methodologies, reviewing the overall change in the average PCI Rating for each year of the five-year program.

Year	Bottom Up	Top Down	PCI Rating Decline	Cost Differential
2015	47.2	47.2	47.2	47.2
2016	46.2	49.6	45.3	45.2
2017	44.7	47.7	43.7	43.0
2018	44.5	46.5	41.5	41.6
2019	44.7	45.5	39.9	39.6
2020	44.2	44.8	38.4	38.8

Final 2020 Results – Rankings by PCI Category:

The final table presented below compares the rankings for each methodology in both square feet and costs, reviewing the overall change in the average PCI Rating for each year of the five-year program. A one represents the option which generated the most favorable result within a given PCI rating category, while a four represents the weakest result.

PCI Rating	Bottom Up		Top Down		PCI Rating Decline		Cost Differential	
	Square Feet	Costs	Square Feet	Costs	Square Feet	Costs	Square Feet	Costs
85-100	3.0	1.0	1.0	1.0	4.0	1.0	2.0	1.0
75-84	3.0	2.0	1.0	4.0	2.0	3.0	3.0	1.0
65-74	2.0	3.0	1.0	1.0	2.0	2.0	2.0	2.0
50-64	4.0	4.0	1.0	1.0	3.0	3.0	2.0	2.0
35-49	3.0	4.0	1.0	1.0	2.0	2.0	3.0	3.0
20-34	3.0	4.0	1.0	1.0	2.0	2.0	3.0	3.0
< 20	2.0	3.0	4.0	4.0	3.0	2.0	1.0	1.0
Average	2.9	3.0	1.4	1.9	2.6	2.1	2.3	1.9

Additional information and tables concerning the four methodologies have been included in the attached Appendix A.

Recommendations – Prioritization:

Even absent available data, the Taskforce members ultimately preferred a **balanced approach**. This approach would utilize the existing data of PCI ratings and maintenance costs combined with other factors. The most relevant in the Taskforce’s deliberations would include the development of estimated traffic utilization, with higher traffic utilization receiving priority and areas being served, with higher demand roads for jobs/businesses and “gateway” roadways receiving some form of priority consideration. However, in order to move forward, the City would need to develop methods to estimate or determine the additional information that would be factored into the prioritization.

The City’s Transportation Commission’s *Sidewalk Prioritization Assessment* has been included in Appendix A as an example of refining the prioritization methodology to allow for a weighting system that takes into account a number of data points. A similar methodology could be developed for road infrastructure improvements, but would likely require some form of estimates.

For instance, if traffic utilization was incorporated as suggested by the Taskforce, a simplistic estimate could be developed for each road segment based on the number of homes served and sizes of businesses serviced by each given roadway. Collector streets could be assessed increased traffic volumes based on the anticipated traffic of the connected local streets. This would result in an inherent advantage for arterial streets, followed by collector streets, with local streets falling to the lowest level, but would also follow traffic patterns and associated community needs.

Pavement Management Taskforce

Chapter 5 - Bonding of Road Improvements

Bonding of Road Improvements

As part of the pavement management report, it is important to discuss the advantages and disadvantages of issuing debt for all or a portion of future road improvements.

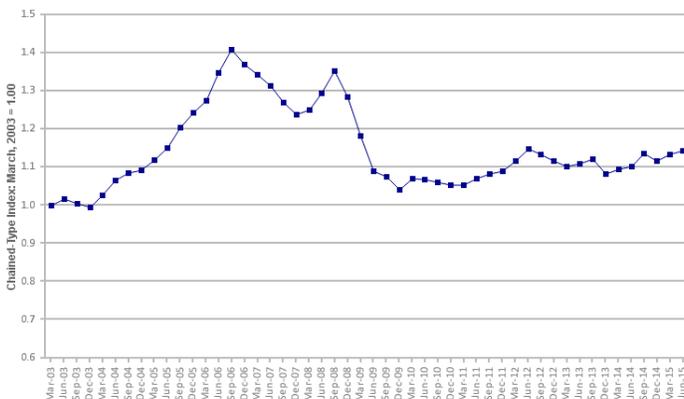
The majority of the City’s current road projects are funded on a pay-as-you-go basis. The City has selected this method since a vast majority of road work completed each year involves repaving projects. The pay-as-you-go system typically works well, as repaving of roads can in many ways be considered a maintenance function. Furthermore, the majority of individual road projects typically will not cost more than one year’s revenue.

While paving roads is expensive, it is not so expensive that more than a year of revenue needs to be accumulated to pave a certain street.

However, this is not to say that issuing debt to conduct road improvements, including the repaving of roads, would be inappropriate; in fact, there are several arguments for considering this fiscal strategy. Major road improvements are often paid utilizing the issuance of debt. Such large infrastructure projects often require years of savings to generate adequate funds under a pay-as-you-go system. This scenario allocates the costs of a project to current, or previous, residents who may not receive the benefit from the project completed in future years. Issuing debt solves this problem by allowing the current population to benefit from repairs and improvements as they also help pay for those services through the debt payment.

Another positive outcome of issuing debt is receiving economies of scale on costs for the resulting work. If a significant number of City streets can be repaved instead of just one street, the contractors bidding on the work can offer a substantially lower price per unit. In addition, debt issuance is a great tool and strongly supported if the road improvement will provide a revenue-producing benefit, such as generating additional sales tax. Lastly, a grant may be available for a project that requires the improvement be completed within a specified time period or requires a significant dollar match. In such cases, waiting to accumulate the project budget in cash before starting the project could mean the lost opportunity to acquire essential grant funding.

Debt issuance is also a wise choice in rising cost environments. For instance, if road



construction costs are increasing annually at a 10% rate, and the interest cost of the debt is only 2.6% per year, the City would not only be saving money, but also getting the benefit of the asset earlier, an obvious “win – win” strategy. Unfortunately, construction costs may be very hard to predict. For instance, using a base line of

1.000 in 2003, the National Highway Construction Cost Index (NHCCI) increased to 1.1436 through June 2015, which is the latest data figures are available. However, this does not reflect a steady increase. In September 2006 the price of paving peaked at 1.4084, or a 40% cost increase over 2003. In 2006, issuance of road debt would have seemed to make sense, since construction costs were increasing at an alarming rate. But, this would have ultimately been a costly decision, as road construction costs have since decreased 25%. A chart showing the NHCCI from 2003 to 2015 is presented on the previous page.

Issuing debt, as opposed to pay-as-you-go, can also have serious disadvantages. A primary disadvantage is the cost of issuance, along with subsequent interest costs. This can significantly raise the cost of overall construction, or substantially reduce the amount of roads that can be paved. As an example, if the City of Woodstock would issue \$1,000,000 of bonds to be paid back over the next 15 years, it would cost an additional \$300,000 in interest and issuance costs, which is a 30% increase in cost. If the City soon receives Home Rule status offering a credit rating upgrade, there would, however, be a \$6,000 savings on these bond issuance costs.

Issuing road bonds also has the potential to lower the City's credit rating yet it is difficult to predict how credit rating agencies would react, but usually carrying more debt is considered a negative point. The question is would this be considered negative enough to lower the City's credit rating. One way to mitigate this negative aspect would be to pledge a new revenue source to pay the debt. An example of this occurred when the City issued new debt to improve Lake Street to facilitate Walmart's opening. In this case, new sales tax generated from Walmart was successfully pledged to pay the road debt.

Issuing debt also creates less financial flexibility for the City in the future. Funds that must be allocated to paying future debt become an inescapable priority. Unless an additional revenue source is identified to pledge towards the bond payment, the costs of carrying debt will decrease the number of future road projects that can be funded. Decreased activity for road projects can have a negative effect on residents' perspectives of City management. While the benefits of immediate road improvements seem obvious now, in ten years most residents will have forgotten about these projects, while the City will still be paying on the debt incurred. And, when in the future additional funding is not available for new road improvements, residents could easily be upset by the lack of new paving the City would be able to offer.

A potential source of funds that could be used to pay for road bonds is cash currently being used to pay debt that matures. Since these funds are already allocated to debt service, and used to pay current expenditures, the number of projects that could be completed each year would not need to decrease. However, prior to redirecting funds that are currently allocated to debt, a careful analysis should be made to ensure this money is not needed more in other areas.

Recommendations:

For reasons described above, it is recommended the City only issue debt for road projects if a new revenue source can be identified and dedicated to funding its payments. This could, however, be accomplished if cash currently used to pay existing debt is no longer needed due to debt maturing. This cash may then be reallocated and pledged to pay for road improvement bonds.

Pavement Management Taskforce

Chapter 6 - Revenue Enhancements

Revenue Enhancements

At the present time, the City's annual budget for road resurfacing is \$1,000,000. This amount improves the surface on a portion of the 117 miles of roadway that the City of Woodstock is responsible to maintain. Over the past five years, the City has resurfaced an average of 2.3 miles annually at an average annual cost of \$687,000. The 2015 Pavement Management Report recommends that the City pave 7 miles of road each year. While exploring new technology and working with other government agencies should allow these funds to go farther, it is very unlikely these efforts alone will bridge this gap.

