



City of Woodstock
Office of the City Manager

Phone (815) 338-4301 • Fax (815) 334-2269
citymanager@woodstockil.gov
www.woodstockil.gov

121 W. Calhoun Street
Woodstock, Illinois 60098

Roscoe C. Stelford III
City Manager

WOODSTOCK CITY COUNCIL
City Council Chambers
September 20, 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. FLOOR DISCUSSION: Proclamation – Retirement of Chief Webster from the Woodstock Fire/Rescue District.

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.)

B. MINUTES OF PREVIOUS MEETINGS:

September 6, 2016 Regular Meeting

C. WARRANTS: #3728 #3729

D. MINUTES AND REPORTS:

Transportation Commission Minutes	June 15, 2016
Woodstock Opera House Report	May-August, 2016
Department of Public Works Report	August, 2016

E. MANAGER'S REPORT NO. 75

1. Resolution – Support for Fox River Clean Up (75a) (Doc.1)

- a) Approval of a Resolution in Support of the Village of Johnsburg's Efforts to Clean Up the Fox River.

2. Resolution - Support for Route 53/120 Project (75b)(Doc. 2)

- a) Approval of a Resolution Supporting the Construction of the Illinois Route 53/120 Project in Lake County, IL.

3. Ordinance – Year End Budget Amendments FY15/16 (75c) (Doc. 3)

- a) Approval of an Ordinance Authorizing Annual Year End Budget Amendments for FY15/16.

4. Agreement – TicketReturn Online Tickets (75d) (Doc. 4)

- a) Authorization for the City Administration to Execute a Contract with TicketReturn for the Sale of Online Tickets and the Processing of Credit Card Transactions Subject to Final Review and Approval by the City Attorney's Office.

5. Ordinance – Re-Plat #4 at Maples at the Sonatas (75e) (Doc. 5)

- a) Adoption of an Ordinance Approving a Final Plat of Subdivision for the Maples at the Sonatas, Re-Plat #4.

6. Agreement – Safe Routes to Schools Program (75f) (Doc. 6)

- a) Authorization to Execute a Local Agency Agreement for Federal Participation Pertaining to Safe Routes to Schools committing \$159,182 in local funding to secure \$140,000 in grant proceeds, and
- b) Approval of a Construction Engineering Agreement with Hampton Lenzini and Renwick for services related to the construction of sidewalk on Tappan Street, Meadow Avenue, Summit Avenue, and Clay Street for an amount not-to-exceed \$44,530.36.

7. Ordinance –2016 Case 321F Purchase and Disposal of 1999 Volvo L35D (75g) (Doc. 7)

- a) Authorization of the purchase of a 2016 Case 321F from Burriss Equipment, Waukegan, IL utilizing pricing received from the National Joint Powers Alliance for the total bid price of \$77,129, and
- b) Authorization of the purchase of after-market materials bucket be purchased at a later date, at a cost not to exceed \$7,500 resulting in a total purchase price not to exceed \$84,629, and
- c) Adoption of an Ordinance Authorizing the Sale of the 1999 Volvo L35D, declaring it as Surplus Equipment.

8. Award of Bid – Holiday Lighting Installation 2016 & 2017 (75h)

- a) Award a contract for services to install, maintain, and remove holiday lights for the 2016 & 2017 season to Temple Display Ltd. for the annual bid price of \$25,245 for both the 2016 and 2017 seasons.

9. Waiver of Competitive Bids and Award of Bid - Hill Street Water Tower Repairs - (75i)

- a) Approve a Waiver of Competitive Bids, and
- b) Award a Contract for Repairs to the Hill Street Water Tower to Water Tower Clean & Coat, Inc., for a Total Price of \$26,000 to Clean and Repair the Water Tank Surface.

DISCUSSION ITEMS:

10. Pavement Management Taskforce Report Discussions

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.

PROCLAMATION
Honoring
FIRE CHIEF RALPH WEBSTER

WHEREAS, Chief Ralph Webster is retiring after 33 years in emergency services and firefighting, and 25 years as Woodstock's Fire Chief; and

WHEREAS, Chief Ralph Webster offered safety and security to the entire Woodstock region, protecting 85 square miles of homes and property, and supervising fire station facilities on East Judd Street, Dean Street, and Raffel Road with a staff of over 80 full-time, part-time and administrative personnel including an Administrative Assistant, Deputy Chief, Captains, Lieutenants, Firefighter/Paramedics, Firefighter/EMTs, Apprentices, and Cadets; and

WHEREAS, Chief Ralph Webster implemented and expanded numerous community fire safety initiatives that served the residents of Woodstock, among them: an Emergency Services Academy and Cadet/Apprenticeship program; a scholarship program in honor of a fallen firefighter; CPR classes offered to area organizations; child safety seat inspections; premise alert program for special needs residents; reflective house number program; residential and commercial lock box safety key program; and an extensive seat belt awareness campaign; and

WHEREAS, Chief Ralph Webster is a glowing example of the value of education in all aspects of public service, having earned a Master's Degree in Management; being licensed as a Paramedic and Fire Officer III; graduating from Executive Fire Officer training; participating in the Leadership Greater McHenry County program; and, sharing his insight and expertise in leadership positions with the Illinois Fire Chiefs Association, Illinois Firefighter Life Safety Task Force, and Illinois Fire Safety Alliance; and

WHEREAS, Chief Ralph Webster has lived the motto: *Service Before Self*, demonstrating his broad range of talents and skills by being elected to two terms as Woodstock City Councilman; acting as Vice President for Gavers Community Cancer Foundation; participating in countless community events such as Touch-a-Truck, Little League, and Happy Tails fundraisers; selflessly altering his appearance for St. Baldrick's Day; impressing food lovers with a 1st Place award in the Groundhog Days Chili-Cook-off; and, delighting onlookers by joining other community leaders as they were driven fearlessly around the Woodstock Square by a blindfolded magician.

NOW, THEREFORE, BE IT PROCLAIMED that the City Council of the City of Woodstock, on behalf of all citizens of Woodstock, congratulates and commends **Chief Ralph Webster** for faithfully serving the residents and businesses of the Woodstock community for over three decades, and wishes him the very best of health and happiness in his well-deserved retirement years.

APPROVED and **ADOPTED** by the City Council of the City of Woodstock, McHenry County, this 20th day of September, 2016.

Attest:

Cindy Smiley, City Clerk

Brian Sager, Ph.D., Mayor

MINUTES
WOODSTOCK CITY COUNCIL
September 6, 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, September 6, 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: Daniel Hart, Maureen Larson, Mark Saladin, Joseph Starzynski, RB Thompson, Michael Turner and Mayor Brian Sager.

COUNCIL MEMBERS ABSENT: None

STAFF PRESENT: City Manager Roscoe Stelford, City Attorney Ruth Schlossberg, Assistant City Manager/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 Transportation Commission Chairperson Andrew Celentano.

OTHERS PRESENT: City Clerk Cindy Smiley

A. FLOOR DISCUSSION

Proclamation – Keep Woodstock Beautiful 2016

Mayor Sager invited Laura Witlox to come forward and make a few comments.

Ms. Witlox thanked the community for its participation in this new program. She stated several individuals had the idea to bring the concept of “Keep Woodstock Beautiful” to life. She thanked them, as well as the individuals and businesses who participated. She noted the plan is to make this an annual event and invited anyone to submit projects. Ms. Witlox acknowledged members of the Woodstock Chamber of Commerce and Industry, The Friends of the Old Courthouse, and JCI for their participation and support.

Mayor Sager read the proclamation and presented it to Ms. Witlox and her committee. He noted this is another example of what makes Woodstock special, stating there are people who feel passionate about Woodstock and come forward to make it a better community. He thanked them all for their efforts. He also noted it is nice that this is a concerted commitment to make Woodstock beautiful and will become an annual event.

Public Comment

There were no comments forthcoming from the public

Council Comment

There were no comments forthcoming from the Council.

CONSENT AGENDA

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

The following items were removed from the Consent agenda at the request of Councilmembers:

- Item E-1 – Liquor License Application by D. Hart
- Item E-2 – Commission Appointment – Old Courthouse and Sheriff’s House Advisory Commission by Mayor Sager
- Item E-7 – Agreement – Safe Route to Schools by Mayor Sager
- Item E-9 – Ordinance – Alley Vacation by Mayor Sager

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.

Item D – MINUTES AND REPORTS – Woodstock Police Department Report – July, 2016

M. Turner stated many times letters and notes from the public that are included in the Police Department Monthly Report are focused on an individual’s actions, but noted he was struck by the notes in this month’s report that were heartfelt letters of support to the Department during these difficult national times. He expressed his hope that the entire Police Department is aware of these letters because he believes these are the sentiments of the vast majority of the public.

Councilman Saladin expressed his concurrence.

Mayor Sager noted the Police Department has received an outpouring of support, including gifts of food. He stated it is good to know that our local residents uphold our Police Department.

Item E-8 – Ordinance – Merryman Property Donation

In response to a question from M. Larson concerning the City’s possible exposure to legal fees should a third party come forward, City Attorney R. Schlossberg stated she does not anticipate such an occurrence. She noted the ordinance was recorded in 2009 and the City’s position with a claim is in the land records so she does not anticipate a problem. She stated the real issue is whether the City will be able to get a title commitment for a clear title and noted this evening’s action is one step in trying to eliminate uncertainty.

Mayor Sager noted Councilwoman Larson’s question is appropriate as the City wishes to mitigate any possible expenses, to which Ms. Schlossberg opined that this action will not invite legal action.

In response to a question from M. Larson concerning the condition of the property, R. Stelford stated the property is coming to the City “as is” and the advice of Legal Counsel is not to accept the dedication until the Phase I is completed.

M. Turner stated he remembers the time when the original discussion concerning this property occurred, noting the outcome certainly is not what anyone would have wished. He stated the Council and staff put this condition in place at the time for a reason. He noted the action by the Council at that time provided a certain level of risk so something was put in place in case things did not go as planned. He noted this is where we end up this evening, with 32+ acres that are on a recently-improved divided highway. He opined that this is going to be an asset to the City and is not a bad outcome, even though it is not how the City hoped it would turn out.

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:

B. MINUTES OF PREVIOUS MEETINGS:

August 16, 2016 Regular Meeting Minutes

August 23, 2016 Special Meeting Minutes

C. WARRANTS: 3726 3727

D. MINUTES AND REPORTS:

Environmental Commission Minutes – August 4, 2016

Parks and Recreation Commission Minutes – May 10, 2016

Parks and Recreation Commission Minutes – June 14, 2016

Parks and Recreation Commission Minutes – July 12, 2016

Building and Zoning Department Monthly Report – July 2016

Woodstock Policed Department Monthly Report – July 2016

Human Resources Monthly Report – July 2016

E. MANAGER'S REPORT NO. 73

- 3. Agreement – Woodstock Police Department and Woodstock District 200 Liaison – School Resource Officer** – Approval to authorize the Mayor and City Clerk to execute the “Police/High School Liaison Agreement” between the City of Woodstock and Woodstock District 200.
- 4. Waiver of Competitive Bids and Award of Bid – Aquatic Center Flooring –**
Approval of the following
 - a) Authorization to waive the requirement for competitive bids;
 - b) Agree with the findings forwarded by staff necessitating the change to this project; and
 - c) Award of Contract in the amount of \$10,999 to Billy’s Custom Flooring for repairs to the Aquatic Center Floor.
- 5. Ordinance – Revision of Traffic Schedules** – Approval of the following:
 - a) Ordinance No. 16-O-49, *An Ordinance Providing for an Amendment to the Woodstock City Code Providing for Revisions to Various Traffic Schedules*, identified as Document No. 2, amending the Woodstock City Code providing for revisions to traffic control at the intersection of

- Moraine Drive at Castlebar Trail; and
- b) Authorization to eliminate Westwood Terrace from this same section of the City Code.
- 6. Ordinance – Stormwater Management** – Approval of Ordinance 16-O-50, *An Ordinance Adopting the McHenry County Stormwater Management Ordinance for the City of Woodstock, McHenry County, Illinois*, identified as Document No. 3, adopting the McHenry County Stormwater Management Ordinance as amended April 5, 2016.
- 8. Ordinance – Lily Pond Stone (Merryman Property) Donation** –
- a) Approval of Ordinance 16-O-51, identified as Document No. 5, *An Ordinance Accepting the Dedication of Approximately 38.6 Acres from Lily Pond Stone, LLC*, with final approval of this Ordinance conditional upon the City Manager finding that the Phase I environmental analysis update does not reveal any risks that could financially expose the City; and
- b) Authorize and direct the City Manager and City Attorney to take all steps necessary and to expend funds in order to complete the Phase I update, to record the deed as appropriate, to complete the acquisition of the parcel, to pay any unpaid taxes, to clear title if necessary, and to otherwise include it as a piece of City property.

A roll call vote was taken to approve Consent Agenda Items B through D, E-3 through E-6, and E-8. Ayes: D. Hart, M. Larson, M. Saladin, J. Starzynski, RB Thompson, M. Turner, and Mayor Sager. Nays: none. Abstentions: none. Absentees: None. Motion carried.

Item E-1 – Liquor License Application

D. Hart recused himself at 7:24PM.

Motion by M. Turner, second by M. Saladin, to waive the moratorium on the acceptance of an application for a Class A-6 (Restaurant/Caterer) Liquor License for the 228 Main Street location only, with the understanding this is not a guarantee of license approval and represents a one-time waiver for this location only.

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

D. Hart returned to the Council Chambers and joined the proceedings at 7:27PM.

Item E-2 – Commission Appointment – Old Courthouse and Sheriff's House Advisory Commission

Motion by Mayor Sager, second by M. Turner, to table item E-2 for discussion at a later time.

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

Item E-7 – Agreement – Safe Route to School Program

Mayor Sager stated he would entertain a motion to postpone item E-7 to the September 20, 2016 City Council meeting to accommodate Staff's request for time to verify data.

Motion by M. Turner, second by M. Saladin, to postpone item E-7 to a time specific, that being the September 20, 2016 City Council meeting.

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

Item E-8 – Alley Vacation

Mayor Sager stated this item was removed from the Consent Agenda at the advice of Counsel as a supermajority of six affirmative votes with a separate and individual roll call vote is needed.

Motion by M. Saladin, second by RB Thompson, to approve Ordinance 16-0-52, *An Ordinance Vacating the Remainder of the Alley Abutting the Block Bounded by West Judd Street, North Hayward Street, North Tryon Street and West Jackson Street in the City of Woodstock*, identified as Document No. 6.

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

DISCUSSION ITEMS

10. Artspace Study for the Old Courthouse and Sheriff's House – Transmittal of the Final Report

Mayor Sager noted that the Artspace Report has been transmitted to the City Council and thanked T. Willcockson and N. Baker for their work to facilitate this study. He also thanked the groups of residents and business owners who participated in the study.

Mayor Sager asked for direction from the Council as to how they would like to proceed. He noted the Report could be referred to the Old Courthouse and Sheriff's House Advisory Commission at this time or it could first be discussed by the Council at a future meeting and then forwarded to the Commission.

A brief discussion followed of the process. M. Turner opined that this discussion should first rest with the Council and then, if it is the body's desire that certain items be referred back to the Commission, that can be done at a future time.

It was the consensus of the body that the City Council would have a dialog and discussion of the report before moving it forward to the Old Courthouse and Sheriff's House Advisory Commission.

Mayor Sager noted he and City Manager Stelford will look at the agendas of the next few meetings and determine when this item can be placed on a future agenda.

11. Quarterly Financial Reports - Transmittal of the following reports for the first quarter of FY2017:

- a) First Quarter Revenues and Expenditures Report
- b) First Quarter Investment Report

Finance Director P. Christensen noted an improvement was made to the reports to give Council a truer picture of the City's financial position.

FUTURE AGENDA ITEMS

There were no additions or corrections to the Future Agenda Items.

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, September 20, 2016, at 7:00PM in the Council Chambers at City Hall. Ayes: D. Hart, M. Larson, M. Saladin, J. Starzynski, RB Thompson, M. Turner, and Mayor Sager. Nays: none. Abstentions: none. Absentees: none. Meeting adjourned at 7:43PM.

Respectfully submitted,

Cindy Smiley
City Clerk

Name	Department	Total Gross
BALLARD, KIELAND M	AQUATIC CENTER	107.68
BRAND, CAMERON	AQUATIC CENTER	106.70
BROWN, COLLEEN	AQUATIC CENTER	187.32
CARLSON, LARIN	AQUATIC CENTER	361.06
LAING, BRIDGET	AQUATIC CENTER	115.41
LAWRENCE, PAITON	AQUATIC CENTER	39.20
MALEK, ISABELLA	AQUATIC CENTER	148.67
ORTMANN, REBECCA	AQUATIC CENTER	142.44
SOLBERG, ISOBELA	AQUATIC CENTER	145.89
SUNDBERG, NICHOLAS	AQUATIC CENTER	115.41
WATSON, JAMIE J	AQUATIC CENTER	184.59
WICKER, GEORGIA	AQUATIC CENTER	69.68
WOJNICKI, AUDREY	AQUATIC CENTER	39.20
WOODSON, BENJAMIN	AQUATIC CENTER	76.21
AMRAEN, MONICA	CITY MANAGER	333.76
COSGRAY, ELIZABETH	CITY MANAGER	1,360.00
HART, DANIEL T	CITY MANAGER	500.00
HOWIE, JANE	CITY MANAGER	2,815.60
LARSON, MAUREEN	CITY MANAGER	500.00
MCELMEEL, DANIEL	CITY MANAGER	2,908.96
SAGER, M BRIAN	CITY MANAGER	1,000.00
SALADIN, MARK	CITY MANAGER	500.00
SMILEY, CINDY	CITY MANAGER	516.66
STARZYNSKI, JOSEPH	CITY MANAGER	500.00
STELFORD III, ROSCOE	CITY MANAGER	6,153.85
THOMPSON, RB	CITY MANAGER	500.00
TURNER, MICHAEL	CITY MANAGER	500.00
WILLCOCKSON, TERESA	CITY MANAGER	2,453.60
JANIGA, JOSEPH	CROSSING GUARDS	287.01
LENZI, RAYMOND	CROSSING GUARDS	334.95
LUCKEY JR, HARRY	CROSSING GUARDS	502.67
LUCKEY, DALE	CROSSING GUARDS	303.30
LUCKEY, ROBERT	CROSSING GUARDS	303.30
MONACK, KIM	CROSSING GUARDS	368.40
Anderson, Garrett D	ECONOMIC DEVELOPMENT	4,389.39
Coltrin, Krista E	ECONOMIC DEVELOPMENT	2,444.23
CHRISTENSEN, PAUL N	FINANCE	4,835.84
LIEB, RUTH ANN	FINANCE	2,192.00
RAMIREZ, PAOLA	FINANCE	1,160.00
STEIGER, ALLISON	FINANCE	403.18
STRACZEK, WILLIAM	FINANCE	2,641.34
WOODRUFF, CARY	FINANCE	1,879.20
DYER, JASON L	FLEET MAINTENANCE	1,837.60
GROH, PHILLIP	FLEET MAINTENANCE	2,228.27
LAMZ, ROBERT	FLEET MAINTENANCE	2,480.77
MAY, JILL E	HUMAN RESOURCES	1,770.40
SCHOBBER, DEBORAH	HUMAN RESOURCES	4,648.10
BERGESON, PATRICIA	LIBRARY	213.36
BRADLEY, KATHERINE	LIBRARY	804.48
Burton, Parker E	LIBRARY	191.59
CAMPBELL, SARAH JANE	LIBRARY	170.00
DAWDY, KIRK	LIBRARY	2,159.86
DREYER, TRUDIE	LIBRARY	464.20

Name	Department	Total Gross
FEE, JULIE	LIBRARY	2,560.93
HANSEN, MARTHA	LIBRARY	1,787.52
ICKES, RICHARD	LIBRARY	257.40
KAMINSKI, SARAH	LIBRARY	1,014.94
KNOLL, LINDA	LIBRARY	677.15
MILLER, LISA	LIBRARY	1,966.05
MOORHOUSE, PAMELA	LIBRARY	2,847.00
MORO, PAMELA	LIBRARY	279.75
OLEARY, CAROLYN	LIBRARY	1,927.20
PALMER, STEPHANIE	LIBRARY	1,352.00
PALMQUIST, PEGGY	LIBRARY	262.74
PUGA, MARIA	LIBRARY	699.66
REWOLDT, BAILEY S	LIBRARY	370.56
RYAN, ELIZABETH	LIBRARY	1,872.46
RYAN, MARY M	LIBRARY	1,827.64
SMILEY, BRIAN	LIBRARY	353.34
SUGDEN, MARY	LIBRARY	1,248.53
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
BOURGEOIS-KUIPER, SAHARA	OPERA HOUSE	439.79
BROUILLETTE, RICHARD	OPERA HOUSE	154.20
CAMPBELL, DANIEL	OPERA HOUSE	2,458.14
DAWSON, LISA	OPERA HOUSE	227.25
GERVAIS, MARIANNE	OPERA HOUSE	92.70
GRANZETTO, GERALDINE	OPERA HOUSE	1,171.50
GREENLEAF, MARK	OPERA HOUSE	3,248.10
LETOURNEAU, THOMAS	OPERA HOUSE	98.33
LYON, LETITIA	OPERA HOUSE	76.16
MCCORMACK, JOSEPH	OPERA HOUSE	2,471.18
MILLER, MARGARET	OPERA HOUSE	113.52
MONTES JR, MICHAEL	OPERA HOUSE	154.72
MYERS, MARVIN	OPERA HOUSE	202.20
PANNIER, LORI ANN	OPERA HOUSE	101.75
PUZZO, DANIEL	OPERA HOUSE	564.00
SCHARRES, JOHN	OPERA HOUSE	4,449.98
STELFORD, SAMANTHA	OPERA HOUSE	243.46
THORNTON, ZACHARY	OPERA HOUSE	113.52
WELLS, GAIL	OPERA HOUSE	209.94
WHITE, CYNTHIA	OPERA HOUSE	233.80
WIEGEL, DANIEL M	OPERA HOUSE	1,424.00
BIRDSELL, CHRISTOPHER	PARKS	2,048.00
CHAUNCEY, JUDD T	PARKS	1,391.20
EDDY, BRANDON	PARKS	1,736.00
KRUSE, JOHN W	PARKS	341.60
LESTER, TAD	PARKS	2,052.80
MASS, STANLEY PHILIP	PARKS	2,168.80
MECKLENBURG, JOHN	PARKS	2,568.80
NELSON, ERNEST	PARKS	3,402.99
OLEARY, PATRICK	PARKS	2,356.00
SCHACHT, TREVOR	PARKS	1,641.60
SPRING, TIMOTHY	PARKS	1,526.37