The City Administration and Staff have continually considered a variety of ways to ensure more efficient use of funds allocated to road repaving. For example, in the past most road projects were paid for using the Motor Fuel Tax (MFT) Fund. Last year it was instead decided to use MFT Funds, instead of General Funds, for Street Division projects such as street lighting and salt. The reasoning behind this change is that when MFT funds are used for road improvements, the State, who controls these funds closely, requires costly engineering reports and studies, often exceeding what the City would regularly need to produce if the project was paid with non-MFT dollars. Also, when MFT funds are used, road projects must meet the State's construction requirements, which often do not reflect cost efficiencies the City is able to achieve for projects it controls. Therefore, by using the City's General Funds to pave roads, these additional administrative and construction costs can be saved. A further analysis of the MFT tax has been included in the Lobbying section (i.e., Chapter 4) of this report.

The use of new technology alone is not likely to resolve the current gap in the number of miles of streets paved annually versus what is recommended. This program expansion can only be achieved if new revenue sources are successfully identified and secured. Certainly, the most desirable method to increase revenue for the City is through increased economic growth. For instance, if a retail business doubles its sales, the City will receive twice the sales tax dollars. This type of growth is a win-win situation, with successful businesses drawing more shoppers and residents to the area, while providing additional revenue for the City to serve its citizens. This is the fundamental rationale for the City to allocate significant resources to the Economic Development Department to promote business attraction and growth.

While growing the economy of the City is seen as the optimal solution for increased road improvements, the needed funding level may not be achievable without additional revenue sources. A list of additional revenue sources is outlined below with pros and cons for each:

- **Utility Tax**
 - Background--The City has the ability to impose a utility tax on usage of either natural gas or electricity, or both. The maximum rate the City can implement for each tax is approximately 5% of the total delivery and natural gas cost. This tax

does not reflect a set maximum rate, since customers may purchase their electricity and natural gas through a third-party supplier, and the tax is often implemented on a per kwh (electricity), or therm (natural gas) basis.

It is hard to approximate the exact amount of revenue that this type of tax could generate without requesting a report from either NICOR or ComEd. However, it is estimated that each tax could generate at least \$500,000 each year.

- Pros—This would create a stable, substantial revenue source that could be allocated directly to road repaving. Funding would naturally increase as residential and commercial population increases.
- Cons—This type of new revenue could potentially be unpopular with businesses and residents as it would disproportionately impact high-use businesses in town. This could result in affected businesses either reducing their operations or closing down entirely as a result of a new utility tax. This could also make it difficult to recruit new business to the City, especially high-energy use industrial facilities.

- **Special Service Area (SSA)**

- Background--A Special Service Area (SSA) is a taxing mechanism that can be used to fund a wide range of special or additional services and/or physical improvements (e.g. paving of roads) in a defined geographic area. Once the SSA is established, a special property tax is then levied on the property within the area. This tax revenue can then only be used to support additional services and/or physical improvements within the SSA.

In order to create the SSA, the City would need to pass an Ordinance proposing its creation. Within 60 days of adopting this Ordinance, the City would be required to conduct at least one Public Hearing to discuss the SSA's establishment, which would include such items as the proposed geographic area, budget, use of funds, and tax levy.

The City must then wait at least 60 days from the date of the last Hearing before it can pass an Ordinance establishing the SSA. During this waiting period, if at least 51% of registered voters residing in the proposed SSA area, and at least 51% of property owners of record in the area, file an opposing petition with the City or County Clerk, the proposed SSA cannot be established. In addition, the City Council cannot try to establish this same SSA for at least two years.

- Pro--This proposal would allow a mechanism for residents and businesses in certain parts of town to have their roads repaved on a more rapid schedule than the City would be able to offer normally.

- Cons--Creating an additional tax, which would raise the property tax bill for residents and businesses located within the SSA, may be viewed as unfair to those affected. There may be a perception that those within the SSA are being asked to pay extra, while roads in other neighborhoods are repaved as part of regular City services.
- **Business District (BD)**
 - Background--Establishing a Business District is a development tool, similar to a Tax Increment Financing (TIF) District, that allows communities to pledge tax revenues toward redevelopment in a blighted area. However, unlike a TIF, this tool allows the City to increase sales and/or hotel-motel tax levies within the boundaries of the Business District. An additional hotel tax would be collected by the City within the defined area. An increased sales tax would also be imposed and collected by the Illinois Department of Revenue, and may be raised an additional 1%, in 0.25% increments. Exemptions from the additional tax apply to certain products, such as medicines and qualifying food usually purchased at grocery stores. If the Business District boundaries are identical or overlay the defined area of a TIF, the revenue funds can be used for similar services in conjunction with each other. Also, unlike the TIF structure, the Business District involves only municipal revenues, so other taxing bodies such as schools are not impacted.

Creating a Business District requires the City Council pass an Ordinance proposing the approval of a Business District. Within this Ordinance, the City is required to establish the time of a minimum of two Public Hearings. In addition, a Business District Plan must be created that includes a formal finding that the area is blighted. The “blight” definition is similar to that used to create a TIF area, with slight variations. Additional rationale includes the “but/for” provision, indicating that “but/for” the establishment of a Business District, redevelopment of the blighted area would not occur. Once all this criteria has been met, the City could create the Business District, which would be in effect for a period of 23 years.

- Pros--This would create a revenue source that could be dedicated to maintain downtown streets. Due to their historical nature, our downtown streets require costly maintenance that is currently being paid through a combination of general paving money along with TIF funds. If a Business District sales tax was enacted, this revenue, or part of it, could be earmarked for downtown roads, which would free up general paving money that could be used in other parts of the City.

Also, since a significant percentage of sales tax generated downtown comes from visitors who live outside the community, this creates a revenue stream that would be paid largely by non-residents. Studies have shown that small increases in sales tax generally do not affect consumers' shopping habits, and should therefore not have any effect on downtown businesses' sales levels.

- Cons--While studies have shown that these types of taxes have little effect on businesses, Business District stores may still oppose the tax due to perceived fear of reduced sales. Also, while a portion of this tax would be paid by people who reside outside of Woodstock, a certain portion would still be paid by City residents who enjoy shopping and eating on the Square.

- **Overweight Truck Fines**

- Background--The City has the ability to ticket and fine trucks that are overweight and using City roads. These tickets would be issued from the Police Department. In order to issue these tickets, the City would need to have a method to weigh each wheel of the suspected overweight truck, along with having a Police Officer specially-trained for this enforcement.

It is estimated that \$100,000 a year could be generated in revenue from this program. However, as the program matures, this revenue would likely decrease. Awareness would mean fewer overweight trucks would use our roads resulting in less tickets being written.

- Pros--Overweight trucks cause significant wear and tear on a roadway and, over time, will significantly shorten its life. Therefore, a dedicated enforcement process for identifying and fining these trucks will likely have two results. First, additional revenue will be generated that can be put back into the road repaving program. Second, it is hoped the threat of receiving a fine will reduce the number of overweight trucks using and damaging City roads. This will not only increase the life of these roads but will also make the roads safer by reducing accidents.
- Cons--Setting up the program could be expensive, based on the need to buy portable scales, unless suitable scales can be found and rented. In addition, a Police Officer would need to be trained to run this program. This program could potentially have a negative impact on economic development efforts, as issuing fines to trucking operators that may be servicing companies in town could result in increased shipping costs for our local businesses.

- **Home Rule/Non-Home Rule Sales Tax**

- Background--The City has the ability to institute an additional sales tax, assessed at the time of purchase, which is collected and distributed to the City by the Illinois Department of Revenue. This tax is imposed on the same general merchandise base as the State sales tax, with the exception of titled or registered tangible personal property (such as vehicles, watercraft, aircraft, trailers, and mobile homes). It would also provide exemptions for qualifying food, drugs, and medical appliances. This additional sales tax may be implemented in 0.25% increments.

In order to implement this additional sales tax as a Home Rule community, a vote by the City Council would be required, along with public notice provisions. For a Non-Home Rule community, a passage of a referendum would be required.

As can be seen from the chart below, every Home Rule Community in McHenry County, except for Prairie Grove with a limited retail base, has instituted an additional sales tax. McHenry County Home Rule communities who currently benefit from an additional sales tax rate include:

- Algonquin 0.75%
- Crystal Lake 0.75%
- Lake in the Hills 0.75% (Raises to 1.00% on July 1, 2016)
- McHenry 0.50%

Since most of our neighboring communities already have this additional tax in place, it is unlikely that Woodstock businesses would suffer any decrease in sales, especially given that it is NOT applicable to car, truck, and motorcycle sales. Because large-ticket items are not included, the tax can only produce about 60% as much revenue per percentage-point as the base 1.0% sales tax currently generates. However, by implementing this tax, the City estimates that it would receive \$565,000 per year for each 0.25% incremental increase.

- Pros--Since a significant percentage of sales tax generated comes from visitors who live outside the community, this approach partially shifts the overall tax burden to non-residents. This tax would create a stable, substantial revenue source that could be allocated directly to road repaving. The creation of this revenue source is unlikely to have any long-term negative effect on Woodstock businesses.
- Cons--While a portion of the additional tax would be paid by non-residents, a portion would also be paid by residents of Woodstock. As indicated above, almost all McHenry County cities already benefit from this essential revenue

resource, with little to no negative impact to those communities. However, increasing the sales tax, often considered one of the most regressive types of tax, would inevitably take a larger share of income from low and middle-income residents as compared to revenue sources such as income or property taxes.