Name	Department	Total Gross
STOLL, MARK T	PARKS	1,443.37
WHISTON, TREVOR	PARKS	676.80
BAKER, NANCY	PLANNING & ZONING	3,397.08
BERTRAM, JOHN	PLANNING & ZONING	3,017.60
LIMBAUGH, DONNA	PLANNING & ZONING	2,540.00
MENZEL, TERRANCE	PLANNING & ZONING	580.00
NAPOLITANO, JOSEPH	PLANNING & ZONING	3,284.61
STREIT JR, DANIEL	PLANNING & ZONING	2,764.80
WALKINGTON, ROB	PLANNING & ZONING	3,028.80
AMATI, CHARLES	POLICE	3,937.60
BERNSTEIN, JASON	POLICE	3,402.41
BRANUM, ROBBY	POLICE	3,940.36
CARRENO, MARIA YESENIA	POLICE	2,647.21
CIPOLLA, COSTANTINO	POLICE	4,092.89
DEMPSEY, DAVID	POLICE	3,402.41
Didier, Jonathan D	POLICE	805.05
DIFRANCESCA, JAN	POLICE	2,462.40
DOLAN, RICHARD	POLICE	3,673.53
EICHINGER, PATRICIA	POLICE	2,746.47
EISELSTEIN, FRED	POLICE	3,402.40
FARNUM, PAUL	POLICE	2,107.20
FINK, CORY	POLICE	3,402.41
FISCHER, ADAM D	POLICE	2,719.61
FOURDYCE, JOSHUA	POLICE	3,953.57
FREUND, SHARON L	POLICE	2,607.20
GALLAGHER, KATHLEEN	POLICE	2,647.20
GUSTIS, MICHAEL	POLICE	3,657.58
HAVENS, GRANT	POLICE	1,848.80
HENRY, DANIEL	POLICE	3,402.41
HESS, GLENN	POLICE	1,469.60
KAROLEWICZ, ROBIN	POLICE	2,647.20
KOPULOS, GEORGE	POLICE	3,742.40
KRYSIK, KIMBERLY	POLICE	600.00
LANZ II, ARTHUR R	POLICE	4,854.40
LATHAM, DANIEL	POLICE	3,980.80
LEE, KEITH	POLICE	737.20
LIEB, JOHN	POLICE	4,623.44
LINTNER, WILLIAM	POLICE	3,902.18
MARSHALL, SHANE	POLICE	4,074.31
MCKENDRY, AMY	POLICE	2,647.20
MORTIMER, JEREMY	POLICE	3,823.17
MRZLAK, CHRISTINE	POLICE	600.00
MUEHLFELT, BRETT	POLICE	3,402.41
NAATZ, CHRISTOPHER	POLICE	3,106.98
NIEDZWIECKI, MICHAEL	POLICE	2,774.40
PARSONS, JEFFREY	POLICE	4,114.40
PAULEY, DANIEL	POLICE	3,402.40
PETERSON, CHAD	POLICE	2,647.20
PRENTICE, MATTHEW	POLICE	3,035.88
PRITCHARD, ROBERT	POLICE	5,269.41
RAPACZ, JOSHUA	POLICE	3,577.90
REED, TAMARA	POLICE	2,099.20
REITZ JR, ANDREW	POLICE	3,976.57

Name	Department	Total Gross
SCHMIDTKE, ERIC	POLICE	4,646.41
SCHRAW, ADAM	POLICE	4,167.94
SHARP, DAVID	POLICE	2,440.81
SHEPHERD, NANCY	POLICE	161.60
SOTO, TAMI	POLICE	160.00
SYKORA, SARA	POLICE	600.00
Tabaka, Randall S	POLICE	266.18
VALLE, SANDRA	POLICE	3,402.41
VORDERER, CHARLES	POLICE	3,785.17
WALKER, NATALIE	POLICE	2,407.20
WESOLEK, DANIEL	POLICE	3,983.21
KEENAN, HEATHER	PUBLIC WORKS ADMIN	1,686.40
Migatz, Thomas B	PUBLIC WORKS ADMIN	3,863.46
VAN LANDUYT, JEFFREY J	PUBLIC WORKS ADMIN	4,753.84
WILSON, ALAN	PUBLIC WORKS ADMIN	4,058.08
BLONIARZ, JESSICA	RECREATION CENTER	525.17
CABRERA, LESLIE M	RECREATION CENTER	273.25
CANTO, MELISSA	RECREATION CENTER	124.74
CORTES, VICTOR M	RECREATION CENTER	290.23
DIAZ, ARTURO	RECREATION CENTER	47.44
Diaz, Elisa M	RECREATION CENTER	285.04
DUNKER, ALAN	RECREATION CENTER	2,337.72
EISENMENGER, JOCELYN	RECREATION CENTER	99.53
FUENTES, KARINA	RECREATION CENTER	188.65
GARZA, ANNA	RECREATION CENTER	196.98
HICKS, MICHAEL S	RECREATION CENTER	342.00
KARAFKA, JESSIE	RECREATION CENTER	204.53
KARAFKA, JORIE	RECREATION CENTER	147.35
Keane, Eilish M	RECREATION CENTER	481.12
LAYOFF, ANDREW	RECREATION CENTER	112.95
LEITZEN, ABBY-GALE	RECREATION CENTER	146.56
LISK, MARY LYNN	RECREATION CENTER	2,416.03
Mutter, Daniel J	RECREATION CENTER	85.41
REESE, AIMEE	RECREATION CENTER	275.88
SANTANA, RUBY	RECREATION CENTER	220.18
SARICH, ERIN	RECREATION CENTER	104.93
STROH, ELLIE	RECREATION CENTER	202.00
TORREZ, RENEE	RECREATION CENTER	2,199.67
VIDALES, REBECCA	RECREATION CENTER	2,496.79
VIDALS, ABIGAIL	RECREATION CENTER	298.22
ZAMORANO, GUILLERMO	RECREATION CENTER	403.60
ZINNEN, JOHN DAVID	RECREATION CENTER	4,151.51
DOPKE, LUKE	SEWER & WATER MAINTENANCE	1,556.64
MAJOR, STEPHEN	SEWER & WATER MAINTENANCE	2,431.20
MAXWELL, ZACHARY	SEWER & WATER MAINTENANCE	1,783.13
MCCAILL, NICHOLAS	SEWER & WATER MAINTENANCE	1,638.71
PARKER, SHAWN	SEWER & WATER MAINTENANCE	3,089.17
PARSONS, TYLER	SEWER & WATER MAINTENANCE	284.79
WEGENER, JAMES	SEWER & WATER MAINTENANCE	1,830.43
WILLIAMS, BRYANT P	SEWER & WATER MAINTENANCE	1,852.05
WOJTECKI, KEITH	SEWER & WATER MAINTENANCE	2,119.00
BURGESS, JEFFREY	STREETS	2,586.49
FREEMAN, CONNOR	STREETS	676.80

Name	Department	Total Gross
LECHNER, PHILIP A	STREETS	1,404.24
LOMBARDO, JAMES	STREETS	1,787.20
LYNK, CHRIS	STREETS	1,783.20
MARTINEZ JR, MAURO	STREETS	1,581.54
PIERCE, BARRY	STREETS	2,480.80
VIDALES, ROGER	STREETS	2,431.20
BAKER, WAYNE	WASTEWATER TREATMENT	2,708.80
BOLDA, DANIEL	WASTEWATER TREATMENT	1,941.60
GEORGE, ANNE	WASTEWATER TREATMENT	3,529.16
SHEAHAN, ADAM	WASTEWATER TREATMENT	2,052.80
VIDALES, HENRY	WASTEWATER TREATMENT	2,444.35
GARRISON, ADAM	WATER TREATMENT	2,296.00
HOFFMAN, THOMAS	WATER TREATMENT	2,296.00
SCARPACE, SHANE	WATER TREATMENT	2,059.20
SMITH, WILLIAM	WATER TREATMENT	3,318.67
WHISTON, TIMOTHY	WATER TREATMENT	1,996.00
Grand Totals:	228	403,785.57

**City of Woodstock
Warrant No. 3728**

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 20th day of September, 2016.

City Clerk

Mayor

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
108622	U. S. POSTMASTER	POSTAGE, FALL 2016 CITY SCENE	1,706.62	GENERAL FUND	POSTAGE	01-09-6-601
108622	U. S. POSTMASTER	POSTAGE, FALL 2016 CITY SCENE	1,137.74	GENERAL FUND	POSTAGE EXPENSE	01-01-6-601
Total 108622:			2,844.36			
108623	ANN-MARIE ZIMMERMAN	PAVILLION RENTAL REFUND	25.00	AQUATIC CENTER FUND	RENTALS/GROUPS	04-00-3-328
Total 108623:			25.00			
108624	ARTHUR RAY LANZ	TUITION REIMBURSEMENT	1,000.00	GENERAL FUND	TUITION REIMBURSEMENT	01-04-4-457
Total 108624:			1,000.00			
108625	ASHLEY ESUNIS	WATER AEROBICS	30.00	RECREATION CENTER FUND	INSTRUCTORS/PERSONAL TRAINERS	05-00-3-431
Total 108625:			30.00			
108626	ASSOCIATED ELECTRICAL CONTRAC	ELECTRICAL POWER LINE ISSUES @	483.15	PARKS FUND	SERVICE TO MAINTAIN GROUNDS	06-00-5-551
108626	ASSOCIATED ELECTRICAL CONTRAC	STREET LIGHT REPAIR	1,263.54	GENERAL FUND	SERVICE TO MAIN. STREET LIGHTS	01-06-5-557
Total 108626:			1,746.69			
108627	BOHN'S ACE HARDWARE	HARDWARE	5.49	PERFORMING ARTS	MATERIAL TO MAINTAIN BUILDING	07-11-6-620
Total 108627:			5.49			
108628	CALL ONE	COMMUNICATIONS	59.78	GENERAL FUND	COMMUNICATIONS	01-01-5-501
108628	CALL ONE	COMMUNICATIONS	89.67	GENERAL FUND	COMMUNICATIONS	01-03-5-501
108628	CALL ONE	COMMUNICATIONS	66.72	GENERAL FUND	COMMUNICATIONS	01-04-5-501
108628	CALL ONE	COMMUNICATIONS	59.78	GENERAL FUND	COMMUNICATIONS	01-05-5-501
108628	CALL ONE	COMMUNICATIONS	1,001.47	GENERAL FUND	COMMUNICATIONS	01-08-5-501
108628	CALL ONE	COMMUNICATIONS	159.27	RECREATION CENTER FUND	COMMUNICATIONS	05-00-5-501
108628	CALL ONE	COMMUNICATIONS	5,742.13	POLICE PROTECTION FUND	COMMUNICATIONS	03-00-5-501
108628	CALL ONE	COMMUNICATIONS	235.71	PERFORMING ARTS	COMMUNICATIONS	07-11-5-501
108628	CALL ONE	COMMUNICATIONS	159.27	LIBRARY	COMMUNICATIONS	08-00-5-501
108628	CALL ONE	COMMUNICATIONS	3,098.61	WATER & SEWER UTILITY FUND	COMMUNICATIONS	60-50-5-501
108628	CALL ONE	COMMUNICATIONS	253.97	WATER & SEWER UTILITY FUND	COMMUNICATIONS	60-51-5-501
108628	CALL ONE	COMMUNICATIONS	801.89	WATER & SEWER UTILITY FUND	COMMUNICATIONS	60-52-5-501
108628	CALL ONE	COMMUNICATIONS	326.84	GENERAL FUND	SPECIAL CENSUS	01-01-5-508

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
Total 108628:			12,055.11			
108629	CDW GOVERNMENT, INC.	MS OFFICE SOFTWARE	628.90	GENERAL FUND-CIP	COMPUTER NETWORK	82-01-7-704
Total 108629:			628.90			
108630	CHAS. HERDRICH & SON, INC.	CAFE SUPPLIES	120.35	PERFORMING ARTS	SUPPLIES & MATERIALS	07-13-6-606
Total 108630:			120.35			
108631	CHERYL REIMER	WATER AEROBICS	162.00	RECREATION CENTER FUND	INSTRUCTORS/PERSONAL TRAINERS	05-00-3-431
Total 108631:			162.00			
108632	CITY ELECTRIC SUPPLY	LIGHT RETRO PROJECT SUPPLIES/FI	280.51	GENERAL FUND-CIP	CITY HALL IMPROVEMENTS	82-02-7-712
Total 108632:			280.51			
108633	CITY OF WOODSTOCK - PETTY CASH	SUPPLIES	10.18	GENERAL FUND	SUPPLIES	01-08-6-606
108633	CITY OF WOODSTOCK - PETTY CASH	USPS	10.59	GENERAL FUND	POSTAGE	01-08-6-601
108633	CITY OF WOODSTOCK - PETTY CASH	ICE	18.98	GENERAL FUND	SUPPLIES	01-08-6-606
Total 108633:			39.75			
108634	COMMONWEALTH EDISON	ELECT - BVT	38.91	WATER & SEWER UTILITY FUND	UTILITIES	60-50-5-540
Total 108634:			38.91			
108635	COMMUNITY PLUMBING COMPANY	LABOR - REC CENTER - INSTALLATIO	100.00	RECREATION CENTER FUND	SERVICE TO MAINTAIN BUILDING	05-00-5-550
108635	COMMUNITY PLUMBING COMPANY	MATERIALS FOR INSTALLATION	79.65	RECREATION CENTER FUND	MATERIAL TO MAINTAIN BUILDING	05-00-6-620
Total 108635:			179.65			
108636	COMPASS MINERALS	BULK COARSE LA ROCK	2,709.75	WATER & SEWER UTILITY FUND	SALT	60-50-6-610
108636	COMPASS MINERALS	BULK COARSE LA ROCK	2,511.63	WATER & SEWER UTILITY FUND	SALT	60-50-6-610
108636	COMPASS MINERALS	COARSE ROCK SALT	2,626.39	WATER & SEWER UTILITY FUND	SALT	60-50-6-610
108636	COMPASS MINERALS	COARSE ROCK SALT	2,668.61	WATER & SEWER UTILITY FUND	SALT	60-50-6-610
108636	COMPASS MINERALS	BULK COARSE LA ROCK	2,652.37	WATER & SEWER UTILITY FUND	SALT	60-50-6-610
108636	COMPASS MINERALS	BULK COARSE LA ROCK	2,615.56	WATER & SEWER UTILITY FUND	SALT	60-50-6-610

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
Total 108636:			15,784.31			
108637	CONSERV FS	GRASS SEED, WEED KILLER	568.00	GENERAL FUND	SUPPLIES	01-06-6-606
Total 108637:			568.00			
108638	CURRAN MATERIALS COMPANY	HOT MIX ASPHALT	347.40	GENERAL FUND	MATERIALS TO MAIN. PAVEMENTS	01-06-6-627
Total 108638:			347.40			
108639	DEMCO INC	PROCESSING SUPPLIES	327.55	LIBRARY	SUPPLIES	08-00-6-606
108639	DEMCO INC	PROCESSING SUPPLIES	440.32	LIBRARY	SUPPLIES	08-00-6-606
Total 108639:			767.87			
108640	DENO BURALLI, JR.	ADV - RIDERS IN THE SKY	1,626.00	ESCROW FUND	OPERA HOUSE TICKETS	72-00-0-215
Total 108640:			1,626.00			
108641	DON KAMPS	SOFTBALL OFFICIAL	96.00	GENERAL FUND	ATHLETIC OFFICIALS	01-09-5-513
108641	DON KAMPS	SOFTBALL OFFICIAL	72.00	GENERAL FUND	ATHLETIC OFFICIALS	01-09-5-513
Total 108641:			168.00			
108642	ELECTRIC TIME COMPANY, INC.	RETIREMENT CLOCKS	925.00	GENERAL FUND	EMPLOYEE RECOGNITION	01-04-8-811
Total 108642:			925.00			
108643	FOREST AWARDS & ENGRAVING	NAME BADGE	11.45	GENERAL FUND	PRINTING SERVICES	01-12-5-537
Total 108643:			11.45			
108644	GEOSTAR MECHANICAL, INC.	SERVICE TO STAGE LEFT	237.50	PERFORMING ARTS	SERVICE TO MAINTAIN BUILDING	07-11-5-550
108644	GEOSTAR MECHANICAL, INC.	LABOR/MATERIALS - OPERA HOUSE	1,265.00	PERFORMING ARTS	SERVICE TO MAINTAIN BUILDING	07-11-5-550
Total 108644:			1,502.50			
108645	HD SUPPLY WATERWORKS, LTD.	HYDRANT PARTS	1,372.17	WATER & SEWER UTILITY FUND	MATERIAL TO MAINTAIN EQUIP.	60-50-6-621

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
Total 108645:			1,372.17			
108646	HI VIZ INC	STOP SIGNS	843.00	GENERAL FUND	MATERIALS TO MAIN. TRAFFIC CTL	01-06-6-629
108646	HI VIZ INC	CAUTION TAPE	72.00	GENERAL FUND	MATERIALS TO MAIN. TRAFFIC CTL	01-06-6-629
108646	HI VIZ INC	MARKING PAINT	144.00	GENERAL FUND	MATERIALS TO MAIN. TRAFFIC CTL	01-06-6-629
108646	HI VIZ INC	ANCHORS FOR SIGNPOSTS	715.00	GENERAL FUND	MATERIALS TO MAIN. TRAFFIC CTL	01-06-6-629
Total 108646:			1,774.00			
108647	INTERTRADE USA COMPANY	CAFE SUPPLIES	684.00	PERFORMING ARTS	SUPPLIES & MATERIALS	07-13-6-606
Total 108647:			684.00			
108648	JILL FLORES	RECREATION INSTRUCTOR	62.50	RECREATION CENTER FUND	INSTRUCTORS/PERSONAL TRAINERS	05-00-3-431
Total 108648:			62.50			
108649	JOHN P. BYARD	KARATE SERVICES	390.00	GENERAL FUND	INSTRUCTOR CONTRACTS	01-09-5-512
Total 108649:			390.00			
108650	JOSE M. ZAMORANO	MAINTENANCE SERVICE	170.00	RECREATION CENTER FUND	SERVICE TO MAINTAIN EQUIPMENT	05-00-5-552
Total 108650:			170.00			
108651	JOSIE PALA	RECREATION INSTRUCTOR	364.00	RECREATION CENTER FUND	INSTRUCTORS/PERSONAL TRAINERS	05-00-3-431
108651	JOSIE PALA	PERSONAL TRAINER	105.00	RECREATION CENTER FUND	INSTRUCTORS/PERSONAL TRAINERS	05-00-3-431
Total 108651:			469.00			
108652	JUDITH BROWN	RECREATION INSTRUCTION	92.00	RECREATION CENTER FUND	INSTRUCTORS/PERSONAL TRAINERS	05-00-3-431
Total 108652:			92.00			
108653	JULIE TROPP	RECREATION INSTRUCTOR	90.00	RECREATION CENTER FUND	INSTRUCTORS/PERSONAL TRAINERS	05-00-3-431
Total 108653:			90.00			
108654	L & S ELECTRIC	REPLACED MOTOR FOR NON-POTAB	1,635.00	WATER & SEWER UTILITY FUND	MATERIAL TO MAINTAIN EQUIP.	60-51-6-621

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
Total 108654:			1,635.00			
108655	LARRY FARRENKOPF	PROFESSIONAL SERVICE-OUTDOOR	1,750.00	GENERAL FUND	ENGINEERING SERVICES	01-08-5-503
Total 108655:			1,750.00			
108656	MATT SCHMIDT	SOFTBALL OFFICIAL	72.00	GENERAL FUND	ATHLETIC OFFICIALS	01-09-5-513
Total 108656:			72.00			
108657	MC HENRY COUNTY RECORDER OF	FILE LIENS	320.00	GENERAL FUND	PUBLISHING SERVICES	01-01-5-538
Total 108657:			320.00			
108658	MCHENRY ANALYTICAL WATER LABO	OUTSIDE TESTING	135.00	WATER & SEWER UTILITY FUND	LABORATORY TESTING SERVICES	60-51-5-509
108658	MCHENRY ANALYTICAL WATER LABO	FLOURIDE TESTING	30.00	WATER & SEWER UTILITY FUND	LABORATORY TESTING SERVICES	60-50-5-509
108658	MCHENRY ANALYTICAL WATER LABO	OUTSIDE TESTING	135.00	WATER & SEWER UTILITY FUND	LABORATORY TESTING SERVICES	60-51-5-509
Total 108658:			300.00			
108659	MELISSA WEBER	PROGRAM FEE REFUND	66.00	GENERAL FUND	RECREATION PROGRAM FEES	01-00-3-327
Total 108659:			66.00			
108660	MENARDS	PLUMBING MATERIALS	22.97	PERFORMING ARTS	MATERIAL TO MAINTAIN BUILDING	07-11-6-620
108660	MENARDS	SUPPLIES	59.97	WATER & SEWER UTILITY FUND	SUPPLIES	60-50-6-606
108660	MENARDS	SUPPLIES	7.67	WATER & SEWER UTILITY FUND	SUPPLIES	60-50-6-606
108660	MENARDS	FOAM EARPLUGS	23.49	PERFORMING ARTS	SUPPLIES	07-11-6-606
108660	MENARDS	CONCRETE SUPPLIES	92.64	GENERAL FUND	MATERIALS TO MAIN. PAVEMENTS	01-06-6-627
108660	MENARDS	MARKING PAINT	14.91	GENERAL FUND	MATERIALS TO MAIN. TRAFFIC CTL	01-06-6-629
108660	MENARDS	UTILITY BRUSH	6.49	GENERAL FUND	TOOLS	01-06-6-605
108660	MENARDS	P-P-E	134.74	GENERAL FUND	UNIFORMS	01-06-4-453
108660	MENARDS	CLEANER	7.94	GENERAL FUND	SUPPLIES	01-06-6-606
108660	MENARDS	BULBS FOR RETRO PROJECT	71.96	GENERAL FUND-CIP	CITY HALL IMPROVEMENTS	82-02-7-712
108660	MENARDS	RETURN BULBS	35.98	GENERAL FUND-CIP	CITY HALL IMPROVEMENTS	82-02-7-712
108660	MENARDS	LIGHT RETRO FIT PROJECT-BULB EN	27.79	GENERAL FUND-CIP	CITY HALL IMPROVEMENTS	82-02-7-712
108660	MENARDS	T SQUARE	9.99	PARKS FUND	TOOLS	06-00-6-605
108660	MENARDS	BRAKE CLEAN	9.96	PARKS FUND	MATERIAL TO MAINTAIN EQUIPMENT	06-00-6-621
108660	MENARDS	LED BULBS FOR CM OFFICE	139.86	GENERAL FUND-CIP	CITY HALL IMPROVEMENTS	82-02-7-712

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
108660	MENARDS	LED BULBS FOR CM OFFICE	9.54	GENERAL FUND-CIP	CITY HALL IMPROVEMENTS	82-02-7-712
Total 108660:			603.94			
108661	MONICA AMRAEN	SENIOR SUPPLIES	62.02	GENERAL FUND	SENIORS @ STAGE LEFT	01-11-6-620
Total 108661:			62.02			
108662	MUNICIPAL MARKING DIST. INC.	4TH OF JULY LATHE	45.00	GENERAL FUND	4TH OF JULY	01-11-6-602
108662	MUNICIPAL MARKING DIST. INC.	MATERIALS	107.00	GENERAL FUND	MATERIALS TO MAIN. TRAFFIC CTL	01-06-6-629
Total 108662:			152.00			
108663	NALCO CROSSBOW WATER	DI WATER SERVICE	207.20	WATER & SEWER UTILITY FUND	LAB CHEMICALS	60-51-6-615
Total 108663:			207.20			
108664	NATIONWIDE RETIREMENT SOLUTIO	REIMBURSEMENT OF 2 CHECKS SEN	150.00	GENERAL FUND	MISCELLANEOUS INCOME	01-00-5-380
Total 108664:			150.00			
108665	NEVA E. LISS	RECREATION INSTRUCTOR	140.00	RECREATION CENTER FUND	INSTRUCTORS/PERSONAL TRAINERS	05-00-3-431
Total 108665:			140.00			
108666	NICOR	UTILITY - GAS	436.17	RECREATION CENTER FUND	FUEL - HEATING	05-00-6-603
108666	NICOR	GAS FOR 1ST ST PLANT	40.04	WATER & SEWER UTILITY FUND	FUEL-HEATING	60-50-6-603
Total 108666:			476.21			
108667	NORTHERN KEY & LOCK, INC.	KEYS	42.50	GENERAL FUND	SPECIAL CENSUS	01-01-5-508
Total 108667:			42.50			
108668	PATRIOT DOOR SOLUTIONS	NEW DOOR CLOSURE FOR EMRICSO	1,000.00	PARKS FUND	SERVICE TO MAINTAIN GROUNDS	06-00-5-551
Total 108668:			1,000.00			
108669	PDC LABORATORIES, INC.	OUTSIDE TESTING	140.00	WATER & SEWER UTILITY FUND	LABORATORY TESTING SERVICES	60-51-5-509