- **Annual Overweight Truck Fees for Businesses**

- Background--The City charges local businesses a fee if they request the right to operate oversize and/or overweight trucks on City streets. The fee structure includes limited continuous movements for local contractors at a fixed rate of \$200 per year; a \$50 charge for a single trip, and an \$80 charge for a round trip. While the current fee does provide some revenue for Streets, the amount being received is inadequate to compensate the City for the damage these large trucks cause to City roads. The City does not currently have an exact estimate as to how high this fee should be in relation to the damage being done, but there should be a fee structure in place that provides for an increase on a regular basis to help cover the cost for improvements.
- Pros--This fee is paid solely by businesses that are actually causing an increased level of damage to City streets. An increase in the Overweight Truck Fee would provide additional revenue that could be earmarked to street repaving.
- Cons--This fee is paid by local Woodstock businesses and any change to the charge would raise their costs. Payment of this fee allows operation of trucks without receiving overweight tickets; however, businesses may be inclined to avoid paying an increased fee unless overweight truck enforcement is also increased.

Recommendations:

It is clear that the City must secure some type of additional revenue to meet the documented road paving needs. While growing the City's tax base through economic development will help in securing this additional revenue, it is unlikely this amount will be sufficient to accomplish the level of paving outlined in the recent study. Therefore, based on weighing the pros and cons for each revenue source listed above, the Pavement Task Force recommends that the City Council strongly consider the following revenue sources for essential paving services:

- Consider Individual Overweight Truck Enforcement/Fines
- Consider a Dedicated Home Rule/Non-Home Rule Sales Tax
- Increase Annual Overweight Truck Fees Charged to Businesses

Pavement Management Taskforce

Chapter 7 - Collaborative Efforts

Collaborative Efforts

Today's Pavement Maintenance Program

At the present time, the Public Works Department manages an annual preventive maintenance program for City streets utilizing a contractor to rout and crack seal selected streets throughout the City. This type of program has been sporadic throughout the years ranging from expenditures of \$15,000 in 2003 all the way up to \$100,000 programmed in 2016. When the recession hit on or around 2008, no funding was appropriated for preventive maintenance. This trend continued until 2014. Between 2008 and 2014, funds for pavement improvements were stretched thin and the thought process was that money would be better spent on resurfacing than preventive maintenance activity.

In addition to a preventive maintenance program, the City administers an annual corrective pavement maintenance program. This program consists almost exclusively of a mill and overlay method. In the past, pavement was milled to a depth of 2 inches, repair of suspected base failure, some curb replacement and installation of handicapped ramps. The streets to be resurfaced in 2016 will be milled to a depth of 3-4 inches. Some of the problem that the City has had in the past is that the pavement is very thin in some areas. This obviously has a lot to do with the overall problem that the City is faced with today. For instance, pavement core samples recently obtained from Applewood Lane (which has some failed areas of pavement) reveal one inch of asphalt and one inch of stone over dirt. This situation makes it very difficult to mill anything without the project turning into a total road reconstruction. As mentioned later in this report, this is an area where having a representative from the City on site when paving is being performed to ensure that developers provide what is required by ordinance, will help the City improve its overall Pavement Condition Index (PCI).

Through these two pavement maintenance programs, the city has been able to accomplish the following in recent years:

<u>Fiscal Year</u>	<u>Non-TIF</u>		<u>TIF Miles resurfaced</u>		<u>Crack Sealing</u>	
	<u>Miles resurfaced</u>					
FY10/11	1.09	(\$306K)		(\$190K)	no	
FY11/12	1.67	(\$522K)	1.13	(\$142K)	no	
FY12/13	2.49	(\$611K)	0.42	(\$165K)	no	
FY13/14	2.34	(\$535K)	0.48	(\$199K)	no	
FY14/15	1.37	(\$410K)	0.34	(\$150K)	yes	(\$20K)
FY15/16	1.32	(\$600K)	0.13	(\$100K)	yes	(\$46K)
	+ 2.21 miles of final lift in Apple Creek paid by bonds (\$392K)					
Proposed						
FY16/17	1.14 +	(\$950K)	0.06	(\$146K)	yes	(100K)

To further minimize administrative burdens, eliminate another step in the IDOT approval process and provide more flexibility, funding for the Street Resurfacing Program moved from the MFT Budget to the General – CIP Fund budget in FY15/16. This move created more efficiency, which results in a greater amount of resurfacing completed.

Through this process the City has learned that there are five critical elements of a successful pavement preservation program. They include:

- Selecting the roadway
- Determining the cause of the problem
- Identifying and applying the correct treatment(s)
- Determining the correct time to do the needed work
- Observing performance

Pavement preservation is broken into three main categories; this report will focus on only two of them because the third is ***Emergency Maintenance*** which is typically a reaction to pothole or the unanticipated failure of road surface due to a negative impact on the base of the road from groundwater, etc.

Preventative Maintenance is only performed in an effort to improve or extend the functional life of a pavement. It can be summed up as “*completing the right repair on the right road at the right time*”. Studies show that preventive maintenance is six to ten times more cost-effective than a “do nothing” maintenance strategy. Waiting until after a failure occurs is not cost effective or preventive maintenance. The following are conventional preventive maintenance treatments:

- Crack repair with sealing – a treatment method used to prevent water and debris from entering a crack in the pavement which is left untreated will weaken the base material and prevent the pavement from expanding and contracting freely. This treatment is only effective for a few years and must be repeated however, this treatment is very effective at prolonging pavement life. *This is the treatment alternative currently being used here at the City of Woodstock.* If you rout and seal at the right time, it can be expected to perform for three years. Work in Ontario has shown that this treatment adds a minimum of two years of service life to a pavement, with an average of five years.
- Crack filling – differs from crack sealing mainly in the preparation given to the crack prior to treatment and the type of sealant used. This method is often used on more worn pavements with wider, more random cracking. Expected life of asphalt emulsion crack fillers range from a few months up to a year. Rubberized crack fillers typically last much longer, with an expected life of two to three years.
- Full Depth crack repair – a treatment method to repair cracks that are too deteriorated to benefit from sealing. If done correctly, mill and fill can last up to five years.

Surface Treatments - aside from crack treatments, the treatments that follow all provide a new wearing surface on the pavement:

- Chip seal – an application of one or two single seal coats. The treatment waterproofs the surface, seals small cracks, and reduces oxidation of the pavement surface. Life extension depends upon the type and amount of traffic and the roadway geometry.

Heavy commercial traffic and frequent stopping and turning movement reduce the life of this application and cause local deterioration.

- Fog seal – An application of diluted emulsion to enrich the pavement surface and delay raveling and oxidation. Considered to be a temporary treatment. The performance life of this treatment is fairly short, ranging from one to two years.
- Slurry Seal - a mixture of fine aggregate, asphalt emulsion, water, and mineral filler, used when the primary problem is excessive oxidation and hardening of the existing surface. Expected life of a slurry seal is three to five years. Factors affecting performance include traffic loading, environmental conditions, existing pavement condition, material quality and mix design, and construction quality.
- Microsurfacing – Commonly referred to as a polymer – modified slurry seal. The major difference is that the curing process is a chemically controlled process instead of a thermal process used by slurry seals and chip seals. Can also be used to fill ruts. Service life is about seven or more years for high traffic and considerably longer for low to moderate traffic. The condition of the pavement at the time of material application also impacts the service life.
- Thin overlays – mixes that improve ride quality, reduce oxidation of the pavement surface, provide surface drainage and it corrects surface irregularities. Expected life of overlays is variable but most average five to eight years.
- Seal Coat – used to waterproof the surface, seal small cracks, and reduce oxidation of the pavement surface. Anticipated life of a seal coat is three to six years.

Corrective Maintenance or “reactive maintenance” is typically performed after a deficiency occurs in the pavement. Corrective maintenance is performed when the pavement is in need of repair, and is therefore more costly than other pavement maintenance. Corrective Maintenance activities include:

- Structural overlays - Over time repeated traffic loading can weaken (fatigue) the pavement structure, and growing traffic counts require higher structural strength. When more strength is needed, it’s time for a structural overlay, that is, one or more layers of new asphalt surfacing. The existing road should be in good shape, and any distresses should be fixed before the overlay is done. A good tack coat (a thin layer of asphalt applied to the old surface) is essential in bonding the old and new layers. Testing has demonstrated that firmly tacked layers improve overall pavement strength and provide better performance than untacked layers.
- Mill & overlays - A “mill & overlay” is a street maintenance technique that requires the removal of the top layer (2 inches) of a street by the grinding action of a large milling machine. After the top layer is removed, a new layer of bituminous pavement is put in its place. The “milling” portion of the project typically takes one to two days. After the milling is completed, the “overlay” is placed in one to two days depending on the width

of the roadway and traffic conditions. Before the new pavement is placed, the surface of the newly milled pavement is covered with a liquid asphalt tack coat to bond the old and new pavements.

- Pothole repair - A pothole is a type of failure in an asphalt pavement, caused by the presence of water in the underlying soil structure and the presence of traffic passing over the affected area. Introduction of water to the underlying soil structure first weakens the supporting soil. Traffic then fatigues and breaks the poorly supported asphalt surface in the affected area. Continued traffic action ejects both asphalt and the underlying soil material to create a hole in the pavement.
- Patching - All flexible pavements require patching at some time during their service life. There are two principal methods of repairing asphalt pavements:
 1. Remove and replace the defective pavement or base material.
 2. Cover the defective area with an overlay of a suitable material to renew the surface, seal the defective area, and stabilize the affected pavement.
- Pavement Reconstruction – In the Pavement Management Report, it is recommended that all streets with a PCI rating of 34 or less undergo a full-depth asphalt replacement. This rehabilitation strategy involves the complete removal of the entire existing asphalt pavement, typically 4 inches or more in total thickness. The existing aggregate base is then repaired, shaped, and prepared for an overlay of a completely new hot-mix asphalt binder and surface layers.



Taskforce

In conferring with the larger taskforce group, the problem that Woodstock faces with regard to maintaining pavements is a common one. In some form or another, representatives from each of the communities indicated that they struggle for a way to keep up with this growing issue. One thing that appears to be different is that Woodstock is an older community. Communities like Huntley, Crystal Lake, Lake in the Hills and Algonquin are older communities but a major portion of the community was developed less than 15-20 years ago. As a result, the newer pavements have not yet required attention and they are not yet competing for that same funding source for maintenance as the older streets. They all feel that at some point however, their situation will be much like Woodstock's as it relates to a lack of available funds to keep pace with pavement maintenance and replacement needs.

Many communities are moving into the same mode that Baxter & Woodman suggested the City move to; preserving the existing pavement as opposed to waiting until it is resurfaced. The group shared some of the resurfacing/replacement techniques that are being used today at their various communities.



Huntley and Algonquin have used a preventive maintenance product on their roads which is considered a “preservative seal” called Reclamite and McHenry will be trying this product on

their pavement later this year. Reclamite is applied like a fog seal. Once applied the product is allowed to penetrate the surface for 30-45 minutes. Then a light coating of sand or limestone is applied to allow traffic back onto the road. After a day or two, the screenings are swept up and the road is finished being treated. Reclamite can be reapplied every five years for best, long-lasting results. Cost is approximately \$0.75/ square yard. As an example, Throop Street between Calhoun & South would cost approximately \$1,500 to apply Reclamite.

It seems appropriate that some of the resurfacing dollars should be spent to preserve new or recently improved pavement. Again, it is about the right repair; for the right road; at the right time. A successful preventive maintenance program must include the following components:

- Education: The City will need to stress to residents that it is more economical to preserve pavements in good condition than to replace them when they wear out.
- Philosophy: Developing a preventative maintenance program will require a shift in thinking, from rehabilitation and reconstruction to preservation.
- Timing: treatments need to be applied at the right time to preserve the structure of the pavement.
- Funding: An effective preventive maintenance program requires the appropriation of adequate funds.

Shared Service Agreements

Shared service agreements allow communities to offset costs when assets are underutilized. They can include agreements to share equipment, staff, programs, etc. Shared services can provide the following benefits:

- Reduced costs of service delivery by achieving economies of scale
- Administer existing services at a higher level by sharing costs and labor of service delivery
- Allow for the provision of more services or a higher service level than that which an individual community can achieve individually
- Increase regional cooperation and build public trust and relationships with other municipalities

Joint Procurement

A joint procurement occurs when multiple municipal entities develop and execute a single bid to a vendor or contractor to provide a service. Communities that combine their “needs” through a single bid are often able to save money through economies of scale, rather than bid the project separately.

The Taskforce spent a considerable amount of time discussing joint procurement of bids, municipal partnering in the purchase of paving equipment, crack sealing equipment and striping equipment, sharing of existing equipment, sharing employees, etc. As with any investment of this size, the initial start-up costs are significant. The purchase of a “used” paving machine, rollers, and trailers to transport the equipment would cost hundreds of thousands of dollars. The equipment must to be stored when not in use and servicing it can be costly. City employees would need to be trained and certified in operating and maintaining this type of equipment.

Operating this type of equipment and gaining the experience to do the job takes time and years of experience. Only those trained and certified could use the equipment. Re-surfacing, striping and crack sealing our roads with City personnel would effectively remove these employees from performing other duties for the construction season. In theory, some costs could be saved by not having to pay prevailing wages to City personnel; however, their lack of professional knowledge, experience, and equipment could drive the overall cost higher than might be expected to achieve a similar quality of work. Road building and resurfacing projects would definitely take longer to complete and the finished product may not be satisfactory. Professional roadbuilding contractors have a great deal of experience and their expertise shows in the final product.

It was the consensus of the Taskforce that it would not be cost effective or efficient to put a crew together to achieve shared services for the paving of roads, at this time. Smaller projects involving pavement crack sealing, patching and striping might be a service that could be provided by City personnel as they involve less up-front costs and involve smaller crews for shorter durations.

Since 2011, a Municipal Partnering Initiative (MPI) program has been effectively partnering with 30+ communities from Lake County, Cook County, DuPage County and one (1) community from McHenry County. They have been involved in over 25 different projects generating an estimated savings of up to \$2.6 million. MPI has expanded in the last three (3) years to include partnering in IT services, building inspection services and a water meter replacement program. MPI has bid several projects offering multi-year contracts with optional extensions if requested by the community. Bidding in this manner reduces staff time for rebidding, is more competitive for vendors and has made it easier for vendors to hold pricing from year-to-year in order to be awarded an extension.

While joint partnering does not guarantee reduced vendor pricing, it does provide the best opportunity to achieve economies of scale. Some contractors may find it more cumbersome to joint bid a project where prevailing wages could vary between adjoining communities in different counties while others may find it more economical and more desirable to bid one large contract with multiple communities.

As a result of our Taskforce meetings and discussions with other communities involving the potential savings thru joint partnering, the City is currently participating in a joint partnering bid with three other McHenry County communities for our crack sealing program. The final results were extremely beneficial with the bid price of \$0.33 per lineal foot for the City's 2016 program compared with the \$0.47 per lineal foot paid for the 2015 program, a (29.8%) savings.

Conclusion & Recommendations:

- When the City sets a plan for resurfacing it should choose streets that are located in the same geographical area as much as possible in order to prevent added contract costs resulting from frequent remobilization of employees and equipment.
- It does not appear as though contractors have met the requirements for road construction as specified by our City Code. In the future it will be important to have a representative from the City on site for the duration of the paving portion of the project to ensure final specifications are in compliance.
- When time allows, the Public Works Department should focus on trimming those trees located in the public rights-of-ways to allow the road and its base material to dry out.
- The City should continue to meet with representatives from other municipalities, townships, and county agencies to discuss the possibilities of joint bidding, new techniques and technology, and the sharing of equipment, knowledge, and resources.
- The City should consistently complete follow-up visits for all work within the public rights-of-way in order to protect the City's infrastructure being affected by the work.

Pavement Management Taskforce

Chapter 8 - Other Suggestions

Other Suggestions

Weight Restrictions:

One area that the Taskforce looked at extensively was how to extend roads' useful lives to maximize the City's road construction budget. This can be accomplished in a number of ways. One way is through preventive maintenance such as crack sealing, as was discussed in a previous chapter of this report. Another way is to reduce the amount of road traffic causing excessive wear and tear, particularly truck traffic.

According to the Government Accountability Office (GAO) study, [Excessive Truck Weight: An Expensive Burden We Can No Longer Afford](#), road damage from only one 18-wheeler is equivalent to that caused by 9,600 cars. This study assumed a fully-loaded tractor-trailer at 80,000 pounds, and a typical passenger car at 4,000 pounds. While the truck is 20 times heavier than the car, the equivalent wear and tear caused by the truck is exponentially greater than that caused by the auto.

Throughout Woodstock there are numerous Truck Routes that have been designated by the City and filed with the Illinois Department of Transportation (IDOT). A map showing these routes is presented on the next page. Many of these routes allow for truck traffic to move in and out of our industrial areas and into downtown. There are, however, other roads being utilized as shortcuts, by drivers who are not servicing Woodstock businesses, as trucks pass through from one town to another. One prime example of this is Irving Ave, connecting RT 120 and RT 47.

The Taskforce examined whether declassifying these roads as Truck Routes would make them ineligible for future federal grant funds. This was a concern since federal CMAP and STP grant funds are used currently for repaving these roads, as they are designated collector routes. Fortunately, research indicates the City can move forward with the imposition of weight-restrictions on these roads without jeopardizing future federal grant funds.

The advantage to this proposal would be to move truck traffic to other roads, primarily state right-of-way. This would in turn extend the life of the weight-restricted roads by eliminating significant damage-causing vehicles that are currently allowed to use such thoroughfares.