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
Total 108669:			140.00			
108670	PROQUEST INFORMATION & LEARNI	LIBRARY RESOURCES	2,698.00	LIBRARY	ELECTRONIC ACCESS	08-00-5-517
Total 108670:			2,698.00			
108671	QUILL CORPORATION	OFFICE SUPPLIES	78.52	LIBRARY	SUPPLIES	08-00-6-606
Total 108671:			78.52			
108672	SAMS CLUB	SUPPLIES	97.69	PERFORMING ARTS	SUPPLIES & MATERIALS	07-13-6-606
Total 108672:			97.69			
108673	SHAW MEDIA	LEGAL NOTICES	98.20	GENERAL FUND	PUBLISHING SERVICES	01-01-5-538
Total 108673:			98.20			
108674	SHERWIN-WILLIAMS CO ACCOUNTS	PAVEMENT MARKING PAINT	184.80	GENERAL FUND	MATERIALS TO MAIN. TRAFFIC CTL	01-06-6-629
Total 108674:			184.80			
108675	SHIRLEY A. KOCH	RECREATION INSTRUCTOR	119.00	RECREATION CENTER FUND	INSTRUCTORS/PERSONAL TRAINERS	05-00-3-431
Total 108675:			119.00			
108676	STAN'S OFFICE TECHNOLOGIES, IN	COPIER SERVICE	115.77	GENERAL FUND	COMMUNICATIONS	01-03-5-501
108676	STAN'S OFFICE TECHNOLOGIES, IN	COPIER ALLOWANCE	67.83	PERFORMING ARTS	PRINTING SERVICES	07-11-5-537
Total 108676:			183.60			
108677	STATELINE TECHNOLOGIES	NETWORK MANAGEMENT & ADMIN	4,212.00	LIBRARY	ELECTRONIC ACCESS	08-00-5-517
Total 108677:			4,212.00			
108678	TAMMY DUNN	RECREATION INSTRUCTOR	210.00	RECREATION CENTER FUND	INSTRUCTORS/PERSONAL TRAINERS	05-00-3-431
Total 108678:			210.00			

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
108679	TARA CALABRESE	RECREATION INSTRUCTOR	108.00	RECREATION CENTER FUND	INSTRUCTORS/PERSONAL TRAINERS	05-00-3-431
Total 108679:			108.00			
108680	THE LINCOLN NATIONAL LIFE INSUR	LIFE INSURANCE PREMIUMS	674.64	HEALTH/LIFE INSURANCE FUND	LIFE INSURANCE PREMIUMS	75-00-5-541
108680	THE LINCOLN NATIONAL LIFE INSUR	LIFE INSURANCE PREMIUMS	333.50		FLEX- LIFE	99-99-9-963
Total 108680:			1,008.14			
108681	TIM HICKS	RECREATION INSTRUCTOR	462.00	RECREATION CENTER FUND	INSTRUCTORS/PERSONAL TRAINERS	05-00-3-431
Total 108681:			462.00			
108682	TNEMEC COMPANY, INC.	PAINT	107.85	WATER & SEWER UTILITY FUND	SUPPLIES	60-50-6-606
Total 108682:			107.85			
108683	UNITED LABORATORIES	SHOP SUPPLIES	686.99	PARKS FUND	SUPPLIES	06-00-6-606
Total 108683:			686.99			
108684	USA BLUEBOOK	LAB SUPPLIES	652.75	WATER & SEWER UTILITY FUND	LAB CHEMICALS	60-51-6-615
108684	USA BLUEBOOK	PARTS FOR THIO SYSTEM NORTH PL	95.98	WATER & SEWER UTILITY FUND	MATERIAL TO MAINTAIN EQUIP.	60-51-6-621
Total 108684:			748.73			
108685	VIKING CHEMICAL COMPANY	POOL CHEMICALS	544.50	AQUATIC CENTER FUND	CHEMICALS	04-00-6-607
108685	VIKING CHEMICAL COMPANY	CHLORINE	668.00	WATER & SEWER UTILITY FUND	CHEMICALS	60-50-6-607
Total 108685:			1,212.50			
108686	ZUKOWSKI ROGERS FLOOD MCARDL	LEGAL SERVICES	1,050.00	GENERAL FUND	LEGAL SERVICES	01-05-5-502
108686	ZUKOWSKI ROGERS FLOOD MCARDL	LEGAL SERVICES	2,177.40	GENERAL FUND	DISTRESSED PROPERTY PROGRAM	01-05-8-801
108686	ZUKOWSKI ROGERS FLOOD MCARDL	LEGAL SERVICES	1,706.25	GENERAL FUND	LEGAL SERVICES	01-01-5-502
Total 108686:			4,933.65			
108704	1ST RESPONDERS EQUIPMENT INC	BODY ARMOR-FARNUM	591.00	POLICE PROTECTION FUND	UNIFORM ALLOWANCE	03-00-4-453

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
Total 108704:			591.00			
108705	A5 GROUP INC	SEPT INVOCIE PROMOTE WOODSTO	10,416.65	ESCROW FUND	PROMOTE WOODSTOCK	72-00-0-237
Total 108705:			10,416.65			
108706	ADAM ZANCK	ROW PERMIT 1093	100.00	ESCROW FUND	RIGHT OF WAY PERMITS	72-00-0-217
Total 108706:			100.00			
108707	ADVANCED PUBLIC SAFETY INC	BATTERY FOR SQUAD CAR	115.75	POLICE PROTECTION FUND	SUPPLIES	03-00-6-606
Total 108707:			115.75			
108708	ALUMITANK INC	FUEL TANK	813.64	GENERAL FUND	MATERIALS TO MAIN. VEHICLES	01-06-6-622
Total 108708:			813.64			
108709	AMERICAN SEALCOATING	RESURFACING OF 3 BASKETBALL CO	18,700.00	GENERAL FUND-CIP	RESEALING COURTS	82-06-7-713
Total 108709:			18,700.00			
108710	ANNA GARZA	RECREATION INSTRUCTOR	286.00	RECREATION CENTER FUND	INSTRUCTORS/PERSONAL TRAINERS	05-00-3-431
Total 108710:			286.00			
108711	ARAMARK UNIFORM SERVICE	UNIFORM CLEANING	2.42	WATER & SEWER UTILITY FUND	UNIFORMS	60-50-4-453
108711	ARAMARK UNIFORM SERVICE	UNIFORM CLEANING	22.58	WATER & SEWER UTILITY FUND	UNIFORMS	60-51-4-453
108711	ARAMARK UNIFORM SERVICE	UNIFORM CLEANING	22.58	WATER & SEWER UTILITY FUND	UNIFORMS	60-51-4-453
108711	ARAMARK UNIFORM SERVICE	UNIFORM CLEANING	2.42	WATER & SEWER UTILITY FUND	UNIFORMS	60-50-4-453
108711	ARAMARK UNIFORM SERVICE	UNIFORM CLEANING	25.00	POLICE PROTECTION FUND	UNIFORM ALLOWANCE	03-00-4-453
108711	ARAMARK UNIFORM SERVICE	UNIFORMS	24.04	GENERAL FUND	UNIFORMS	01-07-4-453
108711	ARAMARK UNIFORM SERVICE	UNIFORMS	13.19	PARKS FUND	UNIFORMS	06-00-4-453
108711	ARAMARK UNIFORM SERVICE	UNIFORMS	16.39	WATER & SEWER UTILITY FUND	UNIFORMS	60-52-4-453
108711	ARAMARK UNIFORM SERVICE	UNIFORMS	42.93	GENERAL FUND	UNIFORMS	01-06-4-453
108711	ARAMARK UNIFORM SERVICE	UNIFORMS	25.00	GENERAL FUND	UNIFORMS	01-06-4-453
Total 108711:			196.55			

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
108712	BACKGROUNDS ONLINE	CHARGES FOR AUGUST 2016	43.95	GENERAL FUND	TESTING	01-04-5-509
Total 108712:			43.95			
108713	BOHN'S ACE HARDWARE	MEZZ/ OFF SUPPLY	23.95	GENERAL FUND-CIP	EXISTING PUBLIC WORKS FACILTY	82-02-7-713
108713	BOHN'S ACE HARDWARE	MEZZ/ OFF SUPPLY	11.80	WATER & SEWER UTILITY FUND	DPW FACILITY EXPANSION & MAINT	60-54-7-713
108713	BOHN'S ACE HARDWARE	PAINT SUPPLIES FOR COURTHOUSE	45.42	TAX INCREMENT FINANCING FUND	OLD COURTHOUSE	41-00-7-729
108713	BOHN'S ACE HARDWARE	KEY FOR NEW CUSTODIAN	4.98	GENERAL FUND	MATERIAL TO MAINTAIN BUILDINGS	01-07-6-620
Total 108713:			86.15			
108714	BOTTS WELDING SERVICE	ALUMINUM FOR DONATO WOODS PA	5,905.90	GENERAL FUND-CIP	DONATA CONSERVATION AREA	82-06-7-725
108714	BOTTS WELDING SERVICE	LIGHT BOX	17.89	GENERAL FUND	MATERIALS TO MAIN. VEHICLES	01-06-6-622
108714	BOTTS WELDING SERVICE	EXHAUST	43.10	GENERAL FUND	MATERIALS TO MAIN. VEHICLES	01-06-6-622
Total 108714:			5,966.89			
108715	C.O.P.S. & F.I.R.E. PERSONNEL TEST	POLICE EXAM SERVICES	1,408.24	GENERAL FUND	TESTING	01-04-5-509
Total 108715:			1,408.24			
108716	CABAY & COMPANY, INC	CLEANING SUPPLIES	581.38	POLICE PROTECTION FUND	SUPPLIES	03-00-6-606
Total 108716:			581.38			
108717	CARQUEST AUTO PARTS STORES	HYD FITTINGS	24.80	GENERAL FUND	MATERIALS TO MAIN. VEHICLES	01-06-6-622
108717	CARQUEST AUTO PARTS STORES	CORE	20.00	PARKS FUND	MATERIAL TO MAINTAIN VEHICLES	06-00-6-622
108717	CARQUEST AUTO PARTS STORES	HYD FITTINGS	3.18	GENERAL FUND	MATERIALS TO MAIN. VEHICLES	01-06-6-622
108717	CARQUEST AUTO PARTS STORES	EXHAUST HANG	6.39	PARKS FUND	MATERIAL TO MAINTAIN VEHICLES	06-00-6-622
108717	CARQUEST AUTO PARTS STORES	VACTOR FILTERS	43.88	GENERAL FUND	MATERIALS TO MAIN. EQUIPMENT	01-06-6-621
108717	CARQUEST AUTO PARTS STORES	HVAC RESISTOR	77.64	WATER & SEWER UTILITY FUND	MATERIAL TO MAINTAIN VEHICLES	60-51-6-622
108717	CARQUEST AUTO PARTS STORES	HYD FITTINGS	38.75	GENERAL FUND	MATERIALS TO MAIN. VEHICLES	01-06-6-622
108717	CARQUEST AUTO PARTS STORES	LAMPS	12.50	POLICE PROTECTION FUND	MATERIAL TO MAINTAIN VEHICLES	03-00-6-622
108717	CARQUEST AUTO PARTS STORES	DOOR MOTOR	31.31	POLICE PROTECTION FUND	MATERIAL TO MAINTAIN VEHICLES	03-00-6-622
108717	CARQUEST AUTO PARTS STORES	BRAKES	206.28	WATER & SEWER UTILITY FUND	MATERIALS TO MAINT. VEHICLES	60-52-6-622
108717	CARQUEST AUTO PARTS STORES	AIR FILTER	23.62	GENERAL FUND	MATERIALS TO MAIN. VEHICLES	01-06-6-622
108717	CARQUEST AUTO PARTS STORES	FILTERS	24.32	GENERAL FUND	MATERIALS TO MAIN. VEHICLES	01-06-6-622
108717	CARQUEST AUTO PARTS STORES	GLOW PLUG	35.98	GENERAL FUND	MATERIALS TO MAIN. VEHICLES	01-06-6-622
108717	CARQUEST AUTO PARTS STORES	BRAKES	95.94	WATER & SEWER UTILITY FUND	MATERIALS TO MAINT. VEHICLES	60-52-6-622

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
Total 108717:			604.59			
108718	CHAMPIONCHIP/MYLAPS TIMING CO	TIMING SERVICES	800.00	GENERAL FUND	PROFESSIONAL SERVICES	01-09-5-502
Total 108718:			800.00			
108719	CITY OF MCHENRY	DISPATCH EQUIPMENT	77,132.40	GENERAL FUND-CIP	DISPATCH CONSOLIDATION	82-03-7-720
Total 108719:			77,132.40			
108720	CLEAR CHANNEL OUTDOOR INC	O'HARE MESSAGE SIGN	1,750.00	ESCROW FUND	PROMOTE WOODSTOCK	72-00-0-237
Total 108720:			1,750.00			
108721	COMMONWEALTH EDISON	ELECTRIC	3,440.02	AQUATIC CENTER FUND	ELECTRIC	04-00-6-604
Total 108721:			3,440.02			
108722	COMMUNITY PLUMBING COMPANY	INSTALLATION OF METER	100.00	WATER & SEWER UTILITY FUND	WATER METER REPLACEMENT PRO	60-54-7-775
Total 108722:			100.00			
108723	COMPASS MINERALS	SALT	2,597.16	WATER & SEWER UTILITY FUND	SALT	60-50-6-610
108723	COMPASS MINERALS	SALT 1ST ST	2,756.30	WATER & SEWER UTILITY FUND	SALT	60-50-6-610
Total 108723:			5,353.46			
108724	CONSERV FS	DIESEL FUEL	181.74	PARKS FUND	GASOLINE & OIL	06-00-6-602
108724	CONSERV FS	DIESEL FUEL	97.57	WATER & SEWER UTILITY FUND	GASOLINE & OIL	60-52-6-602
108724	CONSERV FS	DIESEL FUEL	22.96	WATER & SEWER UTILITY FUND	GASOLINE & OIL	60-51-6-602
108724	CONSERV FS	DIESEL FUEL	82.26	WATER & SEWER UTILITY FUND	GASOLINE & OIL	60-50-6-602
108724	CONSERV FS	DIESEL FUEL	478.28	POLICE PROTECTION FUND	GASOLINE & OIL	03-00-6-602
108724	CONSERV FS	DIESEL FUEL	45.91	GENERAL FUND	GAS & OIL	01-09-6-602
108724	CONSERV FS	DIESEL FUEL	47.83	PERFORMING ARTS	GAS AND OIL	07-11-6-602
108724	CONSERV FS	DIESEL FUEL	758.26	GENERAL FUND	GAS & OIL	01-06-6-602
108724	CONSERV FS	DIESEL FUEL	446.04	PARKS FUND	GASOLINE & OIL	06-00-6-602
108724	CONSERV FS	DIESEL FUEL	579.85	WATER & SEWER UTILITY FUND	GASOLINE & OIL	60-52-6-602

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
Total 108724:			2,740.70			
108725	COPY EXPRESS, INC.	POSTED JULY EVENTS	48.89	ESCROW FUND	PROMOTE WOODSTOCK	72-00-0-237
108725	COPY EXPRESS, INC.	WOODSTOCK EVENTS	64.59	ESCROW FUND	PROMOTE WOODSTOCK	72-00-0-237
108725	COPY EXPRESS, INC.	REAL WOODSTOCK TSHIRTS	1,947.00	ESCROW FUND	PROMOTE WOODSTOCK	72-00-0-237
Total 108725:			2,060.48			
108726	CROWN RESTROOMS	SULLIVAN FIELD CROWN PORTA	129.00	PARKS FUND	SERVICE TO MAINTAIN GROUNDS	06-00-5-551
108726	CROWN RESTROOMS	BATES PARK	149.00	PARKS FUND	SERVICE TO MAINTAIN GROUNDS	06-00-5-551
108726	CROWN RESTROOMS	MERRYMAN FIELD PORT-A-POTTY	536.00	PARKS FUND	SERVICE TO MAINTAIN GROUNDS	06-00-5-551
Total 108726:			814.00			
108727	CRYSTAL LAKE MARINE SERVICES	SEAT REPAIR	383.45	WATER & SEWER UTILITY FUND	SERVICE TO MAINTAIN EQUIPMENT	60-51-5-552
Total 108727:			383.45			
108728	DAHM ENTERPRISES INC	SLUDGE REMOVAL	9,192.00	WATER & SEWER UTILITY FUND	SLUDGE DISPOSAL	60-51-5-551
Total 108728:			9,192.00			
108729	DAHM TRUCKING, INC	WASTE HAULING	900.00	WATER & SEWER UTILITY FUND	REFUSE	60-50-5-560
Total 108729:			900.00			
108730	DAVID G. ETERNO	ADMINISTRATIVE HEARINGS	262.50	ADMIN ADJUDICATION FUND	ADMINISTRATIVE JUDGE	14-00-4-450
Total 108730:			262.50			
108731	DELL COMPUTER	COMPUTER	622.97	GENERAL FUND-CIP	COMPUTER NETWORK	82-01-7-704
Total 108731:			622.97			
108732	DIRECT FITNESS SOLUTIONS, LLC	BIKE PEDAL	83.19	GENERAL FUND	PROGRAM SUPPLIES	01-09-6-612
Total 108732:			83.19			
108733	DON HANSEN'S ALIGNMENT AND AUT	ALIGNMENT	75.00	GENERAL FUND	SERVICE TO MAINTAIN EQUIPMENT	01-08-5-552

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
Total 108733:			75.00			
108734	DON KAMPS	SOFTBALL OFFICIAL	48.00	GENERAL FUND	ATHLETIC OFFICIALS	01-09-5-513
Total 108734:			48.00			
108735	DORNER COMPANY	VALVE	1,627.46	WATER & SEWER UTILITY FUND	MATERIAL TO MAINTAIN EQUIP.	60-50-6-621
Total 108735:			1,627.46			
108736	ERNIE NELSON	CELL PHONE REIMBURSEMENT JULY	40.00	GENERAL FUND	COMMUNICATIONS	01-08-5-501
Total 108736:			40.00			
108737	FLUORECYCLE INC	FLUORESCENT LAMPS	1,471.41	GENERAL FUND-CIP	CITY HALL IMPROVEMENTS	82-02-7-712
Total 108737:			1,471.41			
108738	FOREST AWARDS & ENGRAVING	PLATES FOR RETIREMENT CLOCKS	22.00	GENERAL FUND	EMPLOYEE RECOGNITION	01-04-8-811
Total 108738:			22.00			
108739	GEOSTAR MECHANICAL, INC.	HVAC REPAIRS	277.50	GENERAL FUND	RENTAL PROPERTY REPAIRS	01-02-8-804
Total 108739:			277.50			
108740	HEALTH AS WE AGE	WELLNESS FEES	248.00	HEALTH/LIFE INSURANCE FUND	WELLNESS PROGRAM FEES	75-00-5-505
Total 108740:			248.00			
108741	HICKS GAS	PROPANE	18.69	AQUATIC CENTER FUND	PROGRAM SUPPLIES	04-00-6-612
108741	HICKS GAS	PROPANE	129.16	PARKS FUND	GASOLINE & OIL	06-00-6-602
108741	HICKS GAS	PROPANE	37.50	WATER & SEWER UTILITY FUND	GASOLINE & OIL	60-50-6-602
Total 108741:			185.35			
108742	INTOXIMETERS INC	BREATHALYZER PINTER PAPER	43.85	POLICE PROTECTION FUND	SUPPLIES	03-00-6-606

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
Total 108742:			43.85			
108743	JOHN HOCKERSMITH	RECREATION INSTRUCTOR	150.00	RECREATION CENTER FUND	SERVICE TO MAINTAIN BUILDING	05-00-5-550
Total 108743:			150.00			
108744	JOSE M. ZAMORANO	MAINTENANCE SERVICE	170.00	RECREATION CENTER FUND	SERVICE TO MAINTAIN EQUIPMENT	05-00-5-552
Total 108744:			170.00			
108745	JOSIE PALA	RECREATION INSTRUCTOR	497.50	RECREATION CENTER FUND	INSTRUCTORS/PERSONAL TRAINERS	05-00-3-431
Total 108745:			497.50			
108746	JOYCE A NARDULLI LLC	RETAINER FEE-SEPT 2016	5,000.00	GENERAL FUND	LEGISLATIVE ADVOCARTE	01-01-5-562
Total 108746:			5,000.00			
108747	JUDITH BROWN	RECREATION INSTRUCTION	115.00	RECREATION CENTER FUND	INSTRUCTORS/PERSONAL TRAINERS	05-00-3-431
Total 108747:			115.00			
108748	LANDS' END BUSINESS OUTFITTERS	STAFF SHIRTS	39.70	GENERAL FUND	PROGRAM SUPPLIES	01-09-6-612
Total 108748:			39.70			
108749	LANDSCAPE FORMS, INC. DEPT 7807	CIGARETTE URNS FOR DOWNTOWN	880.00	TAX INCREMENT FINANCING FUND	PEDESTRIAN AMENITIES	41-00-7-726
Total 108749:			880.00			
108750	LAUREN KERNS	OVERPAYMENT ON 1215 N MADISON	88.28	WATER & SEWER UTILITY FUND	WATER & SEWER SALES	60-00-3-371
Total 108750:			88.28			
108751	LESLIE BEHRNS	LUNCH FOR STAFF	58.80	AQUATIC CENTER FUND	PROGRAM SUPPLIES	04-00-6-612
Total 108751:			58.80			
108752	LIFEGUARD STORE, INC.	AQUATIC SUPPLIES	135.02	AQUATIC CENTER FUND	PROGRAM SUPPLIES	04-00-6-612