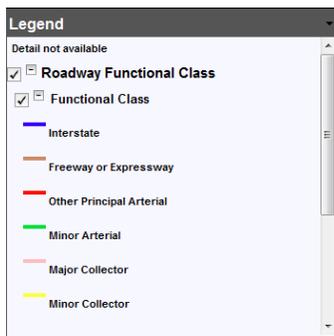
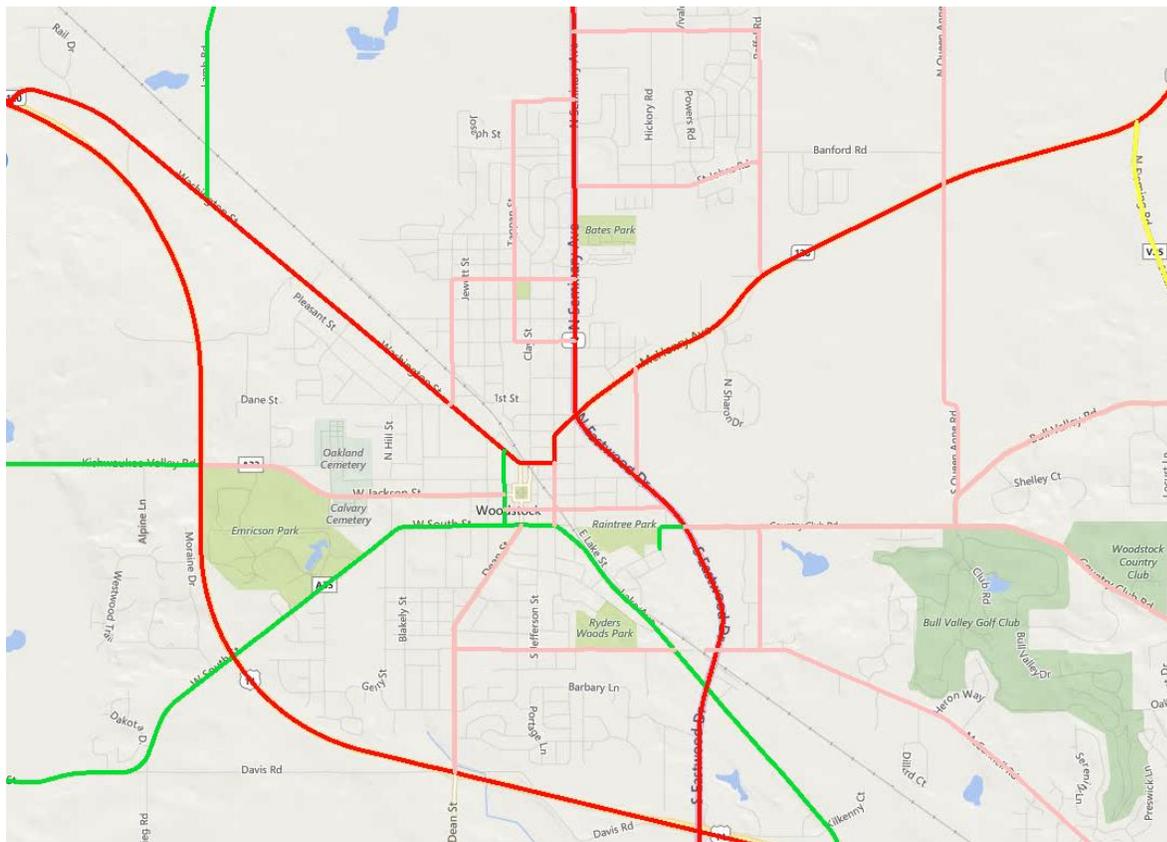
The disadvantage to closing some roads to truck traffic is the resulting unknown impact on traffic patterns throughout the City. For example, if a weight restriction is posted on Irving Ave between RT 120 and RT 47, this will cause truck traffic to proceed to the main intersection of RT 120 and RT 47 instead. Currently, this light signal is of fairly short duration, and the left turn lane is not very lengthy. Therefore without reviewing, and possibly adjusting, the left-turn time, traffic backups could result at this intersection.

A second disadvantage to restricting truck traffic on certain roads is the potential for industry and other businesses to be affected by trucks needing to take longer routes to reach their Woodstock

destination. While weight restrictions could be waived for trucks making scheduled local deliveries, the results of any limitations placed on truck access to Woodstock businesses would need to be carefully reviewed by the City’s Economic Development Department before they are enacted.

There are many roads in Woodstock where adding a weight restriction could make sense; however, the two best candidates identified by the Taskforce are Irving Ave, between RT 120 and RT 47, and Lake Avenue, from South Street to RT 14.

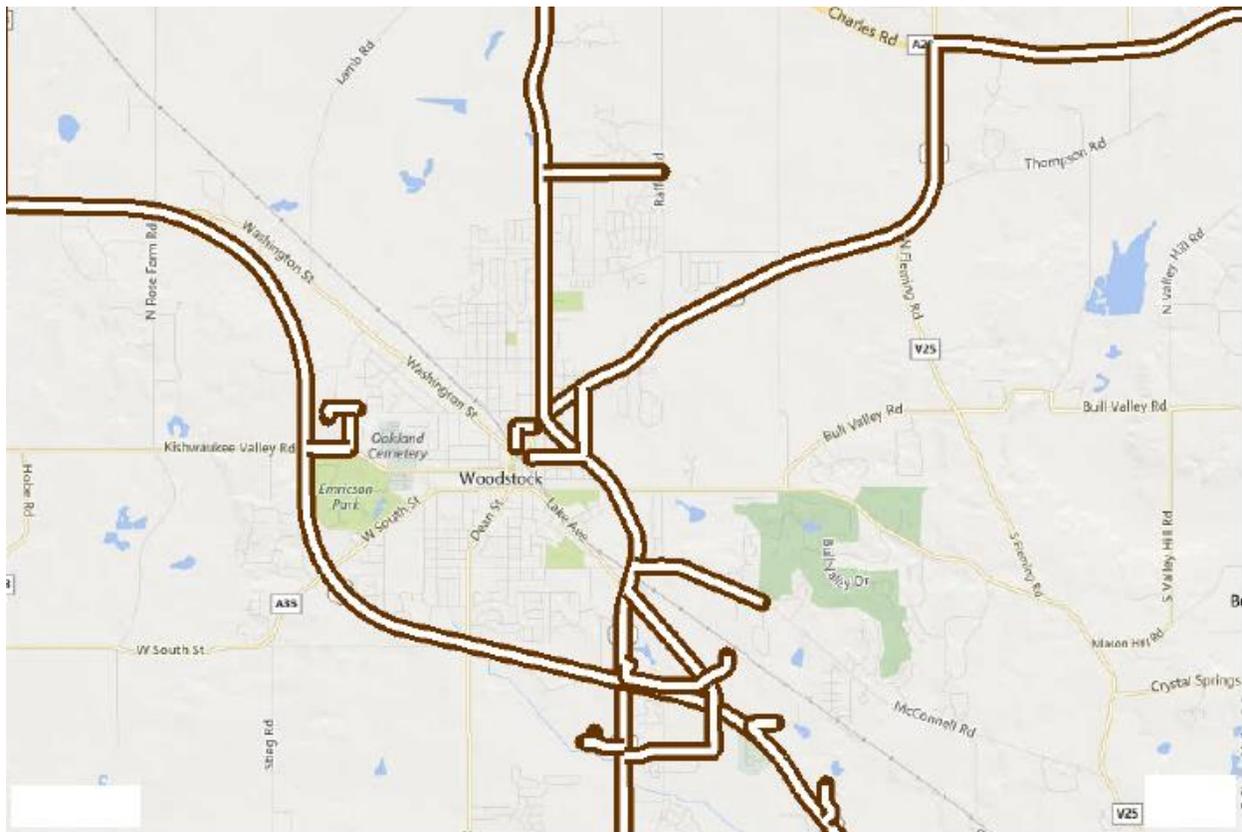
Road Way Function



While the map on the previous page shows the roadway function, it does not actually show the Truck Routes as designated by IDOT. Therefore, if a decision is made to move forward with the weight restriction initiative, a good place to start would be with roadways IDOT has identified as major or minor arterials, but not as currently-designated Truck Routes.

In order to put weight restrictions in place on designated roads, an Ordinance would need to be developed and adopted by the City Council. The new restrictions would then be filed with IDOT who would modify their Truck Route map shown below accordingly.

Truck Routes around Woodstock



Commercial Franchise Agreement:

As mentioned above, trucks cause a significant amount of damage to Woodstock roads. One type of truck that is prevalent throughout town causing this damage is garbage trucks. Since garbage trucks need to visit every address in the City at least once a week, a roadway weight restriction as suggested above cannot be applied, and other solutions must be considered. A plan that would offer more consistency and control would be to restrict commercial garbage pickup to only one company, as is already the case with single-family residential garbage collection.

The idea would be to create a commercial franchise agreement. Under this plan, the City would bid out for commercial garbage collection and the lowest responsible bidder would be selected. Businesses then would be required to only use this vendor to pick up their garbage. There are advantages for both businesses and the City with this plan. The City's bid program could cover large sections of town, with resulting economies of scale, and money saved, from using only one truck and one collection period. The current method of using multiple trucks to pick up garbage in various parts of the City is inefficient by comparison, since the trucks only collect from their specific customers. This in turn causes unnecessary garbage trips to occur on City roads, which increases the amount of damage being done.

The communities of Deerfield, Grayslake, Gurnee, and Lake Bluff all enjoy this type of franchise contract program. However, the National Waste & Recycling Association, which claims to represent 85% of all solid waste collectors in the Chicago region, disputes the program's savings to businesses.