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
108752	LIFEGUARD STORE, INC.	AQUATIC SUPPLIES	158.75	AQUATIC CENTER FUND	SAFETY EQUIPMENT	04-00-6-610
108752	LIFEGUARD STORE, INC.	AQUATIC SUPPLIES	81.25	AQUATIC CENTER FUND	UNIFORMS	04-00-4-453
Total 108752:			375.02			
108753	LINDSAY GALLUP PHOTOGRAPHY	WOODSTOCK PHOTOS	2,400.00	ESCROW FUND	PROMOTE WOODSTOCK	72-00-0-237
Total 108753:			2,400.00			
108754	LIONHEART CRITICAL POWER SPECI	GENERATOR MAINTENANCE	511.20	WATER & SEWER UTILITY FUND	SERVICE TO MAINT. SEWER MAINS	60-52-5-555
Total 108754:			511.20			
108755	LOCAL FLAVOR.COM	MEMBER PRIZE	5.00	RECREATION CENTER FUND	PROGRAM SUPPLIES	05-00-6-612
Total 108755:			5.00			
108756	MATT SCHMIDT	SOFTBALL OFFICIAL	72.00	GENERAL FUND	ATHLETIC OFFICIALS	01-09-5-513
Total 108756:			72.00			
108757	MCHENRY COUNTY DIV OF TRANSP	MCRIDE SERVICES - AUGUST	2,703.58	PARATRANSIT FUND	PACE REIMBURSEMENT	26-00-5-503
Total 108757:			2,703.58			
108758	MEGA COMMERCIAL SERVICES INC	BID SERVICES FOR CUSTODIAL	1,249.00	GENERAL FUND	SERVICE TO MAINTAIN BUILDING	01-02-5-550
108758	MEGA COMMERCIAL SERVICES INC	BID SERVICES FOR CUSTODIAL	1,790.00	LIBRARY BUILDING FUND	BUILDING CLEANING SERVICES	09-00-3-415
108758	MEGA COMMERCIAL SERVICES INC	BID SERVICES FOR CUSTODIAL	1,249.00	RECREATION CENTER FUND	SERVICE TO MAINTAIN BUILDING	05-00-5-550
Total 108758:			4,288.00			
108759	MENARDS	MEZZ/OFF SUPPLY	44.28	GENERAL FUND-CIP	EXISTING PUBLIC WORKS FACILTY	82-02-7-713
108759	MENARDS	MEZZ/OFF SUPPLY	21.81	WATER & SEWER UTILITY FUND	DPW FACILITY EXPANSION & MAINT	60-54-7-713
108759	MENARDS	SUPPLIES	11.56	WATER & SEWER UTILITY FUND	SUPPLIES	60-50-6-606
108759	MENARDS	MEZZ/OFF SUPPLY	193.66	GENERAL FUND-CIP	EXISTING PUBLIC WORKS FACILTY	82-02-7-713
108759	MENARDS	MEZZ/OFF SUPPLY	95.39	WATER & SEWER UTILITY FUND	DPW FACILITY EXPANSION & MAINT	60-54-7-713
108759	MENARDS	MEZZ/OFF SUPPLY	4.56	WATER & SEWER UTILITY FUND	DPW FACILITY EXPANSION & MAINT	60-54-7-713
108759	MENARDS	MEZZ/OFF SUPPLY	18.58	GENERAL FUND-CIP	EXISTING PUBLIC WORKS FACILTY	82-02-7-713
108759	MENARDS	MEZZ/OFF SUPPLY	8.65	WATER & SEWER UTILITY FUND	DPW FACILITY EXPANSION & MAINT	60-54-7-713
108759	MENARDS	MEZZ/OFF SUPPLY	61.98	GENERAL FUND-CIP	EXISTING PUBLIC WORKS FACILTY	82-02-7-713

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
108759	MENARDS	MEZZ/OFF SUPPLY	30.52	WATER & SEWER UTILITY FUND	DPW FACILITY EXPANSION & MAINT	60-54-7-713
108759	MENARDS	MEZZ/OFF SUPPLY	19.20	GENERAL FUND-CIP	EXISTING PUBLIC WORKS FACILITY	82-02-7-713
108759	MENARDS	MEZZ/OFF SUPPLY	9.46	WATER & SEWER UTILITY FUND	DPW FACILITY EXPANSION & MAINT	60-54-7-713
108759	MENARDS	SUPPLIES	168.87	RECREATION CENTER FUND	MATERIAL TO MAINTAIN BUILDING	05-00-6-620
108759	MENARDS	CREDIT	25.94-	PARKS FUND	MATERIAL TO MAINTAIN GROUNDS	06-00-6-623
108759	MENARDS	SUPPLIES FOR DONATO PATH CONS	27.31	GENERAL FUND-CIP	DONATA CONSERVATION AREA	82-06-7-725
108759	MENARDS	UNDER BANDSTAND LAMP PROTECT	2.49	PERFORMING ARTS	MATERIAL TO MAINTAIN BUILDING	07-11-6-620
108759	MENARDS	SUPPLIES	41.40	RECREATION CENTER FUND	MATERIAL TO MAINTAIN BUILDING	05-00-6-620
108759	MENARDS	SUPPLIES TO BUILD DONATO WOOD	64.37	GENERAL FUND-CIP	DONATA CONSERVATION AREA	82-06-7-725
108759	MENARDS	DONATO WOODS PATH SUPPLIES	60.92	GENERAL FUND-CIP	DONATA CONSERVATION AREA	82-06-7-725
108759	MENARDS	DONATO WOODS PATH SUPPLIES	479.40	GENERAL FUND-CIP	DONATA CONSERVATION AREA	82-06-7-725
108759	MENARDS	LIGHT RETRO FITTING PROJECT SUP	10.99	GENERAL FUND-CIP	CITY HALL IMPROVEMENTS	82-02-7-712
108759	MENARDS	SUPPLIES TO CLEAN GRAFFITTI	14.94	PARKS FUND	MATERIAL TO MAINTAIN GROUNDS	06-00-6-623
108759	MENARDS	DONATO WOODS PATH SUPPLIES	119.88	GENERAL FUND-CIP	DONATA CONSERVATION AREA	82-06-7-725
108759	MENARDS	SHOP TOOLS	64.90	PARKS FUND	TOOLS	06-00-6-605
108759	MENARDS	DONATO WOODS PATH SUPPLIES	61.47	GENERAL FUND-CIP	DONATA CONSERVATION AREA	82-06-7-725
108759	MENARDS	SUPPLIES	21.76	GENERAL FUND	EQUIPMENT	01-05-7-720
108759	MENARDS	SOAP FOR BATHROOMS	5.88	PARKS FUND	MATERIAL TO MAINTAIN GROUNDS	06-00-6-623
Total 108759:			1,638.29			
108760	METROPOLITAN INDUSTRIES, INC.	WESTWOOD LIFT STATION	1,946.25	WATER & SEWER UTILITY FUND	MATERIAL TO MAINT. SEWER MAIN	60-52-6-625
Total 108760:			1,946.25			
108761	METROPOLITAN MAYORS CAUCUS	2015-2016 CAUCUS DUES	1,114.65	GENERAL FUND	DUES & SUBSCRIPTIONS	01-01-4-454
Total 108761:			1,114.65			
108762	MICHAEL TURNER	WGN INTERVIEW & CHAMBER BREAK	116.86	GENERAL FUND	TRAVEL & TRAINING	01-01-4-452
Total 108762:			116.86			
108763	NICOR	GAS GENERATOR	25.47	WATER & SEWER UTILITY FUND	FUEL-HEATING	60-50-6-603
108763	NICOR	GAS SERVICES FOR WARMING HOUS	25.63	PARKS FUND	FUEL - HEATING	06-00-6-603
108763	NICOR	GAS TO RUN EMERGENCY GENERAT	88.40	WATER & SEWER UTILITY FUND	UTILITIES- LIFT STATIONS	60-52-5-540
108763	NICOR	GAS TO RUN EMERGENCY GENERAT	28.35	WATER & SEWER UTILITY FUND	UTILITIES- LIFT STATIONS	60-52-5-540
108763	NICOR	GAS FOR SEMINARY PLANT	37.61	WATER & SEWER UTILITY FUND	FUEL-HEATING	60-50-6-603
108763	NICOR	GAS TO RUN EMERGENCY GENERAT	27.71	WATER & SEWER UTILITY FUND	UTILITIES- LIFT STATIONS	60-52-5-540
108763	NICOR	GAS TO RUN EMERGENCY GENERAT	29.61	WATER & SEWER UTILITY FUND	UTILITIES- LIFT STATIONS	60-52-5-540

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
108763	NICOR	GAS TO RUN EMERGENCY GENERAT	31.47	WATER & SEWER UTILITY FUND	UTILITIES- LIFT STATIONS	60-52-5-540
Total 108763:			294.25			
108764	NORTH EAST MULTI-REGIONAL TRAI	TRAINING SERVICES	250.00	POLICE PROTECTION FUND	TRAVEL & TRAINING	03-00-4-452
108764	NORTH EAST MULTI-REGIONAL TRAI	TRAINING SERVICES	400.00	POLICE PROTECTION FUND	TRAVEL & TRAINING	03-00-4-452
Total 108764:			650.00			
108765	NORTHWEST POLICE ACADEMY	ANNUAL DUES FOR 2016-2017	50.00	POLICE PROTECTION FUND	DUES & SUBSCRIPTIONS	03-00-4-454
Total 108765:			50.00			
108766	PIANO MAN PRODUCTIONS	CLOSEOUT OF TICKET SALES FOR A	4,232.04	ESCROW FUND	OPERA HOUSE TICKETS	72-00-0-215
Total 108766:			4,232.04			
108767	PORTER LEE CORP	SOFTWARE SUPPORT FOR EVIDENC	709.00	POLICE PROTECTION FUND	SERVICE TO MAINTAIN EQUIPMENT	03-00-5-552
Total 108767:			709.00			
108768	QUILL CORPORATION	OFFICE SUPPLIES	45.22	POLICE PROTECTION FUND	SUPPLIES	03-00-6-606
108768	QUILL CORPORATION	BATTERIES	88.16	POLICE PROTECTION FUND	SUPPLIES	03-00-6-606
108768	QUILL CORPORATION	PRINTER INK FOR INVESTIGATIONS	277.97	POLICE PROTECTION FUND	SUPPLIES	03-00-6-606
Total 108768:			411.35			
108769	R BRAND CONSTRUCTION, INC.	GENERATOR BUILDING MAINTENANC	550.00	WATER & SEWER UTILITY FUND	SERVICE TO MAINTAIN BUILDING	60-51-5-550
Total 108769:			550.00			
108770	RALPH'S GENERAL RENT-ALL	STUMP GRINDER RENTAL	1,270.08	PARKS FUND	EQUIPMENT RENTAL	06-00-5-543
Total 108770:			1,270.08			
108771	REICHERT CHEVROLET & BUICK	FUEL LINES	438.49	GENERAL FUND	MATERIALS TO MAIN. EQUIPMENT	01-06-6-621
108771	REICHERT CHEVROLET & BUICK	TRANS LINE	129.38	WATER & SEWER UTILITY FUND	MATERIALS TO MAINT. VEHICLES	60-52-6-622
108771	REICHERT CHEVROLET & BUICK	TRANS LINE	20.39	WATER & SEWER UTILITY FUND	MATERIALS TO MAINT. VEHICLES	60-52-6-622

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
Total 108771:			588.26			
108772	ROB LAMZ	CDL REIMBURSEMENT	60.00	GENERAL FUND	DUES & SUBSCRIPTIONS	01-08-4-454
Total 108772:			60.00			
108773	ROUND WOUND SOUND	LEO KOTTKE PERFORMANCE	5,500.00	PERFORMING ARTS	PROGRAMMING FUND	07-11-5-525
108773	ROUND WOUND SOUND	LEO KOTTKE HOTEL BUYOUT	500.00	PERFORMING ARTS	PROGRAMMING FUND	07-11-5-525
Total 108773:			6,000.00			
108774	RUSH TRUCK CENTER - HUNTLEY IN	BRAKE CHAMBERS	145.38	GENERAL FUND	MATERIALS TO MAIN. VEHICLES	01-06-6-622
108774	RUSH TRUCK CENTER - HUNTLEY IN	MIRRORS	83.65	GENERAL FUND	MATERIALS TO MAIN. VEHICLES	01-06-6-622
108774	RUSH TRUCK CENTER - HUNTLEY IN	DUST SHIELD	42.39	GENERAL FUND	MATERIALS TO MAIN. VEHICLES	01-06-6-622
Total 108774:			271.42			
108775	SALLY LESCHER	RECREATION INSTRUCTOR	63.00	RECREATION CENTER FUND	INSTRUCTORS/PERSONAL TRAINERS	05-00-3-431
Total 108775:			63.00			
108776	SCHMIDT PRINTING	RECORD SUPPLIES	155.00	POLICE PROTECTION FUND	SUPPLIES	03-00-6-606
Total 108776:			155.00			
108777	SHAW MEDIA	ADVERTISING	474.00	PERFORMING ARTS	PROGRAMMING FUND - ADVERTISIN	07-11-5-526
Total 108777:			474.00			
108778	SHERWIN-WILLIAMS CO ACCOUNTS	MEZZO-OFF SUPPLY	6.29	GENERAL FUND-CIP	EXISTING PUBLIC WORKS FACILITY	82-02-7-713
108778	SHERWIN-WILLIAMS CO ACCOUNTS	MEZZO-OFF SUPPLY	117.97	GENERAL FUND-CIP	EXISTING PUBLIC WORKS FACILITY	82-02-7-713
108778	SHERWIN-WILLIAMS CO ACCOUNTS	MEZZO-OFF SUPPLY	58.10	WATER & SEWER UTILITY FUND	DPW FACILITY EXPANSION & MAINT	60-54-7-713
Total 108778:			182.36			
108779	SOLENIS	PRAESTOL	2,700.00	WATER & SEWER UTILITY FUND	CHEMICALS	60-51-6-607
Total 108779:			2,700.00			

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
108780	SRO ARTIST, INC.	KARLA BONOFF PERFORMANCE 9-30	2,500.00	PERFORMING ARTS	PROGRAMMING FUND	07-11-5-525
Total 108780:			2,500.00			
108781	TICKET RETURN	ONLINE SINGLE TICKET SALES FEE	1,292.00	ESCROW FUND	OPERA HOUSE TICKETS	72-00-0-215
Total 108781:			1,292.00			
108782	UEHLING INSTRUMENT COMPANY	VALVE ASSEMBLY CHECK, HP	54.05	WATER & SEWER UTILITY FUND	MATERIAL TO MAINTAIN EQUIP.	60-51-6-621
Total 108782:			54.05			
108783	VIKING CHEMICAL COMPANY	DONATO PATH DRUMS	140.00	GENERAL FUND-CIP	DONATA CONSERVATION AREA	82-06-7-725
Total 108783:			140.00			
108784	WATER RESOURCES, INC.	BATTERY PACKS FOR METER READI	320.00	WATER & SEWER UTILITY FUND	WATER METER REPLACEMENT PRO	60-54-7-775
108784	WATER RESOURCES, INC.	METER CHANGE OUT PROGRAM	11,000.00	WATER & SEWER UTILITY FUND	WATER METER REPLACEMENT PRO	60-54-7-775
108784	WATER RESOURCES, INC.	METER CHANGE OUT PROGRAM	10,000.00	WATER & SEWER UTILITY FUND	WATER METER REPLACEMENT PRO	60-54-7-775
108784	WATER RESOURCES, INC.	METER CHANGE OUT PROGRAM	3,522.00	WATER & SEWER UTILITY FUND	WATER METER REPLACEMENT PRO	60-54-7-775
Total 108784:			24,842.00			
108785	WILL ENTERPRISES	2016 SOFTBALL CHAMPIONS	226.90	GENERAL FUND	PROGRAM SUPPLIES	01-09-6-612
108785	WILL ENTERPRISES	2016 SOFTBALL TOURNAMENT CHAM	226.90	GENERAL FUND	PROGRAM SUPPLIES	01-09-6-612
108785	WILL ENTERPRISES	SHIRTS FOR MEMBER PRIZES	361.00	RECREATION CENTER FUND	PROGRAM SUPPLIES	05-00-6-612
Total 108785:			814.80			
108786	WOODSTOCK INDEPENDENT	DISPLAY ADVERTISING- FALL 2016 CI	600.00	GENERAL FUND	PROFESSIONAL SERVICES	01-09-5-502
Total 108786:			600.00			
108787	WOODSTOCK LUMBER COMPANY	DECK SCREWS DIR DONATO PATH	73.90	GENERAL FUND-CIP	DONATA CONSERVATION AREA	82-06-7-725
Total 108787:			73.90			
108788	YOUNG MASTERS MARTIAL ARTS	MARTIAL ARTS SERVICES	390.00	GENERAL FUND	BUILDING RENTAL	01-09-5-544

Check #	Payee	Description	Amount	Fund	GL Account Title	GL Account
Total 108788:			390.00			
108789	ZUKOWSKI ROGERS FLOOD MCARDL	MISC LEGAL MATTERS	1,137.50	GENERAL FUND	LEGAL EXPENSES	01-03-5-502
108789	ZUKOWSKI ROGERS FLOOD MCARDL	LEGAL SERVICES	831.25	ADMIN ADJUDICATION FUND	LEGAL SERVICES	14-00-5-502
108789	ZUKOWSKI ROGERS FLOOD MCARDL	LEGAL SERVICES	7,325.63	POLICE PROTECTION FUND	LEGAL EXPENSES	03-00-5-502
Total 108789:			9,294.38			
Grand Totals:			300,644.01			

City of Woodstock
Warrant No. 3729

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 20th day of September, 2016.

City Clerk

Mayor

MINUTES
TRANSPORTATION COMMISSION
June 15, 2016
City Council Chambers

A meeting of the Transportation Commission was called to order by Commission Chairman, Andrew Celentano at 7:08 p.m. on Wednesday, June 15, 2016 in the Council Chambers at Woodstock City Hall.

A roll call was taken.

COMMISSION MEMBERS PRESENT: Caron Wenzel, Mark Indyke, Susan Hudson, Jason Osborne and Chairman Andrew Celantano.

COMMISSION MEMBERS ABSENT: None

STAFF PRESENT: Public Works Director Jeff Van Landuyt and Chief Deputy Clerk Jane Howie

OTHERS PRESENT: None.

APPROVAL OF MINUTES:

Correction on page 1 under Transmittals: “He noted France has 22.2 roundabouts per 1,000 **intersections** ...”

Motion by C. Wenzel, second by J. Osborne to accept the May 11, 2016 Special Meeting Minutes with above correction. Ayes: C. Wenzel, M. Indyke, S. Hudson, J. Osborne and Chairman A. Celantano. Nays: None. Absentees: None. Abstentions: None. Motion carried.

FLOOR DISCUSSION:

1. Public Comments: None.
2. Commission Comments: None.

When the Commission reviews the bicycle plan, they should check on the bike path.

TRANSMITTALS: (no discussion or action requested).

1. Will robot cars drive traffic congestion off a cliff? Article – NW Herald 5/16/2016

J. Osborne went to Transport Chicago, at UIC once per year, modeling of all things future. Transition of connective vehicles – awareness of what other vehicles are doing such as traffic flow, can provide alternative routes if areas are congested. Methodology. Commercial vehicles, freight companies are very interested. The Commission discussed options, the change in the model of vehicle ownership, cooperative vs vehicle ownership,

perhaps a vehicle service similar to cellphone service companies; rental vs buying. What about driving in slippery conditions? Could these vehicles 'know' when to pull over in slick conditions, or find a safer route where streets have been salted or plowed? Preparation right now is research traffic volumes, how disruptive would these services be? Based on transit modes. Uber has approximately 35,000 part time workers. Next jump could be to robot cars. Presentations are online.

2. RTA Brochure – Applying for ADA Paratransit Service

3. Pace Brochure – Driving Development for Economic Growth

A. Celentano said they're trying to make transportation the beginning of the conversation. This might lead to businesses with municipal partnerships. Transportation would be considered during the decision making process. J. Osborne said Woodstock has the sidewalk component to consider in addition to the transportation element. At the beginning of the planning stage, they sometimes just look at the plans instead of looking at the big picture.

4. Status Update – Bike path extension along U.S. Rt. 14

5. PLTW (Project Lead the Way) – Copy of Bus Route Plan

OLD BUSINESS:

1. Microbus – this item was not discussed at this meeting. This will be added to a future agenda, if needed.

NEW BUSINESS:

1. Crosswalks on IL Rte. 47

The Commission thanked J. Van Landuyt for putting together this information; Crosswalks on IL Rt. 47.

J. Osborne asked if STP could be considered.

A. Celentano asked if the City would have to get grants before the road is torn up. J. Van Landuyt said yes, this is correct.

Crosswalks are basic safety. The Commission wants to recommend this project.

Commission members discussed important areas for crosswalks and prioritized as follows:

1. Rte 47 & Lake Avenue
2. Mid -block crossing at Calhoun Street
3. Country Club Road at Rt 47
4. Judd & Irving Avenue at Rt 47

The Commission strongly recommends four crosswalks at the above locations. All members are strongly in favor. Motion carried.

“After the widening of Rte 47 ...” A. Celentano wants to share this information.

J. Osborne wants to know how to get the City to stress the importance of these immediate needs to the State of IL. J. Van Landuyt believes that the State is including crosswalks at the roundabout locations. J. Van Landuyt will present this information to the City Manager’s Office.

Community Circulator: the Commission likes this, but we’d need the crosswalk at Calhoun Street first. Lunch circulator would be important. A. Celentano asked if the county would be interested in something like this. They already have a contract with MCRide. Those are the ballpark costs, other than the cost of the bus, and the 5th paragraph has the cost of the driver. A. Celentano is interested in forwarding this information to the City Manager.

FUTURE AGENDA ITEMS:

1. Continued discussion about crossing IL Rte. 47 (bicycle/pedestrians) July 2016
2. Loading & unloading Zones in the Downtown
3. Update of Master Bicycle Plan – Chapter 1, August 2016

ADJOURNMENT:

Motion by S. Hudson, second by C. Wenzel to adjourn the Meeting of the Transportation Commission. Ayes: Caron Wenzel, Mark Indyke, Susan Hudson, Jason Osborne and Chairman Andrew Celantano. Nays: None. Absentees: None. Abstentions: None. Motion carried. The meeting was adjourned at 8:03 PM. The Commission agreed to cancel their July 20, 2016 meeting and to reconvene for their next regular meeting of the Transportation Commission on Wednesday, August 17, 2016 at 7:00 PM.

Respectfully submitted,

Jane Howie
Chief Deputy Clerk

Main Stage Performances May - August 2016

Year	Month	Producer	Show	# Shows	Tickets Sold	Avg Sales
2016	May	Deno Buralli	Red Rose Ragtime Band	1	206	206
2016	May	Woodstock District #200	District 200 Orchestra Concert	1	0	0
2016	May	Public Invasion	Corky Siegel	1	272	272
2016	June	Woodstock Chamber of Commerce	Miss Woodstock	1	172	172
2016	June	Danny J	Country Music Tribute	1	98	98
2016	June	Judith Svalander Dance	Étalage	1	348	348
2016	June	Northwest Herald Event	Northwest Herald Event	1	55	55
2016	June	TownSquare Players	One Flew Over the Cuckoo's Nest	6	924	154
2016	July	Linda Polhman	Festival of Dance	1	323	323
2016	July	Woodstock Opera House	Megon McDonough	1	139	139
2016	July	Woodstock District #200	James and the Giant Peach	4	1,605	401
2016	July	TownSquare Players	TSP Summer Musical Theater Workshop	1	105	105
2016	July	Woodstock Opera House	Laura Rains & the Caesars	1	39	39
2016	August	Bobbo Productions	Lonesome Highway	1	229	229
2016	August	Midwest Mozart Festival	Midwest Mozart Festival	2	281	141
2016	August	Micheal Lee Martin	History of Hillbilly Music	1	83	83
2016	August	Woodstock Opera House	Rusty Wright	1	27	27
2016	August	Woodstock Opera House	Galactic Cowboy Orchestra	1	34	34
TOTALS				27	4734	175

Impact Statement

By using 2016 expense figures, FY16/17 operations budget and local population count, and by entering them into the Arts & Economic Prosperity Calculator IV, developed by the national non-profit organization Americans for the Arts, the current impact of the Opera House on the local economy is estimated at \$1,763,900. Compared to the FY10/11 estimate of \$1,477,475; the impact has increased by almost \$300,000.

Facility Usage May - August 2016							
Month FY16	Main Stage	Library & Community Room	Back Stage	Gazebo & Park	Stage Left Café	Tours	Total Events
May	6	3	0	1	21	1	32
June	19	3	0	8	17	0	47
July	16	5	1	6	13	1	42
August	1	5	6	6	20	4	42
Totals	42	16	7	21	71	6	163

- *Main Stage events include all stage performances, rehearsals and public events in the main auditorium.*
- *Library/Community Room includes all board/commission meetings, art exhibits, receptions, Historical Society*
- *Backstage rentals are used primarily for rehearsal space and educational classes.*
- *Gazebo and Park activities include weddings, parades and other public events to which the Opera House staff*
- *Stage Left Café includes performances, parties, receptions and meetings etc..*
- *Tours are 1-2 hours by appointment only and are guided by a professional member of the Opera House staff.*

CITY OF WOODSTOCK
DEPARTMENT OF PUBLIC WORKS
AUGUST 2016 ACTIVITY REPORT



CONTENTS

<u>Compliments</u>	2	<u>Sewer & Water Maintenance</u>	10
<u>City Engineer</u>	3	<u>Street Maintenance</u>	12
<u>Office Manager</u>	4	<u>Wastewater Treatment</u>	16
<u>Fleet Maintenance</u>	5	<u>Water Treatment</u>	22
<u>Parks & Facilities</u>	7		

COMPLIMENTS AND KUDOS - DEPARTMENT OF PUBLIC WORKS

August 2016

Due to the efforts of each employee, attitude, and attention to the importance of QUALITY SERVICE to our residents, we have received the following compliments during the month. These residents/customers took the time to call, send a note, or stop in at the Public Works Office to say "thank you":

Division	From	Location	Activity
Parks	Wendy Etman	Bates Park	She called to request the installation of some type of seating in a shady area near the playground area at Bates Park. She was surprised at how quickly the seating was installed and extremely grateful for a place to sit in the shade when they visit the playground.
Parks	Ruth Ann Lieb	Downtown	My mom and I spent the afternoon on the Square a couple of Sundays ago. She was telling me how much she enjoyed the flowerbeds and planters around the Square. It was a pleasant afternoon, and I have to agree that the flowers around the Square are beautiful. Thank you for adding beauty to our afternoon, and thank your workers for their hard work to keep the Square looking so nice.
Parks	Liz & Robert Boyd	Redwing Dr.	Called to thank the employees that removed the large hornets' nest from their parkway tree. They were concerned for the neighborhood kids, so they really appreciate it.
Parks	Mary Fran	Oakview Ct.	Requested tree trimming and mulch application in cul-de-sac island. She emailed to say, "the men were here a couple of days ago and did a great job, thanks for sending them."

Your hard work and special efforts are recognized by our residents and appreciated by the City.

c: Mayor & City Council
Roscoe Stelford



Department of Public Works
326 Washington St.
Woodstock, Illinois 60098
www.woodstockil.gov

815/338-6118
fax 815/334-2263

To: Jeff Van Landuyt, Public Works Director
From: Al Wilson, City Engineer
Re: Engineering Division Monthly Report-August 2016
Date: September 2, 2016

- Reviewed numerous Comcast, ComEd and AT & T utility permit applications
- Attended IDOT weekly meetings for Route 14 widening project
- Processed payment requests for Apple Creek Subdivision wetland work
- Conducted pre-construction meetings for 2016 Downtown Brick Removal and Replacement program, 2016 Pavement Marking Program, 2016 Crack Sealing Program, 2016 Street Resurfacing Program, and the Multi-use Rec Path Project on Route 14. Checked on daily progress with contractors constructing these improvements
- Prepared Staff Report and Draft Ordinance for amendment to the City's Stormwater Management Ordinance
- Reviewed numerous grading/permit plats for issuance of Building Permits
- Met with owner of Pacific Electronics regarding drainage questions involving expansion of existing parking lot
- Met with residents regarding sump pump concerns at 1264 Mitchell and The Maples
- Met with contractor and Building & Zoning regarding additional revisions to Porkies site plan
- Met with Excavating Concepts regarding the storm sewer removal and replacement project on West Jackson Street
- Shot elevations, completed design, and prepared easement dedication document for storm sewer improvements at Sunnyside Park
- Met with owner of AllStar Auto Repair and IDOT representative to discuss erosion and salt problem caused by IDOT facility on Catalpa Lane
- Met with Excavating Concepts for update on final restoration at Raintree Park silt removal project
- Met with project engineer regarding proposed parking lot improvements to Crossroads Care facility
- Attended "Driving Safely with Municipal Vehicles" seminar in McHenry
- Met with Engineer regarding development requirements for two vacant lots on South Street
- Prepared "contributed capital" information for Finance Department



Department of Public Works
326 Washington St.
Woodstock, Illinois 60098
www.woodstockil.gov

815/338-6118
fax 815/334-2263

To: Jeff Van Landuyt, Public Works Director
From: Heather Keenan, Office Manager
Re: Department of Public Works Office Monthly Report-August 2016
Date: September 2, 2016

Collaborative Newsletter/Website Articles:

- Street Maintenance & Resurfacing Program
- Keep Woodstock Beautiful
- Stone Façade Work – Park in the Square
- Hickory Lane Pavement Work
- Downtown Brick Replacement & Resurfacing Preconstruction Meeting Update
- Flushable Wipes
- Website updates on Tappan/Ash/Walnut, Raintree Park Silt Removal, and Hickory Lane Pavement Repairs

Events:

- Event coordination and event details preparation for “Let’s Square Dance”
- Event coordination and event details preparation for “Woodstock on the Square Car Show”
- Event coordination and event details preparation for “Bark-a-Paw-Looza”

Miscellaneous:

- Collaborated with resident groups and the Parks Division for two (2) block party events
- Created and mailed (156) hydrant flushing letters to City businesses
- Created and distributed Road Closure updates for Madison Street storm pipe repair and Hickory Lane pavement repairs
- Created 129 CSR’s from residents’ concerns
- Assisted with the approval of six (6) Right-of-Way Opening Permit applications and processed six (6) refund requests
- Processed and invoiced for two (2) Oversize/Overweight Permits
- Distributed bids for 2016 Holiday Light Services and 2016 Holiday Lights

To: Jeff Van Landuyt, Public Works Director

From: Rob Lamz, Fleet Maintenance Superintendent

Re: Fleet Maintenance Division Monthly Report-August 2016

Date: September 2, 2016

Mezzanine Update:



The middle of August marked the final stages of the mezzanine construction and the start of the Fleet Division office. Staff installed the corrugated decking, a layer of OSB sub-surface, and the resin deck material to complete the flooring of the parts storage area. The office started to take shape with completion of the flooring above. Fleet Technician Phil Groh ran circuits for electrical outlets, framed the back wall, and hung drywall to seal off the office from

the welding area beneath the mezzanine. Tape, drywall compound, and primer followed before final painting. Phil cut all trim from raw 1" x 8" board and applied primer and paint. The final step before occupation is the application of an epoxy floor scheduled for September 7. The Division maintained its normal workflow while completing this task as Technician Jason Dyer assumed additional duties while construction continued.

Construction of the new Fleet Division office required modification of the existing communication infrastructure. Fleet staff ran four Ethernet cables to the office from the IT room in the Administrative area, over the break room, through the brick wall, and out the shop into the office area. Staff also ran an extra line to the Sewer & Water Maintenance Division and Street Maintenance Division office walls. The IT Director requested the additional lines to expand the WIFI capabilities in Public Works. The length of the runs varied from 100 to 200 feet.

Truck Service:

Jason Dyer continued summer inspection work on the winter plow fleet by reviewing the condition of truck 12. Jason addressed several issues consisting of:

- A failed brake chamber and rusted brake backing plates
- Hydraulic lines requiring removal of the PTO
- Marker light assembly which required welding a new light box to the tail panel

- Welding a cracked plow frame
- Replacement of a leaking fuel tank

Fleet sought out a local vendor for the fuel tank after realizing a steel replacement tank would cost \$1,000. The local vendor provided a replacement aluminum tank for \$813. This approach not only represents a material cost savings for the City, but also supports a future plan to refurbish this truck in FY17/18, rather than replacing it with a new and costly truck. The cost of upfitting an existing unit following refurbishment is approximately half of the \$165,000 to replace the unit in its entirety. A final repair in this cycle involves replacement of the front kingpin assemblies by another local vendor that have failed due to corrosion.



Fleet Longevity:

To help fight corrosion, Fleet Division Superintendent Rob Lamz trained technicians on application of a rubberized undercoating to encapsulate critical components and underbody areas from harmful corrosive chemicals. Staff applied the new coating to truck 8 during the summer service.



Staff Training:

The Fleet Maintenance Superintendent held a training session at the request of the Street Superintendent on proper pre-trip inspection of truck 52, a 1996 Vactor Sewer machine. Daily checks and common issues were covered. Staff paid special attention to the location of the fluid dipsticks and sight glasses as well as common failures and fixes. All Streets staff took time to individually observe locations and scale the machine to check the back unit. Proper cleaning procedures were also covered.

Vehicle Repair:

A seat in Wastewater truck 70 had significant wear from drivers entering and exiting the cab. In the past, the Fleet staff would order factory replacements from the dealership and recover the seat in-house at a cost of approximately \$525. A local vendor contacted the Fleet Division and offered upholstery work upon their relocation to Woodstock. The vendor recovered the seat at a cost of \$382. Not only was this a savings for the City, but the vendor used stronger materials in conjunction with changing the pattern of the seat to prolong the repair.





Department of Public Works
326 Washington St.
Woodstock, Illinois 60098
www.woodstockil.gov

815/338-6118
fax 815/334-2263

To: Jeff Van Landuyt, Public Works Director
From: Ernie Nelson, Parks and Facilities Superintendent
Re: Parks and Facilities Division Monthly Report-August 2016
Date: September 1, 2016

Parks:

- The Parks and Facilities Division spent 418.5 man hours the month of August changing out T-12 light fixtures with new T-8 high-efficiency bulbs at the Library & City Hall
- The Parks Division is constructing 17 remaining wet land path sections for the William C. Donato Conservation Area
 - YTD there have been seven (7) sections built for the William C. Donato Conservation Area and the temporary wooden path has been secured
- Staff met with ConServ FS at Dream Field to get pricing for new windscreen and fence topper
- Weekend field preparations took place for the MYCSA Baseball Tournament
- Staff set-up for the "Movies in the Park" event held Friday, August 5th
- Staff received notice from Wilson Nursery that the hostas purchased and installed in spring of 2016 as part of the downtown bumpout renovations were infected with Hosta Virus X. The virus is exclusive to Hostas and cannot spread to other species of perennials. The plants will be removed and a different species put in their place. Wilson Nursery will supply 1,408 replacement Hostas at no charge to the City. This project will be completed in spring of 2017.
- Staff replaced washed-out leaf mulch to the interior bumpouts.
- Drinking fountain repairs were completed at Tara Road Park
- Summer staff evaluations were completed and submitted for review
- The adult swing set was repaired with new hardware at Main Playground in Emricson Park
- The following meetings were attended during the month of August:
 - Monthly Park Commission meeting;
 - OFAC –
 - Architectural meeting regarding work needing to be completed;
 - OFAC housing grant project work; and
 - Contractual coordination meeting for work needed at the OFAC site.
 - Custodial coordination meetings for Public Works; and
 - Met with the Director of the Library, Assistant Public Works Director, & Friends of the Library to discuss work to be completed to the flower beds at Woodstock Public Library.

- Vandalism to Bates Park path was cleaned up on three separate occasions during the month of August.
- The additional bench for the City's Labyrinth was put together and installed.
- The path bench for Emricson Park has been installed at the hill on the path behind Sullivan Field.
- Assisted the Street Division with asphalt repairs.
- Assisted the sewer and water division with a water main break.
- Staff assisted with the set-up and take down for the following special events:
 - Woodstock On The Square Car Show;
 - Bark-a-Paw Looza; and
 - Let's Square Dance.
- Irrigation system repairs took place at the following locations:
 - Woodstock Water Works Facility;
 - Park in the Square; and
 - Davis Road Soccer field which was a result of tent stakes puncturing the water line.
- Installed basketball court benches at Bates Park basketball courts. The benches were recycled from the Main Field A renovation project.

Forestry:

- 2016 contractual tree removal started with the removal of a large cottonwood tree on Clay St.
- Several large limbs obstructing traffic on Country Club Rd were removed.
- Trimmed trees around the Park in the Square.
- Assisted the Water Treatment Division with aerial truck work on their brine tank.

Facilities:

- Received custodial pricing from three different companies to perform cleaning at the PW facility (Jani-King will start on September 1st).
- A door handle was replaced at the Woodstock Water Works facility.
- GeoStar Mechanical replaced a bad contactor and weak breaker servicing the AC unit at the Hennen Property.
- The Metra Station information sign was repaired on Church Street.
- A new gate and self-latching system was installed on the Kiddie Pool gate at the Woodstock Water Works Facility.
- The plumbing vent at Public Works was cleared from debris, which was preventing the women's restroom sink from draining properly.

- The door lock to the census room in the basement at City Hall was replaced and keyed appropriately for use by the Census Bureau.
- The following building maintenance was completed at the Old Courthouse:
 - Researched missing heat registers;
 - Vacuumed peeling paint chips;
 - Secured several pieces of conduit;
 - Secured wall trim; and
 - Secured alarm wiring.

Training:

- A Park and Facility Division employee was sent to “Safe Driver” training at the Shah Center in McHenry.

Parks & Facilities Performance Measures Update:

Item	Goal	FY15/16 Estimated	FY15/16 YTD Totals
Internal Training	Provide a minimum of 40 hours of documented training for division employees each year	*	9.5 Hours
Pavilion Reservations	Provide service and support for reservations	140	135
Soccer Games	Maintain and prep soccer fields for user groups	620	148
Baseball & Softball Games	Maintain and prep baseball & softball fields for user groups	1,400	701
Communication	Provide a minimum of 25 articles for the purpose of sharing information of interest to residents and park users via the City Manager’s Newsletter, City Scene and City Website	25	15

*Data not available



Department of Public Works
326 Washington St.
Woodstock, Illinois 60098
www.woodstockil.gov

815/338-6118
fax 815/334-2263

To: Jeff Van Landuyt, Public Works Director

From: Shawn Parker, Sewer and Water Maintenance Superintendent

Re: Sewer & Water Maintenance Division Monthly Report-August 2016

Date: September 4, 2016

Water Distribution System:

- Water main breaks: 806 Mary Anne Street (6")
- Painted hydrants on north side of City
- Turned water on at 857 North Madison Street, 3084 Courtland Street
- Turned water off at 304 South Tryon Street
- Replaced hydrant at 503 West Jackson Street
- Assisted with water service work at 218 Pleasant Street
- Witnessed pressure test at Bull Valley Ford
- Repaired internal components in hydrant at Public Works
- Checked out possible water leak 931 Seminary Ave (service leak, letter sent to resident)
- Installed new hydrant at Well #8 site
- Completed manhole adjustments on West Jackson Street & Dean Street in Square area for brick replacement project
- Replaced top section of valve box on Newell Street
- Checked B-box at 2631 Verdi, 2351 Vivaldi (passed)
- Cleaned out two valve boxes on Hill Street & West Jackson Street
- Collected daily hour meter readings for two (2) water booster stations
- Mowed water booster stations
- Checked two water booster stations daily

Sanitary Sewer System:

- Responded to one (1) sewer main backup: 308 Railroad Street
- Completed monthly check of lift stations
- Repaired manhole at Bull Valley Ford, 509 Blakely Street
- Dug up and replaced eight (8') feet of 12" sanitary sewer on South Madison Street
- Root cut sanitary sewer main in the 1700 block of Clay Street

- Changed bellows at Westwood Lakes lift station
- Contractor installing soft starts at Berltsum Lane & Dorham Lane sanitary sewer lift station
- Cleaned sanitary sewer line on Benton Street
- Cleaned sanitary sewer main on Flagg Lane
- Assisted contractor with finding buried structures from Route 14 construction project
- Cleaned and televised storm sewer from water main break (all clear)
- Assisted contractor with work at Aquatic Center lift station
- Dumped grease-controlling chemicals every Friday
- Collected hour readings for all twenty (20) sanitary sewer lift stations
- Cleaned pumps at Wanda Lane lift station (cleaned out every Friday)
- Mowed twenty lift stations weekly
- Checked twenty lift stations; five days per week

Monthly Activities:

- Water meter readings, final readings, 54 new meter and meter head installations.
- Locations and inspections of water and sewer mains, buffalo boxes, and service lines for homeowners, contractors, plumbers, and Building & Zoning
- Shut-offs: 12
- Postings: 65
- Leak inspections: 4
- Julie requests: 2016 (353), 2015 (456), 2014 (226)

Sewer & Water Maintenance Performance Measures Update:

Item	Goal	FY16/17 To Date
Maintain water system valves & hydrants	Repair/replace valves & hydrants as necessary	3 valves / 3 hydrants
Convert water meters to radio readers	Replace 700 water meters each year	493
Utilize preventative maintenance to clean sanitary sewer system mains	Lineal footage cleaned each year	700

*Data not available

To: Jeff Van Landuyt, Public Works Director

From: Barry Pierce, Street Maintenance Division Superintendent

Re: Street Division Maintenance Monthly Report-August 2016

Date: September 1, 2016

Special Events:

- McHenry County Fair
- Woodstock on the Square Car Show
- Bark-a-Paw-Looza
- Touch-a-Truck

Street Sweeping:

Using an Elgin brand sweeper, staff swept the historic Woodstock Square twice a week during the month of August in the early morning hours on Mondays and Fridays. The process used approximately 2700 gallons of water to minimize dust during the collection of nine loads of debris that would otherwise have found its way into the watershed.

The third round of street sweeping began on August 1st, with staff completing five of the eleven established routes. The goal for the year is to sweep all city streets four times. Staff has every expectation of meeting that goal. Contractors have removed a total of 102.83 tons of sweeping debris from the Donovan Yard thus far in 2016.



Roadside mowing:

Employees handle CSRs for roadside mowing requests on an individual basis outside of normal program schedules. During the month of August, staff responded to a sight obstruction complaint at the intersection of Banford Road & Queen Anne Road, removing a stretch of overgrown vegetation.

Sidewalk Repair / Concrete Work:

Staff continued to make progress on the annual sidewalk removal program during the month of August. Staff saw to the removal and replacement of 243 feet of sidewalk for the month, and 683 linear feet of sidewalk during this construction season. The following addresses received attention:

- 1001 Dean St.
- 241 Hoy St.
- 218 Pleasant St.
- 1528 Clay St.
- 219 Hoy St.
- 506 Ridgeland Ave.
- 884 Oak St.



Storm Sewer Repairs:

Staff completed several storm sewer repairs during the month of August. The following areas received attention:

- 750 St. Johns Rd.
- Corner of Madison St. & Grove St.
- 322 Schryver Ave.
- Corner of Calhoun St. & Madison St.
- 1009 Harrow Gate Rd.
- 315 Schryver Ave.
- Corner of Dean St. & Stewart Ave.

Sign Maintenance:

Staff installed new crosswalk signs and refreshed pavement markings to notify residents and motorists of existing crosswalks at the South Street & Jefferson Street intersection. Employees handle additional CSRs for signage on an individual basis.

Storm Sewer Cleaning Program:

Staff cleaned storm sewer lines on a request-only basis during the month of August, completing approximately 453 feet. This program affords staff the opportunity to document and quantify data with regard to; storm sewer structure condition, number and size of pipe inlets per structure, distances of line cleaned per structure, and to a limited extent perform a video inspection of lines to determine extent of their cleaning efforts.

Results of the aforementioned program for the current year are as follows:

- 8" – 51 Feet
- 10" – 729 Feet
- 12" – 2931 Feet
- 15" – 562 Feet
- 18" – 950 Feet
- 24" – 771 Feet
- 30" – 285 Feet

Pothole Patching / Asphalt Repair:

During the month of August, staff used four tons of hot mix asphalt to fill potholes on City streets, as well as larger asphalt maintenance projects. A two to three man crew handles this task as often as possible to maintain and improve roadway quality, as well as in response to resident requests.

In an effort to improve the quality of city streets, staff completed an asphalt maintenance project on Hickory Ln during the month of August. To address failing portions of asphalt, staff closed the road on a block-by-block basis to reduce the scale of the project, and to lessen further negative impact on normal traffic patterns. This project utilized a total of fifty-one tons of hot mix surface material and over 200 employee hours for completion.



Street Maintenance Performance Measures Summary:

Item	Goal	Description	July	FY16/17 To Date	FY16/17 Estimated
Internal Training	Provide a minimum of 40 hours of documented training for division employees each year	Hours per employee	3	3	40
Storm Sewer Maintenance	Clean at least 2,000 lineal feet of storm sewer lines annually	Lineal Feet	453	3,731 (+)	4,000
Street Sweeping	Sweep at least 1,000 center lane miles/ year	Center Lane Miles	114	614	1,000
Sidewalk Replacement	Replace a minimum of 1,000 lineal feet of hazardous sidewalk per year	Lineal Feet	243	683	1,000
Storm Sewer Intakes	Repair failed storm sewer intakes	Number Repaired	7	21	*

*Data not available

To: Jeff Van Landuyt, Public Works Director

From: Anne George, Wastewater Treatment Superintendent

Re: Wastewater Treatment Division Monthly Report-August 2016

Date: September 3, 2016

South Plant:

- 265,768 gallons of liquid sludge produced and 174,000 gallons hauled to the north-side plant.
- South clarifier is empty. Division employees will now inspect and remove all rags. Due to the corrosion to the gates that control the flow to the clarifiers, partial replacement is necessary. Staff obtained pricing and ordered replacement gates. Division employees will make all necessary repairs once the new gates arrive.
- All rags were removed from the three RAS pumps with the use of the Street Maintenance Division crane truck.
- Division employees replaced the RAS air bleeders on all three pumps.
- A new load cell is now operational on one of the chlorine scales to measure the weight of the chlorine cylinder.
- All other activity was routine and consisted of preventive maintenance on equipment, buildings and grounds, and plant operation.

North Plant:

- Collected and analyzed samples from the discharge pipe outside of Claussen Pickle.
- Thirty students from the Woodstock Challenger Center toured the plant on August 2nd. Fifteen students visiting from China and fifteen American students worked together to understand American wastewater treatment and water conservation.
- Division employees trimmed all bushes and completed various landscaping tasks around the facility.
- Made repairs to one of the de-chlorination pumps and replaced the tubing.
- Repairs made to two sections of the chlorine line. Repairs also made to the connection inside the chlorine contact tank.
- Removed grease out of the Olson Park lift station.
- Division employees installed two new pulleys and bearings on the Inovair Blowers.



Department of Public Works

326 Washington St.
Woodstock, Illinois 60098
www.woodstockil.gov

815/338-6118
fax 815/334-2263

- Division employees completed the lighting upgrade and change out assignment at both facilities.
- AEC made repairs to the power supply for the #1 Rotary Blower.
- All other activity was routine and consisted of preventive maintenance on equipment, buildings and grounds, and plant operation.

Personnel:

- Dan Bolda performed laboratory duties from August 1st through August 5th.
- Adam Sheahan performed laboratory duties from August 8th through August 12th.
- Anne George, Henry Vidales, and Adam Sheahan attended the 10th FVOA conference in Carpentersville.
- Wayne Baker received results for the DMR QA 36 proficiency-testing program; all results submitted were in range.