Unfortunately, after researching the City's ability to enter into this type of agreement, it was found that recent legislation has made it very difficult, if not impossible, to create new commercial garbage franchise agreements. Current legislation (65 ILCS 5/11-19-1) requires a lengthy study period before a commercial franchise agreement can be entered into. For a period of 36 months, a report must be submitted to the City every 6 months from every company collecting garbage. The report must indicate the number of non-residential locations served by the hauler, and the number of non-residential locations contracting with the hauler for recycling materials.

Based on these reports, the City could only move to create a commercial franchise agreement if results showed that less than 50% of the non-residential locations in the municipality contract for recyclable material collection services during two consecutive 6-month periods. It should be clear that this is not 50% of material being recycled, or even 50% of businesses using recycling, only that at least 50% of the non-residential locations must have contracted for recycling service. Staff believes it is likely that more than 50% of Woodstock businesses are contracting for recycling; therefore, based on this low bar for recycling that the Illinois legislature has established, the City would be prohibited from entering into a commercial franchise agreement.

While Illinois law makes it difficult, if not impossible, to implement a commercial garbage franchise agreement, it appears that the City could enter into a multi-unit residential contract with nothing more than passage of an Ordinance by the City Council. The benefits of this type of program would be the same as were identified above for a commercial garbage agreement, just on a smaller scale, as a result of there being fewer multi-unit buildings than businesses.

While Staff has made every attempt to insure that the interpretations of current Illinois laws are correct, including review by the City Attorney, extensive legal research has not been conducted

in order to minimize expenses. Should Council wish Staff to pursue this potential strategy, further legal investigations would be required.

Garbage Trucks:

While it appears that a commercial franchise agreement would not be possible for the City of Woodstock, the Taskforce did examine other avenues to limit garbage truck traffic on City roads. One suggestion discussed was for garbage trucks to travel on only one side of a roadway. Residents would then be required to place their garbage on that side of the road, regardless of which side they actually lived on. It is estimated this would result in a significant reduction of the garbage truck trips on City roads, possibly by as much as half. In addition to fewer trips, only one side of the roadway would be affected by the resulting garbage truck damage. Repaving services could potentially be required for only one side of the roadway, with the other side remaining in better condition.

New subdivisions could reap further benefits from this plan. When a new subdivision is established, the garbage truck route could be predetermined. The identified side of the road could be built to a higher standard to accommodate the weight of the garbage trucks, which would even further extend the life of the road.

While this idea could prolong the life of City roads, the inconvenience placed on current residents may outweigh the benefits. Some affected residents would be required to take their garbage across the street, instead of putting it out in front of their homes. In addition, residents on the side of the street where the garbage is being placed might also complain about the quantity of garbage being put in front of their home, along with concerns about other residents' garbage being blown onto their lawn on windy days. For these reasons, this plan is likely to succeed only in new subdivisions where residents have yet to form domestic habits.

Another idea is to reverse the garbage truck collection route. Currently, residential garbage trucks travel over City streets on a set route that they complete each week. This results in the garbage truck becoming full at the same point in the route each week, therefore causing increasing damage to the same section of road on an ongoing basis. Under this plan, the garbage route would be reversed, with the truck beginning its route at the point where the garbage truck had previously become full. This would then spread out the additional weight of the garbage collected throughout the entire route, which would result in the road damage being spread more evenly along the route.

There are two potential problems to this plan. The first is that residents who are used to having their garbage picked up at certain times may find it difficult to adjust. Residents who are used to being at the end of the route may even miss pickup times altogether if the route reversal meant their garbage was now picked up much earlier in the day.

Secondly, it is unknown if the garbage company would be open to changing their route pattern. This reluctance could be for a number of reasons, the primary one being that the route they are currently using has likely been established for efficiency. Reversing routes may lower their productivity and increase costs. If City Council would like this concept explored further, Staff would need to contact MDC Environmental Services to determine if they would be amenable to this idea.

Recommendations:

The Pavement Management Taskforce recommends that City Council:

- Institute weight restrictions on the following City streets:
 - Irving Avenue between RT 120 & RT 47 – this would be a good initial location to test out the impact from a weight restriction. This would significantly reduce the number of trucks traveling on this road and the resulting damage they are causing; and
 - Lake Avenue from South Street to RT 47 would be another good candidate for weight restriction designation.
- Direct Staff to investigate any other applicable roadways to determine those areas where truck traffic and resulting damage could be decreased by adding weight restrictions.

Pavement Management Taskforce

Appendix A

Additional Information

National/State Challenges:

According to the Federal Highway Administration (FHWA), the United States maintains nearly 3.95 million miles of public roads. The table presented below shows highway mileage by agency ownership. The problem facing highway agencies is that many roads are wearing out because of increased traffic, environmental impacts, and a lack of proper maintenance.

Public highway ownership by miles.		
Jurisdiction	Miles (Thousands)	Percentage
Federal	118	3.0%
States	775	19.6%
Local	3,055	77.4%
Total	3,948	100.0%

Every community must deal with the effects of regional environments on pavement performance, in addition to the impacts from traffic. Pavement sections originally projected to last many years can accumulate distress at an accelerated rate and fail prematurely. Most highway agencies experience and understand this problem but are daunted when budget allocations do not keep pace with the needs of highway pavement upkeep.

Pavement preservation is not about a single treatment, nor is there a simple one-size-fits-all approach. Instead, the City’s ultimate philosophy should be tailored to best address the residents’ needs in the most cost-effective manner. This may involve a final program that uses a variety of treatments and pavement repairs to extend pavement life, combined with a dedication to monitor technological advancements within the industry and the utilization of pilot initiatives to determine the best outcomes.

The issues facing the City of Woodstock are not unique to just our community. When forming the Taskforce, Public Works reached out to a number of neighboring communities and all showed interest in participating in these discussions. As a result of their participation, it is clear that our neighbors face similar challenges in regards to their own local streets. In response, some of these communities have levied a separate sales tax to generate additional resources and have dedicated a significant portion of these revenues to address their local infrastructure needs. Other communities are trying to address these same challenges with existing resources, However, the growth in the level of spending is outpacing the growth in existing revenues, requiring either reductions in spending in other areas to “free up” resources or the inability to maintain the needed pace to keep up with existing infrastructure.

The issues related to infrastructure maintenance goes beyond even a regional challenge as the ASCE’s Report Card for America’s Infrastructure indicates an overall letter grade of D+. They note that “every family, every community, and every business needs infrastructure to thrive.” Furthermore, specific to roadway infrastructure, the overall letter grade issued within the last report card was a D.

Every four years, the ASCE’s Report Card for America’s Infrastructure depicts the condition and performance of American infrastructure in the familiar form of a school report card — assigning letter grades based on the physical condition and needed investments for improvement.

The 2013 Report Card grades show we have a significant backlog of overdue maintenance across our infrastructure systems, a pressing need for modernization, and an immense opportunity to create reliable, long-term funding, but they also show that we can improve the current condition of our nation’s infrastructure — when investments are made and projects move forward, the grades rise. They estimate over \$3.6 trillion in needed investment by 2020.

On a positive note, if the ASCE’s estimates are broken down on a per-capita basis, the US average would be \$11,124.95 and the local roadway component would be \$8,610.72. For the City of Woodstock, our per-capita local roadway component, utilizing the costs outlined within the B & W report, would be \$2,785.63, or 68% less than the national average. Note: this does not include necessary tax contributions required by local residents to maintain County and Township infrastructure that would be utilized to travel outside the City’s corporate limits.

Best Practices/Methodologies Analysis Details

Bottom Up Approach:

This approach was discussed initially in Chapter 4, page 31. Specific details are provided below that involve inherent benefits/challenges related to this methodology. The following table illustrates each year’s results as streets deteriorate or are improved.

Zero-Rated PCI Pavement Improvements						
Year	Square Feet				Dollar Value	Average PCI Rating
	Start	Improved	New	End		
2016	224,314	(157,741)	514,205	580,778	\$978,476	46.2
2017	580,778	(168,461)	1,353,258	1,765,575	\$1,100,927	44.7
2018	1,765,575	(180,191)	972,104	2,557,488	\$1,202,180	44.5
2019	2,557,488	(207,297)	907,585	3,257,776	\$1,300,746	44.7
2020	3,257,776	(169,450)	1,142,268	4,230,594	\$1,406,929	44.2

In the table presented above, the “Start” column represents the square footage of Zero-Rated PCI pavement at the start of the construction season. The “Improved” column illustrates the amount of pavement reconstructed in the current year. The “New” column represents the pavement falling into the Zero-Rated PCI category, based on the engineers’ estimates, during the year, with the “End” column indicating the square footage of Zero-Rated PCI streets at the end of the year.

The “Dollar Value” column is the level of spending required to treat the pavement indicated in the “Improved” column during the construction year. The Average PCI Rating demonstrates the anticipated change in the City’s average PCI rating by improving the selected pavement.

Zero-Rated PCI Pavement Improvements				
Year	Road Segments			
	Start	Improved	New	End
2016	23	(20)	40	43
2017	43	(21)	99	121
2018	121	(29)	72	164
2019	164	(31)	42	175
2020	175	(23)	67	219

The information presented above is similar to the previous table, except this data focuses on the change in the number of road segments. Unfortunately, the size and dimensions of individual road segments can vary, but the majority represent the portion of a street that falls between two other streets, or in essence, a City block.