City of WOODSTOCK

Department of Public Works
326 Washington St.
Woodstock, Illinois 60098
www.woodstockil.gov

815/338-6118
fax 815/334-2263

CITY OF WOODSTOCK
NORTHSIDE WASTEWATER TREATMENT PLANT
MONTHLY REPORT OF DISCHARGE - FINAL EFFLUENT
August, 2016

FLOW CONDITIONS					
	Design Capacity	This Month	Year To Date	This Month Last Year	Year to Date Last Year
Average Daily Flow (MGD)	3.500	1.542	2.080	1.619	2.110
Maximum Daily Flow (MGD)	10.500	1.814	5.693	2.169	8.816
Minimum Daily Flow (MGD)	not applicable	1.404	1.358	1.441	1.029
Rain/Snow Amount (inches)	not applicable	2.69	23.06	2.94	27.23

COMPLIANCE PARAMETERS AND PERMIT REQUIREMENTS					
	Permit Limits	This Month	Year To Date	This Month Last Year	Year to Date Last Year
CBOD₅ (mg/l)					
monthly average	10	2	2.4	3	2.5
daily maximum	20	4	4.8	4	3.75
# of violations		0	0	0	0
Suspended Solids (mg/l)					
monthly average	12	5	7.4	7	6.5
daily maximum	24	12	14.7	17	12
# of violations		0	0	0	0
Fecal Coliform (colonies/100 ml)					
daily maximum	400	38	38	190	190
# of violations		0	0	0	0
pH					
minimum	6	7.7	7.4	7.7	7.5
maximum	9	8.1	8.2	8.1	8.2
# of violations		0	0	0	0
Chlorine Residual (mg/l)					
maximum	0.05	0.05	0.05	0.03	0.04
# of violations		0	0	0	0
Ammonia Nitrogen (mg/l)					
monthly average*	1.5*	0.61	1.02	1.2	0.9
daily maximum	3.0*	1.3	n/a	1.73	n/a
# of violations		0	0	0	0
* April through October is 1.5 and 3.0. November through March is 2.2 and 5.6					

MONTHLY REPORT OF DISCHARGE - NORTHSIDE WASTEWATER TREATMENT PLANT

July, 2016

Page - 2 -

POPULATION EQUIVALENCY					
	Design Capacity	This Month	Year To Date	This Month Last Year	Year to Date Last Year
Based on Flow @ 125 gal/capita/day	28,000	13,178	17,303	20,073	17,464
Based on BOD ₅ @ 0.17 lb/capita/day	27,988	12,687	16,046	15,387	18,094
Based on TSS @ 0.20 lb/capita/day	27,996	15,043	20,694	16,670	21,798

PLANT EFFICIENCY					
	This Month	Year To Date	This Month Last Year	Year to Date Last Year	
Measured with BOD ₅ removal (%)	98.1	98.4	97.6	98.4	
Measured with TSS removal (%)	97.7	96.6	95.7	97.2	
Measured with NH ₃ N removal (%)	93.7	93.5	91.7	95	



City of WOODSTOCK

Department of Public Works
326 Washington St.
Woodstock, Illinois 60098
www.woodstockil.gov

815/338-6118
fax 815/334-2263

CITY OF WOODSTOCK
SOUTHSIDE WASTEWATER TREATMENT PLANT
MONTHLY REPORT OF DISCHARGE - FINAL EFFLUENT
August, 2016

FLOW CONDITIONS					
	Design Capacity	This Month	Year To Date	This Month Last Year	Year to Date Last Year
Average Daily Flow (MGD)	1.750	1.149	1.590	1.141	1.220
Maximum Daily Flow (MGD)	5.400	1.385	2.711	1.304	5.255
Minimum Daily Flow (MGD)	not applicable	0.988	0.926	1.007	0.831
Rain/Snow Amount (inches)	not applicable	3.07	24.22	3.84	27.51

COMPLIANCE PARAMETERS AND PERMIT REQUIREMENTS					
	Permit Limits	This Month	Year To Date	This Month Last Year	Year to Date Last Year
CBOD₅ (mg/l)					
monthly average	10	1	1.5	2	2.9
daily maximum	20	2	n/a	3	n/a
# of violations		0	0	0	0
Suspended Solids (mg/l)					
monthly average	12	3	2.9	5	6.1
daily maximum	24	11	n/a	8	n/a
# of violations		0	0	0	0
Fecal Coliform (colonies/100 ml)					
daily maximum	400	33	285	38	43
# of violations		0	0	0	0
pH					
minimum	6	7.6	7.5	7.6	7.5
maximum	9	7.7	7.8	7.6	7.8
# of violations		0	0	0	0
Chlorine Residual (mg/l)					
maximum	0.05	0.01	0.02	0.01	0.01
# of violations		0	0	0	0
Ammonia Nitrogen (mg/l)					
monthly average	1.1	0.29	0.16	0.06	0.25
weekly average max	4.8	0.6	n/a	0.1	n/a
daily maximum	5.5	1.19	n/a	0.16	n/a
# of violations		0	0	0	0



City of WOODSTOCK

Department of Public Works
326 Washington St.
Woodstock, Illinois 60098
www.woodstockil.gov

815/338-6118
fax 815/334-2263

MONTHLY REPORT OF DISCHARGE - SOUTHSIDE WASTEWATER TREATMENT PLANT

August, 2016

Page - 2 -

POPULATION EQUIVALENCY					
	Design Capacity	This Month	Year To Date	This Month Last Year	Year to Date Last Year
Based on Flow @ 100 gal/capita/d	17,500	11,490	15,906	11,410	12,222
Based on BOD ₅ @ 0.17 lb/capita/d	15,605	7,102	9,131	7,053	7,894
Based on TSS @ 0.20 lb/capita/d	13,964	9,918	11,481	7,898	9,448

PLANT EFFICIENCY					
		This Month	Year To Date	This Month Last Year	Year to Date Last Year
Measured with BOD ₅ removal (%)		99.2	98.7	98.4	98.0
Measured with TSS removal (%)		98.6	98.4	97.0	96.8
Measured with NH ₃ N removal (%)		98.9	99.1	99.7	98.8

EXCESS FLOW DISCHARGE					
	Permit Limits	This Month	Year To Date	This Month Last Year	Year to Date Last Year
Flow discharged - # of days	not applicable	0	0	0	0
Flow discharged (MGD)	not applicable	0	0	0	0
BOD ₅ (mg/l)	30	0	0	0	0
TSS (mg/l)	30	0	0	0	0
Fecal coliform (colonies/100 ml)	400	0	0	0	0
Chlorine residual (mg/l)	0.75	0	0	0	0
# of violations		0	0	0	0

SOLIDS HANDLING					
		This Month	Year To Date	This Month Last Year	Year to Date Last Year
Gallons Produced (MG)		0.266	1.876	0.361	2.25
Dry Tons		16.58	105.87	12.74	102.81
Removed from facility gal	Land application	0	0	138,000	138,000
Dry Tons		0	0	9.9	9.9
Gallons	N. Plant Press	174,000	1,002,000	0	1,104,000
Dry Tons		17.41	78.44	0	79.51
cubic yards removed	Drying Beds	0	0	0	0
Dry Tons		0	0	0	0



Department of Public Works
 326 Washington St.
 Woodstock, Illinois 60098
www.woodstockil.gov

815/338-6118
 fax 815/334-2263

To: Jeff Van Landuyt, Public Work Director

From: Will Smith, Water Superintendent

Re: Water Treatment Division Monthly Report-August 2016

Date: September 3, 2016

Water Treatment Update:

Well #8 is scheduled for routine maintenance this fall. When maintenance is complete, the well pumps raw water to waste until two consecutive days of bacteriological tests are returned with zero colonies present. Prior to August of 2016, well #8 did not have a nearby hydrant in order to complete this requirement, and it was necessary to shut down the First Street Plant. In order to avoid this shutdown, the Underground Division has installed a hydrant at the Well #8 site during August of 2016. We will now be able to isolate this well and pump it to waste at the site, while allowing the other wells to flow to the First Street Plant. In the past, it has taken up to 28 days to achieve two consecutive days of bacteria free samples in other wells. If this hydrant had not been installed, the amount of time that the First Street Plant would need to be out of service could have been significant.

Water Treatment Performance Measures Summary:

Item	Goal	FY16/17 Actual
Achieve Fluoridation Award	Achieve 100% Compliance	100% compliance at this time.
Respond to Water Quality Complaints	Respond to All Resident Issues Within 24 Hours	All complaints addressed within 24 hours of notification.
Mechanical Issues at Water Works	Pass IDPH Inspection With No Mechanical Deficiencies	The IDPH inspection revealed a small leak in one of the recirculation pumps. The leak will be repaired in late September or early October.
IEPA Compliance	Achieve 100% Compliance In All Categories	100% compliance at this time.
Accidents Causing Damage to Person or Property	Zero Accidents	No accidents to date, 100% compliance.

*Data not available

WATER TREATMENT PLANTS REPORT
August 2016

Zeolite Treatment	First Street Plant		Seminary Avenue Plant		Total	Total	
	2016	2015	2016	2015	2016	2015	
Total water pumped & treated	gal. 33,126,000	32,675,000	50,601,000	51,677,000	83,727,000	84,352,000	
Total water for softener backwash	gal. 898,900	881,100	1,180,000	1,203,000	2,078,900	2,084,100	
Total water for iron removal backwash	gal. 1,184,000	1,166,000	1,265,000	1,543,000	2,449,000	2,709,000	
Total water distributed	gal. 30,227,000	29,673,000	47,109,000	48,408,000	77,336,000	78,081,000	
Total raw water for blending	gal. 8,434,000	5,116,000	17,244,000	17,902,000	25,678,000	23,018,000	
Average daily pumping rate (dist.)	gpd. 975,065	957,194	1,519,645	1,561,548	2,494,710	2,518,742	
Salt used	lbs. 180,790	177,210	252,650	255,910	433,440	433,120	
Chlorine used	lbs. 954	1,170	1,985	1,911	2,939	3,081	
Hydrofluosilicic Acid used	lbs. 507	742	976	1,536	1,483	2,278	
Sodium Polyphosphate used	lbs. 3,090	3,528	5,480	5,389	8,570	8,917	
WATER QUALITY - DISTRIBUTION		WATER QUALITY INFORMATION		WATER QUALITY INFORMATION		PEAK FLOW COMBINED	
HARDNESS	10.90 GPG	HARDNESS	7.57 GPG	HARDNESS	12.3 GPG	2,922,000 gals	August 10th
IRON	0.03 PPM	IRON	0.05 PPM	IRON	0.03 PPM	(DISTRIBUTION)	
RESIDUAL CHLORINE	0.59 PPM	RESIDUAL CHLORINE	1.34 PP	RESIDUAL CHLORINE	1.16 PPM		
pH	7.4	pH	7.2	pH	7.2		
FLUORIDE	0.72 PPM	FLUORIDE	0.80 PP	FLUORIDE	0.76 PPM		
PO 4	1.35 PPM	PO 4	1.33 PP	PO 4	1.35 PPM		
SODIUM	63.19 PPM						

REMARKS:

Will Smith: Water Treatment Superintendent

Resolution In Support of the Village of Johnsburg's Efforts to Clean Up the Fox River

Whereas, Chain O' Lakes and Fox River is known as the busiest inland water way in the nation; and

Whereas, the Fox River was ranked by the American Rivers Association as #7 in the "Nations Most Endangered Rivers of 1999;" and

Whereas, several communities in McHenry County are situated along the Fox River and are directly impacted by its environmental condition; and

Whereas, many citizens along the Fox River utilize the River as a source of drinking water, for fishing and recreation purposes; and,

Whereas, the deterioration of the Fox River would adversely impact the quality of life of the residents of McHenry County; and

Whereas, without the proper care of the Fox River, its condition will further deteriorate; and

Whereas, the Village of Johnsburg is situated along more than two miles of water frontage along the Chain O' Lakes and Fox River; and

Whereas, the Village of Johnsburg has been working for more than twenty years to develop a wastewater treatment and conveyance system to help clean up the Fox River by reducing the discharge of raw and partially treated wastewater into the Fox River; and

Whereas, the Village of Johnsburg built a wastewater treatment system in an effort to eliminate the discharge of more than 1,000,000 gallons of raw and partially-treated wastewater from the Fox River daily and has been working to extend the collection system to further reduce the discharge of raw and partially treated waste water into the Fox River; and

Whereas, the construction of the collection system is cost prohibitive without funding assistance; and

Whereas, the Village of Johnsburg's efforts to reduce the discharge of raw and partially-treated wastewater into the Fox River will improve the environmental condition of the Fox River; and

Whereas, residents of McHenry County will benefit from the improved condition of the Fox River.

NOW, THEREFORE, BE IT RESOLVED that the Mayor and City Council of the City of Woodstock, McHenry County, Illinois uphold the Village of Johnsburg's efforts to construct the necessary collection system to improve the environmental condition of the Fox River.

AND, BE IT FURTHER RESOLVED that the Mayor and City Council of the City of Woodstock, McHenry County, Illinois uphold the Village of Johnsburg's efforts to obtain State, Federal and private funding assistance to help fund the construction of the collection system within the Village of Johnsburg.

APPROVED and ***ADOPTED*** by the City Council of the City of Woodstock, McHenry County, this 20th day of September, 2016.

Attest:

Brian Sager, Ph.D., Mayor

Cindy Smiley, 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

MEMORANDUM

TO: Honorable Mayor and City Council

FROM: Roscoe Stelford, City Manager

DATE: September 15, 2016

RE: **Resolution – Support of IL 53/120**

McHenry County Board Chairman, Joseph Gottemoller, and County staff have forwarded the attached Resolution in support of a regional roadway improvement to Illinois Routes 53 and 120 for the Mayor and City Council's consideration.

These enhancements will provide improved access for County residents to Interstate 94 and Interstate 90 and would relieve traffic congestion within the County. The proposed Resolution is consistent with the mutually-agreed, regional transportation improvement priorities.

The County Administrator has indicated that the Resolution has been approved by the McHenry County Economic Development Corporation and will be on a future agenda for the McHenry County Council of Governments for consideration by its membership.

If Council is supportive of the County's request, a motion to approve the attached Resolution identified as Document #: _____, "Resolution Supporting the Construction of the Illinois Route 53/120 Project in Lake County, Illinois" would be in order.



McHenry County Board

County Board Room
Woodstock, IL 60098

Meeting: 09/20/16 07:00 PM
Department: Transportation Committee
Category: General
Prepared By: Scott Hennings

RESOLUTION

DOC ID: 5348

TO: McHenry County Board
FROM: Jeffrey Young
DATE: September 20, 2016
SUBJECT: Resolution Supporting the Construction of the Illinois Route 53/120 Project in Lake County, Illinois

Board / Committee Action Requested: A resolution in support of the construction of the Illinois Route 53/120 project in Lake County, Illinois.

Background and Discussion: The McHenry County 2013-2015 Strategic Plan identified as a Goal to "Improve McHenry County's access to interstates". The Illinois Route 53/120 project will improve McHenry County resident's access to Interstate 94 and Interstate 90.

Impact on Human Resources: N/A

Impact on Budget (Revenue; Expenses, Fringe Benefits): N/A

Impact on Capital Expenditures: N/A

Impact on Physical Space: N/A

Impact on Other County Departments or Outside Agencies: N/A

Conformity to Board Ordinances, Policies and Strategic Plan: N/A

RESOLUTION

RESOLUTION SUPPORTING THE CONSTRUCTION OF THE ILLINOIS ROUTE 53/120 PROJECT IN LAKE COUNTY, ILLINOIS

WHEREAS, over two thirds of the employed citizens of McHenry County commute outside of the county to work; and

WHEREAS, the average commuting time of the citizens of McHenry County is the highest of any in the Chicago region at 34 minutes; and

WHEREAS, McHenry County supports major transportation improvements of regional significance; and

WHEREAS, the extension of Illinois Route 53 north from Lake-Cook Road to a corridor south of Grayslake, with an east-west corridor that connects Interstate 94 and a location near U.S. Route 12 and Illinois Route 120 has been studied repeatedly, and consistently found to provide the most congestion relief of all possible alternatives, most recently in the Illinois Route 53/120 Blue Ribbon Advisory Council; and

WHEREAS, the construction of the described Illinois Route 53/120 project would benefit all of the citizens of McHenry County, directly helping the commuters in the northeast part of the County; indirectly helping those in the southeast portion by redirecting traffic that presently congests their routes, and helping all citizens by moving traffic more efficiently, reducing the stress on McHenry County roads and decreasing air pollution by improving the mobility of commuters and commerce traveling through McHenry County; and

WHEREAS, the Illinois Route 53/120 project would facilitate the efficient movement of people and goods from northeast McHenry County to O'Hare International Airport and to Interstate 94 in Lake County; and

WHEREAS, the Illinois Route 53/120 project would also expand regional access to tourism attractions in northeast McHenry County, including McHenry County Conservation District sites, State Parks, and the Hackmatack National Wildlife Refuge; and

WHEREAS, the Illinois Route 53/120 project was identified as a major capital project in the Chicago Metropolitan Agency for Planning's (CMAP) GO TO 2040 comprehensive regional plan and is projected to have the highest congestion reduction benefits and the largest economic impact of any project in that plan; and

WHEREAS, the recently adopted Comprehensive Economic Development Strategy (CEDs) identified the Illinois Route 53/120 project as an important tool for promoting economic development throughout Northern Illinois; and

WHEREAS, the completion of the Illinois Route 53/120 project would likely result in increased traffic flowing into McHenry County along Illinois Route 120, increasing congestion at the intersection with Illinois Route 31; and

WHEREAS, the McHenry County 2040 Long Range Transportation Plan identified as a high priority project a new Fox River crossing north of the City of McHenry connecting Illinois Route 31 and Chapel Hill Road, which would alleviate the bottleneck at Illinois Route 120 and Illinois Route 31.

NOW, THEREFORE BE IT RESOLVED, that the City Council of the City of Woodstock supports the proposed Illinois Route 53/120 project, and declares that such project will benefit the citizens and businesses of McHenry County and those persons who travel through McHenry County into Lake County; and

BE IT FURTHER RESOLVED, that the City Clerk is hereby authorized to distribute a certified copy of this Resolution to Governor Rauner, Congressman Roskam, Congressman Hultgren, State Senators Althoff, McConchie, and McConnaughay, State Representatives McSweeney, Franks, Wheeler, Anderson, and Tryon, County Board of Lake County, Illinois, Lake County Division of Transportation, Illinois Department of Transportation, Illinois State Toll Highway Authority, Federal Highway Administration, Chicago Metropolitan Agency for Planning, McHenry County Council of Mayors, McHenry County Council of Governments, McHenry County Economic Development Corporation, McHenry County Regional Planning Commission, McHenry County Planning and Development Department, McHenry County Administrator, the Township Highway Commissioners of McHenry County, and the McHenry County Director of Transportation/County Engineer.

APPROVED and **ADOPTED** by the City Council of the City of Woodstock, McHenry County, this 20th day of September, 2016.

Attest:

Brian Sager, Ph.D., Mayor

Cindy Smiley, City Clerk



McHenry County Board

County Board Room
Woodstock, IL 60098

Meeting: 09/20/16 07:00 PM
Department: Transportation Committee
Category: General
Prepared By: Scott Hennings

REJECTED

RESOLUTION

DOC ID: 5348

TO: McHenry County Board
FROM: Jeffrey Young
DATE: September 20, 2016
SUBJECT: Resolution Supporting the Construction of the Illinois Route 53/120 Project in Lake County, Illinois

Board / Committee Action Requested: A resolution in support of the construction of the Illinois Route 53/120 project in Lake County, Illinois.

Background and Discussion: The McHenry County 2013-2015 Strategic Plan identified as a Goal to "Improve McHenry County's access to interstates". The Illinois Route 53/120 project will improve McHenry County resident's access to Interstate 94 and Interstate 90.

Impact on Human Resources: N/A

Impact on Budget (Revenue; Expenses, Fringe Benefits): N/A

Impact on Capital Expenditures: N/A

Impact on Physical Space: N/A

Impact on Other County Departments or Outside Agencies: N/A

Conformity to Board Ordinances, Policies and Strategic Plan: N/A



Finance Department

121 W. Calhoun Street
Woodstock, Illinois 60098
815/338-4300
Fax 815/334-2267

Memo

To: Roscoe Stelford, City Manager
Honorable Mayor and City Council Members

From: Paul Christensen, Assistant City Manager/Finance Director

Date: September 14, 2016

Re: Consideration of an Ordinance to Amend the FY15/16 Budget

The original FY15/16 Budget passed on April 21, 2015 is designed to be a planning and working tool for both the City Council and staff. While this budget was created using the best information available including input from residents, outside consultants, and staff, unexpected events often occur throughout the fiscal year. These unexpected events at times lead to increased costs, which ultimately causes budget overages.

Since the budget represents the City's legal spending authority and is presented in the Comprehensive Annual Financial Report (CAFR), it is necessary to adjust for any overages that occur that are above the legal level of budgetary control. This legal level varies from Fund to Fund. For the General Fund, the legal level of control is at the department level, while all other funds are at the fund level. These budget adjustments are also considered to be good management practices by the bond rating agencies and have an effect on the ultimate rating the City receives.

Final Year End Adjustments:

Attached is the proposed Ordinance to adjust for departments and funds that have exceeded their total budget. In addition, since many of these funds derive a large portion of their revenue from the General Fund, often an increased transfer amount from the General Fund is needed to offset the increased expenditure amount.

As has been the practice in previous years, the City Administration is proposing transferring surpluses in the General Fund that are a result of additional revenue received along with lower than expected expenditures, especially in the area of personnel, to the City's General Corporate-CIP Fund. These additional transferred funds will be used to supplement the resources of the City's General Corporate-CIP Fund to provide for future capital improvements.

Specific detail concerning each Department/Fund and the related budget amendments have been provided below.

EXPENDITURES:

General Fund:

General Government:

The General Government Department was impacted by the Council’s decision to authorize an additional \$91,700 for marketing efforts that were specially used by Promote Woodstock and \$15,000 for Enterprise Zone expenditures. Also an additional \$6,400 was needed to cover the cost of unforeseen legal costs required by the City Manager’s office.

These unforeseen expenditures at the initial time of budget preparation will require a budget amendment to the FY15/16 budget of \$113,100.

<i>Current Budgeted Expenditures:</i>	<i>\$905,000</i>
<i>Proposed Final Budgeted Expenditures:</i>	<i><u>\$1,018,100</u></i>
<i>Proposed Budget Amendment:</i>	<i><u>\$113,100</u></i>

Audit Fund:

The Audit Fund realized a budget overage as a result of the need to hire an actuary to calculate postretirement benefit cost (OPEB) to be included in the City’s Comprehensive Annual Financial Report (CAFR). This report is required to be completed every three years.

<i>Current Budgeted Expenditures:</i>	<i>\$36,000</i>
<i>Proposed Final Budgeted Expenditures:</i>	<i><u>\$38,400</u></i>
<i>Proposed Budget Amendment:</i>	<i><u>\$2,400</u></i>

Aquatic Center Fund:

Overages in the Aquatic Center Fund were a result of increased expenditures in the amount of \$28,000 for the following: \$23,000 was expended on repairs to the three pool boilers which includes \$9,950 for a new heat exchanger for the rec pool boiler; \$4,500 for repairs to the facility’s irrigation system; and \$3,000 for a new diving board.

<i>Current Budgeted Expenditures:</i>	<i>\$282,800</i>
<i>Proposed Final Budgeted Expenditures:</i>	<i><u>\$310,800</u></i>
<i>Proposed Budget Amendment:</i>	<i><u>\$28,000</u></i>

Public Library Fund

Several facets of the Library's I.T. infrastructure needed upgrading in FY15/16 and the overall cost exceeded original projections, adding just over \$17,000 to the Library Operating Fund's information access expenditures. These upgrades included new switches, additional equipment to accommodate the city's fiber optic capabilities, and the associated installation and software costs. Additionally, \$12,260 of the overage in the information access line should

have been recorded in the Library Building Fund's Furniture and Equipment line (09-00-7-726). However, since the Building Fund is subsidized by the Operating Fund, it was deemed unnecessary to reallocate those expenditures.

Therefore the Library Board is proposing an increase in the Library Operating Fund's budgeted expenditures of \$29,400.

<i>Current Budgeted Expenditures:</i>	<i>\$1,223,500</i>
<i>Proposed Final Budgeted Expenditures:</i>	<i><u>\$1,252,900</u></i>
<i>Proposed Budget Amendment:</i>	<i>\$29,400</i>

Motor Fuel Tax Fund

In FY14/15, the City found that it was required to honor a contract for the purchase of 4,000 tons of road salt through the State of Illinois joint purchasing contract at an amount that was 2.6 times greater than the price paid one year earlier. The City did not anticipate this significant increase in costs and as a result, it exceeded its FY14/15 budget by \$194,432. As you might expect, the winter was mild and the City has limited storage for salt. In order to accept the entire 4,000 ton of road salt, some material had to be ordered and paid for after the conclusion of FY14/15. As a result, nearly 575 tons of salt was delivered in FY15/16 and subsequently paid out that same budget year. This condition was not anticipated at the time of budget preparation in February of 2015. Therefore, expenditures reported at the end of FY15/16 in MFT line item # 12-00-6-572 titled Ice Control Material exceeded the budget amount by \$80,800.

<i>Current Budgeted Expenditures:</i>	<i>\$677,000</i>
<i>Proposed Final Budgeted Expenditures:</i>	<i><u>\$757,800</u></i>
<i>Proposed Budget Amendment:</i>	<i>\$80,800</i>

Wireless Alarm:

A small budget adjustment is necessary to cover the additional cost of the purchase of new radios to allow the continued operations of the City's Wireless alarm system.

<i>Current Budgeted Expenditures:</i>	<i>\$157,300</i>
<i>Proposed Final Budgeted Expenditures:</i>	<i><u>\$158,000</u></i>
<i>Proposed Budget Amendment:</i>	<i>\$700</i>

Debt Service:

A bill from the 2013A refunding bonds, which occurred in FY14/15, was paid in FY15/16. This bill caused the Debt Service Fund to exceed the budget by a small amount.

<i>Current Budgeted Expenditures:</i>	<i>\$1,416,900</i>
<i>Proposed Final Budgeted Expenditures:</i>	<i><u>\$1,418,400</u></i>
<i>Proposed Budget Amendment:</i>	<i>\$1,500</i>

Library Debt Service:

The fee to the paying agent of the Library’s debt slightly exceeded the budget by \$300.

<i>Current Budgeted Expenditures:</i>	<i>\$361,000</i>
<i>Proposed Final Budgeted Expenditures:</i>	<u><i>\$361,300</i></u>
<i>Proposed Budget Amendment:</i>	<i>\$300</i>

REVENUES

Social Security Fund:

The Social Security Fund and IMRF Fund property tax amounts were incorrectly reversed in the budget. This amendment corrects this mistake.

<i>Current Budgeted Revenues:</i>	<i>\$500,000</i>
<i>Proposed Final Budgeted Revenues:</i>	<u><i>\$650,000</i></u>
<i>Proposed Budget Amendment:</i>	<i>\$150,000</i>

IMRF Fund:

The Social Security Fund and IMRF Fund property tax amounts were incorrectly reversed in the budget. This amendment corrects this mistake.

<i>Current Budgeted Revenues:</i>	<i>\$650,000</i>
<i>Proposed Final Budgeted Revenues:</i>	<u><i>\$500,000</i></u>
<i>Proposed Budget Amendment:</i>	<i>(\$150,000)</i>

OPERATING TRANSFERS OUT:

The General Fund supplements the operations of a number of funds through transfers. When budgeted, these transfers are intended to create a balanced budget for the receiving fund that has neither a surplus nor deficit. Therefore when a fund’s revenue does not meet budget estimates or expenditures exceed the budgeted amount, an increase in the transfer from the General Fund is necessary to eliminate the deficit.

General Fund to Debt Service:

The Opera House debt ticket surcharge ended the fiscal year slightly below budget. As a result an additional transfer is necessary from the General Fund to address this deficit.

<i>Current Budgeted Operating Transfers Out:</i>	<i>(\$175,600)</i>
<i>Proposed Final Budgeted Operating Transfer Out:</i>	<u><i>(\$180,100)</i></u>
<i>Proposed Budget Amendment:</i>	<i>(\$3,600)</i>

General Fund to Police Protection:

Revenues for the Police Protection Fund were below budget amounts, especially in the area of police fines. Since the General Fund is required to balance this fund, an additional transfer is necessary.

<i>Current Budgeted Operating Transfers Out:</i>	(\$2,170,300)
<i>Proposed Final Budgeted Operating Transfer Out:</i>	<u>(\$2,186,600)</u>
<i>Proposed Budget Amendment:</i>	(\$16,300)

General Fund to General Corporate-CIP:

The General Fund is projected to end FY15/16 with a surplus of over 1,179,000 after all transfers are made. This surplus is a combination of expenditures that are below budget in excess of \$275,000, transfers in and out to other funds in the amount of \$188,000 along with revenue that has exceeded expectations in the amount of \$716,000, particularly sales and income taxes. As such, since the General Fund's available fund balance is currently in compliance with the City's fund balance policy, it is proposed that, similar to past years, the surplus be transferred to the General Corporate-CIP Fund to be used for future capital improvement projects, such as infrastructure.

<i>Current Budgeted Operating Transfers Out:</i>	(\$821,000)
<i>Proposed Final Budgeted Operating Transfer Out:</i>	<u>(\$2,000,000)</u>
<i>Proposed Budget Amendment:</i>	(\$1,179,000)

Utility to General:

A transfer is made each year from the Utility Fund to the General Fund to cover administrative service provided to this operation based on a set formula. The actual allocated costs to provide these services were higher than was budgeted.

<i>Current Budgeted Operating Transfers Out:</i>	(\$355,400)
<i>Proposed Final Budgeted Operating Transfer Out:</i>	<u>(\$359,800)</u>
<i>Proposed Budget Amendment:</i>	(\$4,400)

Police to Employee Insurance:

A transfer is made to cover the cost of health insurance. This amount is transferred each month passed based on the number of employees along with type of coverage the employee receives (single or family). This year an additional transfer over budget was necessary to cover insurance costs for police department personnel.

<i>Current Budgeted Operating Transfers Out:</i>	(\$600,000)
<i>Proposed Final Budgeted Operating Transfer Out:</i>	<u>(\$609,400)</u>
<i>Proposed Budget Amendment:</i>	(\$9,400)

Library Building to Library Debt Services:

Property taxes received by the Library Debt Service Fund were less than the budget amount along with an additional expenditure above budget for fiscal agent fees of \$301. As a result an additional transfer is necessary from the Library Fund to make up for this deficit.

<i>Current Budgeted Operating Transfers Out:</i>	(\$46,300)
<i>Proposed Final Budgeted Operating Transfer Out:</i>	<u>(\$47,700)</u>
<i>Proposed Budget Amendment:</i>	(\$1,400)

OPERATING TRANSFERS IN:

The Transfers In budget amendments are the reverse of the Transfers Out and are necessary since accounting rules mandate that the Transfers In must Equal Transfers Out.

Recommendations:

It is recommended that the City Council adopt the attached Ordinance, identified as Document Number _____, which amends the City’s FY15/16 Budget Ordinance.

The amendment of the annual budget does require a super majority vote of the corporate authorities, requiring five (5) affirmative votes. Please feel free to contact me with any additional questions.



Reviewed and Approved by:

Roscoe C. Stelford III
City Manager

ORDINANCE NO. 16-O-_____

An Ordinance Amending the Fiscal Year 2015-2016 Budget for the City of Woodstock, Illinois

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

SECTION 1: Pursuant to 65 ILCS 5/8-2-9.6, for the Fiscal Year 2015/2016 Budget, which is Ordinance 15-O-26 and passed on April 21, 2015, the following expenditure amounts shall be revised as follows:

Department/Fund	Current Budgeted Expenditures	Authorized Amendment	Final Budgeted Expenditures
01 General Fund			
General Government	\$ 905,000	\$ 113,100	\$ 1,018,100
02 Audit	36,000	2,400	38,400
04 Aquatic Center	282,800	28,000	310,800
08 Library Fund	1,223,500	29,400	1,252,900
12 Motor Fuel Tax	677,000	80,800	757,800
15 Wireless Alarm	157,300	700	158,000
30 Debt Service	1,416,900	1,500	1,418,400
31 Library Debt Service Fund	361,000	300	361,300

SECTION 2: Pursuant to 65 ILCS 5/8-2-9.6, for the Fiscal Year 2015/2016 Budget, which is Ordinance 15-O-26 and passed on April 21, 2015, the following revenue amounts shall be revised as follows:

Department/Fund	Current Budgeted Revenues	Authorized Amendment	Final Budgeted Revenues
10 Social Security Fund	\$ 500,000	\$ 150,000	\$ 650,000
11 IMRF Fund	650,000	(150,000)	500,000

SECTION 3: Pursuant to 65 ILCS 5/8-2-9.6, the Fiscal Year 2015/2016 Budget, which is Ordinance 15-O-26 and passed on April 21, 2015, the following Operating Transfer Out accounts shall be revised as follows:

From Fund	To Fund	Current Budgeted Transfer Out	Authorized Amendment	Final Budgeted Transfer Out
General	Debt Service	\$ (176,500)	\$ (3,600)	\$ (180,100)
General	Police Protection	\$ (2,170,300)	\$ (16,300)	\$ (2,186,600)
General	General CIP	\$ (821,000)	\$ (1,179,000)	\$ (2,000,000)
Utility	General	\$ (355,400)	\$ (4,400)	\$ (359,800)
Police	Employee Insurance	\$ (600,000)	\$ (9,400)	\$ (609,400)
Library Building	Library Debt Service	(46,300)	(1,400)	(47,700)

SECTION 4: Pursuant to 65 ILCS 5/8-2-9.6, the Fiscal Year 2015/2016 Budget, which is Ordinance 15-O-26 and passed on April 21, 2015, the following Operating Transfer In Accounts shall be revised as follows:

To Fund	From Fund	Current Budgeted Transfer In	Authorized Amendment	Final Budgeted Transfer In
Debt Service	General	\$ 176,500	\$ 3,600	\$ 180,100
Police Protection	General	\$ 2,170,300	\$ 16,300	\$ 2,186,600
General CIP	General	\$ 821,000	\$ 1,179,000	\$ 2,000,000
General	Utility	\$ 355,400	\$ 4,400	\$ 359,800
Employee Insurance	Police	\$ 600,000	\$ 9,400	\$ 609,400
Library Debt Service	Library Building	\$ 46,300	\$ 1,400	\$ 47,700

SECTION 5: 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 6: All ordinances or parts of ordinances in conflict herewith are hereby repealed to the extent of such conflict.

SECTION 7: This Ordinance shall be in full force and effect upon its passage by a two-thirds vote of the corporate authorities. Publication in pamphlet form is hereby authorized, as provided by law.

Ayes:

Nays:

Abstentions:

Absentees:

APPROVED:

Mayor Brian Sager, Ph.D.

(Seal)

Attest: _____
City Clerk

Passed: September 20, 2016

Approved: _____

Published: _____

**Woodstock
Opera House**

Memo

To: Roscoe Stelford, City Manager
From: Daniel Campbell, Box Office Manager
cc: John Scharres, Managing Director Woodstock Opera House
Date: September 13, 2016
Re: TicketReturn Contract

The Woodstock Opera House uses the software of TicketReturn to transact all ticket sales through the Opera House box office and online internet sales as well. The Opera House initially contracted with TicketReturn in 2006 for a three-year period and renewed the contract again in 2009 for another three-year period. The 2009 contract allowed for an annual renewal after its expiration in 2012 and, under that clause, the contract has automatically renewed each year since.

When the new law requiring the use of EMV credit card chip readers went into effect in the fall of 2015, TicketReturn notified its users that their software would no longer support credit card swipe transactions for companies hosting their own dedicated ticket servers. However, support for integrated credit card processing would still be provided for clients who used TicketReturn's hosted data services. The Opera House TicketReturn database has been hosted on a dedicated server, owned and operated by the City of Woodstock, since 2006. As such we were required to seek and develop a new credit card processing solution in December 2015 for our box office transactions. With the assistance of the Finance and IT Departments, a new stand-alone VeriFone was purchased and added to the system to allow for the processing of chipped credit cards on sales conducted through the box office. However, online credit card ticket orders were still required to be processed through the TicketReturn software solution. This led to a more complicated accounting system for credit card ticket sales, and also created additional work for both the Ticket Agents' processing orders, and for the Box Office Manager's tracking and reconciliation of credit card sales.

In the first quarter of 2016, new contract negotiations with TicketReturn were initiated in an effort to eliminate the use of the local host server for the Opera House ticketing database, and move to an online hosted solution through TicketReturn and their servers. As the contract had been automatically renewing since 2012 it was also deemed an appropriate time to update and reevaluate the terms and conditions. With the assistance of the Finance and IT departments,

contract negotiations were finalized in September 2016. The new terms will yield additional benefits and safeguards for the continued use of the TicketReturn software solution.

First and foremost, the new contract will see the City moving to an online hosted solution of the software, by using TicketReturn's remote servers to house our database information. This will eliminate the need to purchase and maintain server hardware for the City, resulting in several thousand dollars of savings. Additionally, under the new contract, TicketReturn has waived their annual maintenance fee (an annual savings of \$1,500). Under the previous contract, a \$2.00 per ticket fee for online transactions was collected and paid by the City to TicketReturn, with the City guaranteeing that a minimum of \$7,500 in annual fees would be collected. The new contract has eliminated the \$7,500 guarantee with TicketReturn receiving just a \$2.00 per ticket fee from online/internet ticket purchases with no set minimum.

Moving the Opera House ticketing database to TicketReturn's hosted servers will also allow for all credit card transactions to be processed through the integrated credit card software incorporated within TicketReturn's software solution, eliminating the need for a separate VeriFone to process credit card sales at the box office. This will streamline the sales process and create easier accounting and reporting for credit card sales.

Additional contract terms that have been updated include:

- A single year contract with an annual renewal and, after the first year, a 30-day cancellation clause (with written notice). This will allow for the contract to be terminated in the event that the City no longer wishes to use the TicketReturn software solution at any time for any reason after the initial term.
- The Opera House will continue a profit sharing arrangement for the online \$2.00 per ticket service fee imposed by TicketReturn. Once TicketReturn has received \$10,000 in online service fees in a contracted year, the Opera House will receive \$.50 for each additional ticket sold online through the end of that contracted year.
- Language in the contract has been updated to account for FOIA requests for any information contained in the Opera House ticketing database that will be hosted on TicketReturn's servers.
- Language was added that conforms to the Illinois Prompt Payment Act (50 ILCS 505/1).
- Terms were altered so that the City can impose a debt service or facility fee to online ticket sales, if desired.

TicketReturn has proven to be a good business partner for the Woodstock Opera House's ticketing needs. They provide prompt customer support with a very reasonable fee structure. Under the new contract, with the elimination of the \$7,500 floor on internet service fees and the waiver of their annual maintenance fee, they have shown that they are very interested in maintaining our business relationship. With these terms, there is really no more affordable and effective solution for the Opera House in the market at this time, and I recommend that the City move forward with the signing and implementation of the new contract agreement.

Recommendations:

Therefore, it is recommended that the City Administration be authorized to execute the attached TicketReturn Software Users Agreement pertaining to the sale of Opera House Tickets and identified as Document # _____, subject to final review and approval by the City Attorney's Office.



Reviewed and Approved by:

Roscoe C. Stelford III

City Manager

TICKETRETURN SOFTWARE USERS AGREEMENT

This TICKETRETURN SOFTWARE USERS AGREEMENT (the “Agreement”) is effective as of 1st day of July, 2016, (the “Effective Date”) by and between TicketReturn, LLC, a North Carolina corporation with principal offices at 1150 Crews Road - E, Matthews, N.C. 28205 d/b/a TicketReturn (“TicketReturn”), and The City of Woodstock, d/b/a The Woodstock Opera House, (“Customer” or “Client”), with principal offices at 121 West Van Buren Street, Woodstock, Illinois 60098.

WHEREAS, Customer offers tickets for its venues and events at those venues;

WHEREAS, TicketReturn is in the business of offering software which facilitates the sale and delivery of tickets for events and venues and tracking attendance at such events and venues;

WHEREAS, Customer desires to enhance its processes for distributing tickets and tracking attendance at events and venues;

NOW T HEREFOR E, i n c onsideration of t he f oregoing a nd o f t he mutual pr omises, cove nants, representations, warranties and agreements herein, and intending to be legally bound, TicketReturn and Customer hereby agree as follows:

1. DEFINITIONS.

1.1 The following capitalized terms shall have the meanings set forth below for all purposes of this Agreement:

1.1.1 Event(s). Any public or private gathering which employs issuance of paid or unpaid tickets as a means of controlling admission to or accounting for entry to a Licensed Venue (as such term is defined below) owned, operated, managed or served by Customer.

1.1.2 Licensed Venue(s). Woodstock Opera House, 121 West Van Buren Street, Woodstock, Illinois 60098.

1.1.3 Documentation. All electronic manuals necessary for training of Customer’s personnel in the operation and maintenance of the Licensed Programs (as such term is defined below), except for the source code or source code documentation.

1.1.4 Licensed Programs. All TicketReturn software and database products and their components, as listed in Schedule A, including, without limitation, subsequent upgrades, revisions and corrections. For the avoidance of doubt, Licensed Programs and databases do not include source code or Microsoft or other third-party end-user licenses.

1.1.5 Non-Licensed Programs. Any Customer or third-party software that is not authored, owned, licensed, or supported by TicketReturn.

1.1.6 Customer Equipment. The equipment, devices and supporting third-party software identified in this Agreement and in Schedule B attached hereto, which are provided and supported by Customer for the purpose of enabling Customer to utilize the Licensed Programs, including but not limited to the following definitions:

1.1.6.1 Ticket Network. Customer’s Local Area Network (LAN) and Wide Area Network (WAN) environment, including, but not limited to, Customer’s on-site intranet services, Internet Service Provider (ISP), LAN/WAN Internet Information Services (IIS), and LAN subnets, if present, all of which may be configured and employed by Customer to support the operation and delivery of the Licensed Programs.

1.1.6.2 Ticket Server(s). The network computer server or servers where the Licensed Programs and Customer database reside.

1.1.6.2.1 Site-Based Service. Ticket Server(s) are installed at Licensed Venue. Customer owns and supports the Ticket Server(s) and related hardware or third-party software. Customer's Internet service provides access to online ticket sales, TicketReturn software upgrades, and remote support or training offered by TicketReturn. In the event of Internet service disruption, Customer's access to the Licensed Programs and database are supported by Customer's Local Area Network (LAN); online ticket sales are suspended until Internet service is restored.

1.1.6.2.2 Hosted Service. No Ticket Server is required at the Licensed Venue. The Licensed Programs and Customer database reside at a remote data-processing center supported by TicketReturn. All ticketing services are fully dependent on quality and reliability of Customer's Internet Service Provider (ISP). ISP failures may result in total loss of all ticketing service to Customer.

1.1.6.3 Ticket Workstations. The Personal Computers (PCs) owned, operated, maintained and supported by Customer, which Customer personnel may use to access and use the Licensed Programs.

1.1.6.4 Ticket Printers. The thermal printing devices owned, operated, maintained and supported by Customer, which Customer personnel may utilize to print tickets using the Licensed Programs.

1.1.6.5 Ticket Scanners. The mobile computing devices and/or cabled readers owned, operated, maintained and supported by Customer, which may be used by Customer personnel to scan bar-coded tickets issued through use of Licensed Programs.

1.1.7 Confidential Information. "Confidential Information" includes (i) all information of Customer or TicketReturn to which the other party has access, whether in oral, written, magnetic, electronic, graphic or machine-readable form, and whether or not labeled as confidential, including business or financial information, intellectual property, business plans, strategies, forecasts, business practices and methods, marketing information and material, customer and supplier lists, including any other information related to Customer's business or the business of any of its affiliates; (ii) all information, whether oral, written, graphic or in machine-readable form, including business or financial information, intellectual property, business plans, strategies, forecasts, business practices and methods, marketing information and material, customer and supplier lists, proprietary ideas, concepts, know-how, methodologies, specifications, operations or systems manuals, profiles, system and management architectures, diagrams, graphs, models, sketches, technical data, research and all other information related to the parties' business. Confidential Information shall not include any information that:

1.1.7.1 Is or becomes generally known to the public through no fault of the recipient;

1.1.7.2 Is obtained without restriction from an independent source which independent source is not under an obligation to maintain its confidentiality;

1.1.7.3 The recipient independently develops through persons who have not had access to such information; or

1.1.7.4 The disclosing party approves unrestricted release by written authorization; or

1.1.7.5 Must be disclosed pursuant to law or a valid order of a court having jurisdiction of the parties and the subject matter, provided however that, in the event a public records request is made to Customer for any information relating to the Licensed Programs or the Documentation, Customer shall inform TicketReturn that such a request has been made so that TicketReturn may have an opportunity to object to the public records request; provided further that, in the event a request is made to TicketReturn for any information relating to Customer's Confidential Information, TicketReturn shall inform Customer that such a request has been made so that Customer may have an opportunity to object to such request.

1.1.8 Online Sales Service Fees. The fee or fees paid by purchasers of online tickets offered by Customer, as defined in Schedule C of this Agreement.

2. **LICENSED PROGRAMS.**

2.1 TicketReturn Services. TicketReturn shall provide Customer with the following software features in connection with use of the Licensed Programs:

2.1.1 Box Office. TicketReturn Licensed Programs shall support Customer intranet services that allow Customer personnel to manage, sell, bar code and generate reports related to Customer's ticket inventory within Customer's Ticket Network.

2.1.2 Website. Ticket Return Licensed Programs shall support Internet and Intranet services that allow Customer's online customers to purchase and manage tickets and ticket packages through links posted on Customer's web site(s), without limit to the number of web sites employed by Customer for this purpose.

2.1.2.1 Online Ticket Account. TicketReturn shall establish an online ticket account for each ticket purchaser and allow ticket owners to access those accounts through Customer's web site(s).

2.1.3 Reports. TicketReturn shall provide Customer with standard reports detailing ticket sales and ticket inventory. Where Customer has elected to barcode and scan tickets generated by the Licensed Programs, as specified in Customer's product licensing elections in Schedule C, Table 1 of this Agreement, TicketReturn shall provide standard reports detailing attendance at Customer Events and Licensed Venues. TicketReturn hereby grants Customer a license to access the Licensed Programs database for the purpose of (1) generating reports through the use of compatible third-party software and (2) requesting custom reports from TicketReturn on a separate cost basis to be mutually agreed upon by the parties in writing at the time of service.