Top Down Approach:

This approach was discussed initially in Chapter 4, page 32. Specific details are provided below that involve inherent benefits/challenges related to the Top Down approach. The following table illustrates each year’s results as streets deteriorate or are improved.

Pavement Improvements:

65-84 Rated PCI Pavement Improvements						
Year	Square Feet				Dollar Value	Average PCI Rating
	Start	Improved	New	End		
2016	3,296,310	(3,296,310)	263,557	263,557	\$338,714	49.6
2017	263,557	(263,557)	186,733	186,733	\$18,449	47.7
2018	186,733	(186,733)	223,712	223,712	\$13,463	46.5
2019	223,712	(223,712)	75,639	75,639	\$16,614	45.5
2020	75,639	(75,639)	3,752,235	3,752,235	\$5,786	44.8
50-64 Rated PCI Pavement Improvements						
Year	Square Feet					Dollar Value
	Start	Improved	New	PCI Drop	End	
2016	2,841,687	(302,658)	0	(319,953)	2,219,076	\$683,308
2017	2,219,076	(482,548)	0	(253,941)	1,482,587	\$1,084,642
2018	1,482,587	(520,064)	0	(0)	962,523	\$1,185,123
2019	962,523	(544,295)	0	(0)	418,228	\$1,283,760
2020	418,228	(418,228)	0	(0)	0	\$1,001,568
35-49 Rated PCI Pavement Improvements						
Year	Square Feet					Dollar Value
	Start	Improved	New	PCI Drop	End	
2020	657,802	(86,974)	0	(149,844)	420,984	\$407,724

The tables presented above are separated to illustrate the changes occurring within each category based on the underlying PCI rating factors. Work completed in each year is prioritized based on

the least expensive category. Therefore, all maintenance work (i.e., PCI ratings between 65 and 84) is completed each year. Remaining funds are then allocated to the next tier (i.e., PCI ratings between 50 and 64), with a focus on the lowest-rated pavement in the category to prevent the pavement from falling into the next category in the following year.

Similar to the previous presentation, the “Start” column represents the square footage of PCI pavement in that category at the start of the construction season. The “Improved” column illustrates the amount of pavement reconstructed in the current year. The “New” column represents the pavement falling into this category from the previous level due to anticipated wear and tear. The “PCI Drop” column indicates the square footage of pavement that is unable to be treated in the current year and is expected to fall into a lower PCI category at the end of the construction season. The “End” column indicates the square footage of PCI streets that still fall within this PCI range at the end of the year.

The “Dollar Value” column is the level of spending required to treat the pavement indicated in the “Improved” column during the construction year. The Average PCI Rating demonstrates the anticipated change in the City’s average PCI rating by improving the selected pavement.

65-84 Rated PCI Pavement Improvements					
Year	Road Segments				Average PCI Rating
	Start	Completed	New	End	
2016	209	(209)	21	21	49.6
2017	21	(21)	15	15	47.7
2018	15	(15)	18	18	46.5
2019	18	(18)	3	3	45.5
2020	3	(3)	240	240	44.8
50-64 Rated PCI Pavement Improvements					
Year	Road Segments				
	Start	Completed	New	PCI Drop	End
2016	159	(25)	0	(6)	128
2017	128	(28)	0	(5)	95
2018	95	(32)	0	(0)	63
2019	63	(34)	0	(0)	29
2020	29	(29)	0	(0)	0
35-49 Rated PCI Pavement Improvements					
Year	Road Segments				
	Start	Completed	New	PCI Drop	End
2020	22	(7)	0	(4)	11

The information presented above is similar to the aforementioned methodology, with this data focusing on the change in the number of road segments. Unfortunately, the size and dimensions

of individual road segments can vary, but the majority represent the portion of a street that falls between two other streets, or in essence, a City block.

Additional Funding Required to Forgo PCI Drop			
Year	Square Feet	Road Segments	Dollar Value
2016	319,953	6	\$700,579
2017	253,941	5	\$571,034
2018	0	0	\$0
2019	0	0	\$0
2020	149,844	4	\$708,988

The table presented above, provides the amount of square feet and number of road segments, as well as *the dollar amount of additional funding required* to prevent certain roadways from falling into the next PCI threshold, from the category currently being addressed.

PCI Rating Declines:

This methodology was presented in Chapter 4, page 33. Specific details are provided which review the inherent benefits/challenges related to this approach. The table presented below illustrates the various impacts from utilizing this methodology. Work completed in each year is prioritized based on the anticipated PCI decline determined within the Baxter & Woodman Report.

PCI Pavement Improvements						
Year	Improved Roadways				All Roadways	
	Square Feet	Average PCI Improved	Average PCI Decline	Dollar Value	Average PCI Decline	Average PCI Rating
2016	265,614	38.0	6.6	\$1,003,194	2.7	45.3
2017	169,680	6.4	6.0	\$1,102,704	3.1	43.7
2018	199,595	6.2	5.7	\$1,211,919	2.7	41.5
2019	159,376	6.4	5.3	\$1,297,984	2.5	39.9
2020	135,046	17.5	5.1	\$1,412,786	2.3	38.4

This approach allocates very little funding in areas that are deemed to be maintenance levels (i.e., PCI ratings between 65 and 84) and focuses most attention on the Poor (i.e., PCI Ratings in the 20-34 category) and Failed (i.e., PCI Ratings falling in the <20 category) pavements. This methodology does not allocate any funding to zero-rated pavement, since no PCI rating declines are projected in the future.

The four columns under “Improved Roadways” represents the square feet of pavement resurfaced during the year, the Average PCI Ratings for the pavement meeting the requirements for improvement, the Average PCI Rate of Decline being experienced by the selected pavement and the Dollar Value indicates the amounts being expended to complete the roadway

improvements. The two columns under “All Roadways” provide the “Average PCI Decline” for all pavements and the Average PCI Rating for all pavements after the improvements are completed.

Cost Differential:

This approach was presented in Chapter 4, pages 33 and 34. Specific details are provided below which outline the inherent benefits/challenges related to this methodology. Similar to the previous PCI Ratings Decline methodology, the table presented below provides information regarding the roadways selected for improvements based on the anticipated increase in the per square foot costs for the next construction season.

PCI Pavement Improvements						
Year	Improved Roadways					All Roadways
	Square Feet	Average PCI Improved	Average Dollar Increase	Dollar Value	Road Segments	Average PCI Rating
2016	183,300	22.0	\$8.01	\$1,006,317	12	45.2
2017	200,996	20.8	\$6.93	\$1,103,468	13	43.0
2018	312,004	35.9	\$3.30	\$1,200,934	22	41.6
2019	223,225	21.5	\$11.57	\$1,300,139	5	39.6
2020	234,610	21.3	\$4.35	\$1,407,442	18	38.8

Roadways scheduled for resurfacing are prioritized based on the largest dollar increases anticipated within the Baxter & Woodman Report. This places emphasis on arterial/industrial streets that are scheduled to fall into the PCI Category of less than 20 as the cost differential is significant in this area (i.e., increases by \$15.71 per square foot in urban and \$13.85 per square foot in rural). The columns that are different from the prior presentation are “Average Dollar Increase,” which represents the potential increase based on the following year’s construction costs on a square foot basis. The “Road Segments” are the number of sections of pavement (e.g., City blocks) that would be resurfaced.

Additional Funding Required to Forgo PCI Drop Greater than \$1.00 per Square Foot					
Year	Sq. Footage	Average Dollar Increase	Average PCI Rating	Road Segments	Dollar Value
2016	1,941,315	\$1.95	38.4	114	\$6,316,107
2017	2,041,032	\$1.87	42.2	111	\$6,661,868
2018	1,519,421	\$1.88	45.0	83	\$4,995,874
2019	1,475,494	\$2.19	40.9	104	\$4,814,017
2020	1,043,906	\$2.04	41.2	63	\$3,398,849

The table presented on the previous page identifies the additional funding required to address any pavement segments expected to experience an increase in the per square foot costs that exceeds \$1.00. The “Square Footage,” “Average Dollar Increase,” “Average PCI Rating,” “Road Segments,” and “Dollar Value” are all listed for the pavement that would meet the aforementioned requirement. This approach is highly reliant on the expertise of the engineers in determining the right timing for completing pavement improvements based on cost increases.

Transportation Commission – Sidewalk Prioritization Assessment

The following spreadsheet demonstrates a proposed prioritization process developed by the Transportation Commission and forwarded for Council's consideration. This process was developed taking into account several factors to determine sidewalk scheduled for replacement or new sidewalk locations. The introduction to the spreadsheet developed by the Commission has been provided below:

Last year the Transportation Commission was tasked to look at the sidewalks in Woodstock. The focus was on connectivity to schools, parks, public buildings, and commercial sites. A square, four blocks on each side, was superimposed on all those locations. Each location was assigned a weight. The most important starting weight was given to streets with no sidewalks.

There were overlaps so a particular street that had no sidewalks was weighted at 20 and if it was within four blocks of a school was weighted an additional 10 for a total of 30. If that street was within four blocks of a park, which was assigned a 5 weight, the total would be 25. Public buildings were weighted at 2 as was commercial.

The weights could be changed to reflect certain popular destinations for persons using sidewalks.

The purpose of combining the spreadsheets was to clearly see the roads that were in bad shape and were on a route that would be popular for sidewalk users. Those sheets may get more attention in the prioritization process.

For instance, if there is no sidewalk for students to walk to school, they may ride their bikes or walk on bad pavement which could make the trip more dangerous. There may be a case for adding sidewalks on any street needing them when a road is being repaired. This does not contemplate changes to sidewalk ramps to be in compliance with the ADA. Nor does it consider what grants may be applied to make safer routes to school.

The combined spreadsheet could be configured to help the city locate the most effective places to invest in repairs or replacement.

Street Name	From	To	Length	Width	Sq feet	PCI	Side Weight no SW	School Weight	Park Weight	Public Weight	Commercial Weight	TOTAL WEIGHT
Ash			161 Ash				20					20
ASH AV	TAPPAN ST	WALNUT DR	401	30	12,026	23			5			5
AUSTIN AV	HERRINGTON PLACE	FOREST AVE	683	29	19,795	40		10				10
BIRCH RD	ROGER RD	ST. JOHNS RD	454	30	13,611	47			5			5
BLAKELY ST	FOREST AVE	STEWART AVE	299	28	8,366	0		10	5			15
BOBLINK CI	BULL VALLEY DR	BULL VALLEY DR	1,119	22	24,621	25	20					20
BOULDER LN	BERLTSUM LN	WHITE OAK LN	605	30	18,147	52	20					20
BRINK ST	GIDDINGS ST	WASHBURN ST	374	21	7,844	60	20		5		2	27
Brown	Giddings	Washburn	409	22	8,994	14			5		2	7
BROWN ST	SMITH ST	GIDDINGS ST	458	22	10,070	0	20		5		2	27
Bull Valley Dr.	Bobolink	Oakmont	408	22	8,981	11	20					20
BUNKER ST	HOY AVE	CHESTNUT AVE	366	21	7,688	0		10				10
Castle	Cobblestone	Pond Point	672	28	14,122	55			5			5
CASTLESHIRE DR	BORDEN ST	BORDEN ST	1,262	29	36,589	30		10	5			15
CHESTNUT AV	BUNKER ST	JEFFERSON ST	430	24	10,323	24	20	10				30
CHURCH ST	N SEMINARY AVE	MADISON ST	423	26	11,001	59			5	2	2	9
Claussen	Hillside	End					20	10	5			35
CLUB RD	COUNTRY CLUB RD	BULL VALLEY DR	329	40	13,154	35	20					20
COBBLESTONE V	POND POINT RD	CASTLE RD	806	36	29,025	42	20					20
Conway	Becking	Hill					20	10		2		32
DAVIS CT	FREMONT ST	LAKE AVE	389	15	5,838	14	20		5			25
DEAN ST	KIMBALL AVE	RIDGEWOOD DR	1,304	36	46,937	36	20		5			25
DONA CT	ARTHUR DR	END	335	19	6,373	61	20		5			25
DONOVAN AV	JEWETT ST	QUEEN ANNE ST	344	21	7,219	100			5			5
DONOVAN AV	QUEEN ANNE	WHEELER	333	21	6,986	64		10	5			15
DONOVAN AV	CLAY	MADISON	511	31	15,827	7			5		2	7
DORHAM LN	COUNTRY CLUB	END	297	22	6,543	6	20					20
DUVALL DR	SOUTH ST	SOUTH ST	1,265	31	39,217	20			5			5
DUVALL DR	SOUTH ST	GRETA AVE	696	30	20,873	10			5			5
FAIR ST	CALHOUN ST	SOUTH ST	395	36	14,218	0	20		5		2	27
FOREST AV	GERRY	BLAKELY	422	22	9,286	11	20					20
GIDDINGS ST	BROWN ST	BRINK ST	334	19	6,351	57	20		5		2	27
GRACY ST	MCHENRY AVE	END	165	12	1,981	73	20				2	22
GREENLEY ST	VINE ST	LAKE AVE	452	15	6,783	2			5			5
HAYWARD ST	W. JUDD ST	W. JACKSON ST	333	29	9,662	6		10	5	2	2	19
HICKORY RD	ST JOHNS RD	ROGER RD	455	17	7,730	42	20					20
HILL ST	QUINLAN LN	CONWAY ST	623	29	18,071	13	20	10				30
HILL ST	W. JACKSON ST	SOUTH ST	796	30	23,893	0		10				10
HILLSIDE TR	WESTWOOD TR	END	322	24	7,729	7	20		5			25

INFANTA CT	CASTLEBAR TR	END		460	28	18,364	60	20		5		25
JEWETT ST	GREENWOOD AVE	W. BEECH AVE		326	22	7,173	100			5		5
JEWETT ST	SUMMIT AVE	MEADOW AVE		320	29	9,279	61			5		5
JEWETT ST	W. BEECH AVE	SUMMIT AVE		322	21	6,769	10	20		5		25
KILKENNY CT	LAKE AVE	TO CUL DE SAC		1,198	30	41,736	53	20			2	22
KING ST	E. LAKE ST	SMITH ST		373	22	8,207	7	20		5		25
LINDA CT	TIMOTHY LN	CUL DE SAC		236	23	10,450	83	20				20
MAPLE AV	CLAY ST	MADISON ST		325	28	9,101	20	20		5		25
MARGARET DR	HILL ST	TO CUL DE SAC		765	30	28,618	22	20	10			30
MARVEL AV	OLSON ST	PARK ST		296	20	5,922	89	20				20
McCONNELL RD	RT 47 - S EASTWOOD DR	ZIMMERMAN RD		905	30	27,157	14	20		5	2	27
MEADOW AV	QUEEN ANNE ST	WHEELER ST		332	22	7,312	0			5		5
MITCHELL ST	DESMOND DR	HICKORY LN		961	30	28,822	58	20				20
MORAIN DR	CASTLEBAR	END		760	28	22,028	21			5		5
NEWELL ST	CLAY ST	WHEELER ST		363	36	13,061	73		10	5		15
OAKLAND ST	W JACKSON ST	W JUDD ST		342	27	9,243	31	20	10			30
OAKWOOD ST	ROOSEVELT ST	LAUREL AVE		324	20	6,474	36	20		5		25
OLSON ST	MARVEL AVE	IRVING AVE		395	17	6,719	100	20				20
OLSON ST	IRVING ST	PINE COURT		282	15	4,228	3	20				20
OSAGE WY	DAKOTA DR	TO END		172	30	5,173	59	20				20
PINE CT	OLSON ST	END		258	15	3,866	13	20				20
QUEEN ANNE ST	GREENWOOD AVE	W BEECH AVE		325	22	7,159	57	20		5		25
ROSE CT	SHARON DR	TO CUL DE SAC		393	20	7,869	89	20	10			30
SCHUETTE DR	SHARON DR	MCHENRY AVE		1,161	23	26,706	13	20	10			30
SOUTH ST	TARA DR	GERRY ST		1,619	27	43,707	18		20	5		25
STEWART AV	GERRY ST	BLAKELY ST		423	30	12,688	85			5		5
STEWART AV	GOULD ST	DEAN ST		310	24	7,448	0		10	5		15
SUMMIT AV	JEWETT ST	QUEEN ANNE ST		341	22	7,511	36	20		5		25
SUMMIT AV	WHEELER ST	TAPPAN ST		328	22	7,212	22	20		5		25
TAPPAN ST	BAGLEY ST	GREENWOOD AVE		424	20	8,475	58			5		5
TAURUS CT	BULL VALLEY DR	TO CUL DE SAC		288	22	6,331	15	20				20
TECH CT	DIECKMAN ST	CUL DE SAC		288	30	17,796	12	20				20
TETON DR	DAKOTA DR	TO END		154	30	4,610	40	20	10			30
WALNUT DR	ASH AVE	WILLOW AVE		556	30	16,677	78	20		5		25
WASHBURN ST	SOUTH ST	BROWN ST		457	22	10,046	0	20		5	2	27
WHITE FACE CT	BULL VALLEY DR	TO CUL DE SAC		260	22	9,132	0	20				20
WINTU CT	DAKOTA DR	END		208	30	12,053	13	20				20
YELLOWHEAD C	BULL VALLEY DR	NORTH TO CUL DE SAC		279	22	9,768	15	20				20

Note: The sidewalk rates may be changed and were set two years ago. The sidewalk spreadsheet is combined with the engineering PCI data. Only streets that are in both are shown.

The all roads is the two spreadsheets combined and alphabetized. Sections in **BOLD** to show low PCI with high weight. Street section with no sidewalk is rated always at 20.

If SW rate is empty, there is a sidewalk on one or both sides. The sidewalk sheet was built for connectivity with emphasis on usage

Each street was in a four block walking distance to the noted destination: School, public, park or commercial destination.

**City of Woodstock
Warrant No. 3723**

All items tabulated above and before are proper expenses due from the City of Woodstock for services performed or materials furnished to the City of Woodstock.



Treasurer

City Manager

The Finance Director is hereby authorized to issue order on the City Treasurer covering the above listed obligations approved by the City Council this 2nd day of August, 2016.

City Clerk

Mayor