3. **INSTALLATION, OPERATION, SUPPORT AND UPDATE OF LICENSED PROGRAMS.**

3.1 Customer's Responsibilities. Customer shall have responsibility for the following (collectively "Customer's Responsibilities"):

Customer Equipment

3.1.1 Customer shall obtain, install, maintain and support Customer Equipment, including but not limited to all third-party operating system software and/or Non-Licensed Programs utilized by Customer on the Ticket Network. For the purpose of defining Customer and Ticket Return

{OandF:06023323.DOCX}

responsibilities specific to the Ticket Server(s) and database stored on the Ticket Server, Customer may elect Site-Based Service or Hosted Service, as declared on Schedule B of this Agreement.

3.1.1.1 Site-Based Service. For best performance and reliability of access to the Licensed Programs, TicketReturn recommends Site-Based Service. Where Customer elects Site-Based Service, Customer shall procure, install and support its Ticket Server at Licensed Venue, including Non-Licensed Software or hardware described in Schedule B. Customer shall maintain backup copies of its data as Customer deems necessary for security and recovery purposes.

3.1.1.2 Hosted Service. Where Customer elects Hosted Service, TicketReturn shall provide remote ticketing services from a data-processing center. The TicketReturn data-processing center shall maintain redundancy of critical components and backup of Customer data. Customer shall provide broadband Internet service sufficient to maintain reliable connectivity to the TicketReturn data-processing center. TicketReturn represents and Customer acknowledges and agrees that disruption of its Internet connection to the data-processing center may result in total disruption of services supported by the Licensed Programs.

3.1.1.3 Non-Licensed Programs. TicketReturn represents and Customer acknowledges and agrees that the Licensed Programs may be subject to conflicts with Non-Licensed Programs and that Non-Licensed Programs may negatively impact system responsiveness and performance. Customer shall not install any gaming, entertainment, streaming media or other software on the Ticket Network, Ticket Workstations, and Ticket Scanners which may degrade system performance. Further, except as may be necessary to effectuate the purpose of this Agreement, Customer shall use commercially reasonable efforts to avoid the installation and use of Non-Licensed Programs on the Ticket Network Server, Ticket Workstations, and Ticket Scanners that would negatively impact performance of the Licensed Programs and thus impair TicketReturn's ability to perform its obligations pursuant to the terms of this Agreement. Customer agrees that, in the event that any Non-Licensed Program impacts performance of TicketReturn Licensed Programs, it will remove promptly all such Non-Licensed Programs from the Ticket Server, Ticket Workstations, or Ticket Scanners, or release TicketReturn from responsibility for performance issues related to use of Customer's Non-Licensed Programs.

Operating Environment

3.1.2 Customer shall use commercially reasonable efforts to ensure that it provides a suitable operating environment including secure remote access for the Licensed Programs. Customer shall use commercially reasonable efforts to comply with specifications that the manufacturers of Customer Equipment may supply in writing in order to maintain Customer Equipment in operating condition.

Network Services

3.1.3 Customer shall provide network connectivity between the Ticket Network, Ticket Server, Customer Box Office locations, Ticket Workstations and, where bar-coding and Ticket Scanner services are employed, to gate entrances at Licensed Venues where Ticket Scanners are to be deployed. Ticket Return represents and Customer acknowledges and agrees that use of Licensed Programs at locations lacking network connectivity may result in limited or non-functionality of Licensed Programs.

Network Integration

{OandF:06023323.DOCX}

3.1.4 In the event Customer requests that TicketReturn's suggested Ticket Network configurations be adapted for integration into Customer's larger network environment, Customer shall provide, in a timely manner sufficient to meet all performance deadlines specified in this Agreement and at no charge to TicketReturn, qualified network support personnel as is reasonably required to accomplish the network integration request. Qualified network support personnel shall be defined as Microsoft Certified technicians or the practical experience equivalent thereof. TicketReturn reserves the right to decline support requests from unqualified personnel or for Ticket Network configuration adaptations which it believes may disrupt use of the Licensed Programs or compromise the secure use of the Licensed Programs.

Custom Integration and Programming

3.1.5 Customer acknowledges and agrees that TicketReturn will, at its sole discretion, submit separate proposals and cost estimates for all Customer requests for custom software development or integration with third-party software or Non-Licensed Programs not specifically defined by terms of this Agreement.

3.2 TicketReturn's Responsibilities. TicketReturn shall have responsibility for the following (collectively "TicketReturn's Responsibilities"):

3.2.1 Installation/Access to Customer's Network. Within thirty (30) days of the full execution of this Agreement and establishment of secure remote access to the Ticket Server by Customer, as provided in Section 3.1.2, and pursuant to receipt of Customer ticket prices, seating manifest(s) and other operational data required for configuration of Customer's database, TicketReturn shall install the Licensed Programs specified in Schedule C of this Agreement.

3.2.2 Testing. Following the initial installation of the Licensed Programs, TicketReturn shall conduct installation testing to confirm that the Licensed Programs operate properly in all material respects. Pursuant to the foregoing, TicketReturn shall conduct the following tests:

3.2.2.1 Box Office ticket sales and services will be tested to ensure that Customer personnel can access and utilize the Licensed Programs for their intended purposes;

3.2.2.2 Online and Box Office ticket sales will be tested to ensure that users can purchase tickets and that tickets can be printed at Customer Box Office locations.

3.2.3 TicketReturn Training and Support. Once Customer has selected its qualified personnel to operate the Licensed Programs, TicketReturn shall provide Customer's personnel with secure remote access training and support during the first year of this Agreement, to be scheduled at mutually convenient times and as reasonably agreed upon in advance by the parties. TicketReturn shall receive user support and training requests via telephone service between the hours of 9 am – 5 pm EST on all days other than weekend days and holidays. TicketReturn shall receive emergency technical support requests via telephone service between the hours of 9 am – Midnight EST on all days. Emergency support shall be defined as any disruption of Customer's ability to sell tickets, print tickets, or scan tickets, as a result of performance issues directly related to use of the Licensed Programs. All other technical support requests will be scheduled for follow-up on the next business day. In each year after the first year, Customer may request an additional twelve (12) hours of training for that year, to be scheduled at mutually convenient times and as reasonably agreed upon in advance by the parties. Hours of training not used during any given year do not carry over to a following year. After the twelve (12) hours of training in any given year have been exhausted, Customer may request additional support and training at a rate of \$75 per hour during that year. All Customer requests for on-site training at Customer facilities will be scheduled by TicketReturn at a mutually agreeable time and date at a rate of \$75 per hour plus Customer reimbursement of actual travel, meal and lodging expenses incurred by

TicketReturn personnel, as defined in advance and authorized in writing by Customer. Except as limited by the guidelines set forth above, Ticket Return shall make all reasonable efforts to ensure access to Licensed Programs for Customer's qualified personnel.

3.2.4 Corrections and Updates of Licensed Programs. TicketReturn shall support operation of the Licensed Programs by correcting any reproducible programming error that Customer brings to TicketReturn's attention. In the event that TicketReturn is not able to provide a same-day program fix or work-around for Customer, despite its required efforts, TicketReturn shall continue to use its best efforts to provide a program fix or work-around and shall report to Customer regularly as to the status of its efforts until the problem is resolved. Additionally, TicketReturn shall, from time-to-time, furnish Customer with updates and further releases of the Licensed Programs by means of secure remote access to the Ticket Server, as defined in Section 3.1.2, for the purpose of providing fixes, enhancements or new versions of the Licensed Programs.

4. **MARKETING, ADVERTISING AND SALES.**

4.1 Exclusive Ticket Seller. For the Term (as defined in Section 5.1) of this Agreement, Customer shall permit TicketReturn to be the exclusive seller and reseller of tickets for all of Customer's Events at Customer's Licensed Venues. Any unapproved use of another ticketing service provider by Customer other than TicketReturn shall be considered a material breach of this Agreement, as defined in Section 5.4. Any online fees or other payments received by Customer from another ticketing service provider in violation of this Agreement shall be deemed held in trust by Customer for the benefit of Ticketreturn.

4.1.1 Customer agrees to offer tickets for sale online for all of Customer's paid ticketed Events at all of Customer's Licensed Venues which are open to the general public. TicketReturn represents and Customer acknowledges and agrees that TicketReturn's annual software licensing and support fees, as defined in Schedule C, are subsidized by and predicated on TicketReturn's right to earn Online Sales Service Fees from Customer's online ticket sales.

4.1.1.1 TicketReturn acknowledges and agrees that some tickets associated with occasional venue leasing for private Events, or for private luxury suites at public Events, may not be suitable for public sale online. The intent of Section 4.1.1 is to ensure that, when Customer offers tickets for sale to the general public at its Ticket Office(s) or other outlets, Customer shall make those same tickets available for sale online through use of the Licensed Programs.

4.1.2 Online Sales Service Fees. Customer acknowledges and agrees that TicketReturn may charge an Online Sales Service Fee for all tickets issued online, as specified in Schedule C, Table 1 of this Agreement, such fees to be paid by ticket purchasers for each ticket sold online. Customer may elect at any time to increase the service fee charged to its online ticket purchasers so long as the amount of increase is shared equally with TicketReturn (e.g., if the fee is increased from \$1.00 to \$1.50 by Customer, Customer would receive 25 cents of the increase amount and TicketReturn would receive 25 cents of the increase amount). TicketReturn shall invoice Customer monthly for payment of Online Sales Service Fees collected by Customer, as described in Schedule C.

Timely Payment

4.1.3 Customer agrees to pay in accordance with the Illinois Local Government Prompt Payment Act (50ILCS 505). Should Customer not pay in accordance with the Act than a notice from TicketReturn will be sent by certified mail to the attention of the Finance Office at 121 W. Calhoun St, Woodstock, IL 60098 notifying them of the delinquency. If the Customer does not pay the delinquency in full within 30 days from the date of receipt of the certified letter then TicketReturn may suspend Customer's use of all Licensed Programs until such time as any undisputed amount is paid in full.

{OandF:06023323.DOCX}

Merchant Processing

4.1.4 Customer shall collect by direct deposit to its designated merchant bank account(s) the face value of each ticket sold through use of the Licensed Programs and paid for by bankcard or payment card, as well as TicketReturn Online Sales Service Fees, as described in Section 4.1.2. Customer accepts sole responsibility for payment of all expenses associated with merchant processing of bankcard and other payment media service fees through its transaction authorization and merchant bank account services, regardless of the point of sale.

Card Payment Security

4.1.5 To ensure the security of cardholder information accessed by TicketReturn and by Customer in connection with this Agreement (collectively, "Cardholder Data"), TicketReturn and Customer hereby agree to adhere to applicable Payment Card Industry ("PCI") data security standards and requirements with respect to Cardholder Data, as such standards are established by the PCI Security Council at www.pcisecuritystandards.org (collectively, "PCI Standards.") Further, TicketReturn shall, upon request, provide to Customer proof of annual PCI Standards compliance, prepared by a Qualified Security Assessor (QSA) according to PCI Standards. Customer and TicketReturn agree that all PCI Standards communications are Confidential Information, as defined by terms of this Agreement.

Card Payment Authorization

4.1.6 Customer acknowledges and agrees to provide, at its sole expense, online (TCP/IP) bankcard gateway pre-authorization and processing services for support of its ticket sales via PayPal (PayFlow Pro), AuthorizeNet, TouchNet or CyberSource.

Ticket Taxes and Fees

4.2 In the event Customer is required by federal, state or local statute, act, or ordinance or regulation, to charge additional fees, surcharges or taxes which are added to or included in the face value of tickets sold online ("Third Party Fees"), Customer shall notify TicketReturn and provide, with the notice, written evidence of the legal obligation on the part of Customer to charge such fees. Unless otherwise required as a matter of law, all Third Party Fees added to or included in the face value of tickets sold online shall also be added to or included in the face value of tickets sold at Customer's Box Offices, ticket outlets or by telephone, whether such sales are conducted by Customer, its agents or under consignment agreements. (Examples of permissible Third Party Fees under this Section 4.2 include: venue bond-issue recovery legislation; state and local sales taxes; and, where a venue is publicly financed in whole or in part, local facility-use ordinances.)

4.2.1 Customer shall not omit, charge or receive any fee or payment whatsoever that has the effect of reducing the Online Sales Fees reserved to TicketReturn under the Agreement. Customer shall not increase the price of tickets offered for sale online in a manner which causes the same or comparable tickets to be available for sale at a lesser price through Customer Ticket Office(s), outlets, consignees or telephone sales centers.

4.2.2 Customer shall not charge or receive any fee or payments of any kind in connection with Online Transactions for Events covered by the Agreement, other than those specifically authorized by this Agreement, without the prior, written consent of TicketReturn. Any online fees or payments received by Customer in violation of this Agreement shall be deemed held in trust by Customer for the benefit of TicketReturn.

4.2.3 Customer is solely responsible for the collection, reporting, and payment of all sales taxes or surcharges in the nature of sales taxes, payable in connection with the sale of tickets and merchandise under the Agreement. Customer hereby agrees to indemnify and hold TicketReturn harmless from any third party claim, demand, liability, cost or expense (including the cost of investigating such a claim or liability and reasonable attorneys' fees) with respect to such sales taxes or surcharges. Upon request by TicketReturn, Customer shall promptly provide documentation substantiating the payment of all sales taxes or surcharges in connection with the sale of tickets under the Agreement.

4.2.4 Customer retains the right to charge patrons, in conjunction with ticket sales, a debt service or facility fee that in no way will be shared with TicketReturn.

Brand and Database Rights

4.3 Use of Customer's Name and Logo. Subject to the terms and conditions set forth herein, Customer hereby grants to TicketReturn a revocable, royalty-free, and without charge, limited non-exclusive license to use, reproduce, and display the trademark/trade name "Woodstock Opera House" and associated Customer logos to the extent and under the terms authorized in writing by Customer solely for the purpose of enabling TicketReturn to fulfill its obligations under this Agreement. TicketReturn agrees that all use of the trademark/trade name "Woodstock Opera House" and associated Customer's logos and all related advertising, promotional, and other related uses, shall conform to quality standards set by and be under the control of Customer and must be approved in writing by Customer prior to use. TicketReturn agrees to cooperate with Customer in facilitating Customer's control of such nature and quality of the use of the trademarks/trade names. TicketReturn acknowledges that it has no ownership interest in Customer's trademarks/trade names or the "Customer" brand, and that upon the termination of this Agreement TicketReturn will promptly discontinue any further use thereof, except as otherwise provided herein or agreed to specifically in writing by the parties. Any such use of Customer's name and logos shall inure solely to the benefit of Customer.

4.4 Use of TicketReturn's Name and Logo. Subject to the terms and conditions set forth herein, TicketReturn hereby grants to Customer a royalty-free, and without charge, limited non-exclusive license to use, reproduce and display the trademark/trade name "TicketReturn" and its logo under such terms as may be authorized by TicketReturn in writing. Customer acknowledges and agrees that all use of the trademark/trade name "TicketReturn" and its logo and all related advertising, promotional, and other related uses, shall conform to quality standards set by and be under the sole control of TicketReturn and must be approved by TicketReturn in writing prior to any use, publication and distribution by Customer. Customer agrees to reasonably cooperate with TicketReturn in facilitating TicketReturn's control of such nature and quality of the use of the trademark/trade name. Customer acknowledges and agrees that it has no ownership interest in TicketReturn's trademark/trade name or the "TicketReturn" brand, and that upon the termination of this Agreement Customer will promptly discontinue any further use thereof, except as otherwise provided herein or agreed to specifically in writing by the parties. Any such use of TicketReturn's name and logo shall inure solely to the benefit of TicketReturn.

4.5 Customer Database Ownership and Use of Database Information. TicketReturn acknowledges that Customer is the sole owner of the ticket database utilized by the Licensed Programs and that such database is "Confidential Information" as such term is defined in this Agreement. TicketReturn shall not use any information contained in the database for any reason other than to fulfill the terms of this Agreement, which may include, at Customer's sole option and expense, Microsoft technical assistance in the diagnosis of performance issues related to Customer Equipment and third-party software, including Microsoft's database and operating systems software. TicketReturn represents and Customer acknowledges and agrees that Customer's use of third-party software to query or access its ticketing database may alter or destroy data. TicketReturn shall not be responsible under any circumstances whatsoever for data loss, alteration or damage caused by Customer's unauthorized access of the ticketing database. TicketReturn hereby

recommends that such data mining, report generation, or other access by Customer, if required, be conducted on a backup copy of its database, thereby protecting the integrity of Customer's original data.

5. TERM AND TERMINATION.

5.1 Term. The term (the "Term") of this Agreement shall commence on the Effective Date of this Agreement and continue through June 30, 2017.

5.2 Extension. The parties shall endeavor to meet annually at least ninety (90) days prior to the expiration of the Agreement for the purpose of discussing terms of extension. This Agreement will automatically renew annually for a full subsequent term of one (1) year (the "Renewal Term") unless Customer notifies TicketReturn in writing at least thirty (30) days prior to the expiration of this Agreement of its intent not to renew this Agreement. During a Renewal Term, either party may terminate this Agreement without cause by notifying the other party, in writing, at least thirty (30) days prior to termination.

5.3 Exclusivity and Transferability. Customer's license to use the Licensed Programs is nonexclusive and nontransferable (except in the event of the sale of all, or substantially all, of Customer's equity or assets to a third party) and, subject to the preceding parenthetical phrase and the provisions of Section 13.3 hereunder, extends only to Customer's use of the Licensed Programs at Licensed Venues for Events in offices supporting those Licensed Venues.

5.4 Termination for Breach. Either party may terminate this Agreement upon a material breach by the other party of any of the representations, warranties, or obligations hereunder, if such material breach is not cured within 30 (thirty) days of written notice provided to the breaching party, or, as to a non-financial breach, the breaching party does not commence a cure and continuously and diligently pursue a cure that cannot be accomplished within thirty (30) days. Any of the following shall also constitute a material breach:

5.4.1 Failure by either party to pay any undisputed fee or other amount that has become delinquent and payable hereunder; or

5.4.2 Customer's unauthorized use of any ticketing service provider other than TicketReturn, as described in Section 4.1.

5.4.3 Any act or event whereby TicketReturn (1) is or becomes insolvent, (2) is or becomes a party to any bankruptcy or receivership proceeding or any similar action affecting the financial condition or property of TicketReturn, or (3) makes a general assignment for the benefit of creditors. In the event of any occurrence described in (1), (2) or (3) TicketReturn, to the extent it may do so under law, shall provide Customer the use of the Licensed Programs hereunder to the end of the Agreement period.

5.4.4 Right Of Removal. Upon termination of this Agreement for any reason, TicketReturn shall be entitled to uninstall the Licensed Programs from the Customer Equipment by secure remote access to the Customer Equipment. In the event that TicketReturn is denied secure remote access to the Customer Equipment, as described in Section 3.1.2 of this Agreement, TicketReturn may, after the date of termination, upon reasonable prior written notice to Customer, enter the Customer's premises during regular business hours and remove the Licensed Programs from the Customer Equipment. TicketReturn shall have full, free, and safe access to the entire Licensed Programs installation for this purpose. The Customer shall bear sole responsibility for segregating and separately storing any programs or data not owned by TicketReturn.

6. FEES AND TERMS OF PAYMENT.

6.1 Customer agrees to pay and TicketReturn may charge the fees itemized on Schedule C attached hereto.

{OandF:06023323.DOCX}

7. **CUSTOMER PROPRIETARY PROTECTION OF LICENSED PROGRAMS.**

7.1 Grant/Reservation of Title. Subject to the terms and conditions of this Agreement, TicketReturn grants to Customer a nonexclusive, right and license to use the Licensed Programs for the Term of this Agreement. This Agreement does not provide Customer with title or ownership of the Licensed Programs, but only a right of limited use. Customer acknowledges and agrees that the Licensed Programs are, and shall remain, the property of TicketReturn. Customer shall not make any copies of programs, database information and Documentation included with the Licensed Programs, other than the working copy and a reasonable number of copies to be used only for backup purposes. Customer shall not distribute any unlicensed copies of the Programs, database information and Documentation included with the Licensed Programs unless such distribution is contemplated by this Agreement or authorized by TicketReturn in writing.

7.2 Copyright Protection. TicketReturn represents and Customer acknowledges that TicketReturn claims and reserves all rights and benefits afforded under federal law in the programs and Documentation included in the Licensed Programs.

7.3 Restrictions on Use of Licensed Programs. The programs, database information, and Documentation included with the Licensed Programs may not be decompiled, reverse engineered, reprinted, transcribed, extracted, or reproduced, in whole or in part, without the prior written consent of TicketReturn. Customer shall not in any way modify or alter the Licensed Programs without the prior written consent of TicketReturn.

7.4 Return of Programs. Customer shall promptly return the Licensed Programs, and all other materials and Documentation relating to the Licensed Programs, including all updates, corrections, modifications, and enhancements of the Licensed Programs provided by TicketReturn, upon termination of either this Agreement or Customer's license of the Licensed Programs, for any reason.

Remedy For Breach

7.5 TicketReturn represents and Customer acknowledges and agrees that, in the event of any breach by Customer of any provisions of this Section 7, monetary damages may not afford TicketReturn an adequate remedy at law. Accordingly, TicketReturn may be entitled to receive an injunction against any such breach by Customer in addition to monetary damages pursuant to this Agreement.

8. **LIMITED WARRANTY AND SUPPORT; DISCLAIMER.**

8.1 Warranty on Licensed Programs. TicketReturn warrants, for the benefit of Customer only, that as of the Effective Date and during the Term TicketReturn has the right and authority to license the Licensed Programs to Customer, the Licensed Programs conform in all material respects to the terms and conditions in this Agreement and that the Licensed Programs will function for their intended purpose as described in the Agreement. TicketReturn warrants that, assuming it has uninterrupted secure remote access to the Ticket Server, as described in Section 3.1.2, and Customer's Internet Service Provider is functioning adequately, Customer shall have virtually uninterrupted access to the Licensed Programs, excluding periodic maintenance as and when TicketReturn deems necessary; provided, that TicketReturn shall use commercially reasonable efforts to schedule any periodic maintenance during low-peak periods to minimize any interruption. TicketReturn further warrants that the Licensed Programs do not and will not infringe upon any copyrights, trade secret, patent, trademark or any other proprietary right of any third party. In addition, TicketReturn warrants that the Licensed Programs do not and will not contain any self-help code or unauthorized code, such as viruses, Trojan horses, worms and the like. This provision is not intended to limit software designed to permit TicketReturn to obtain access to Customer's computer network for purposes of authorized maintenance or technical support.

8.1.1 Disclaimer. TICKETRETURN DISCLAIMS ANY AND ALL PROMISES, REPRESENTATIONS, AND WARRANTIES, EXCEPT AS EXPRESSLY SET FORTH IN THIS

{OandF:06023323.DOCX}

AGREEMENT, WITH RESPECT TO THE LICENSED PROGRAMS. TICKETRETURN FURTHER DISCLAIMS ANY AND ALL OTHER PROMISES, REPRESENTATIONS, AND WARRANTIES WITH RESPECT TO THE NATURE AND QUALITY OF ANY OTHER PERFORMANCE BY TICKETRETURN, EXCEPT AS EXPRESSLY SET FORTH IN THIS AGREEMENT.

8.1.2 Limitation of TicketReturn's Liability. THE LIABILITY OF TICKETRETURN TO CUSTOMER FOR BREACH OF WARRANTY OR ANY OTHER PROVISION OF RELIEF SHALL BE LIMITED TO AND SHALL NOT EXCEED THE AMOUNT OF ALL FEES PAID TO TICKETRETURN DURING THE TERM OF THIS AGREEMENT. NEITHER PARTY SHALL BE LIABLE FOR ANY CONSEQUENTIAL, INDIRECT, SPECIAL, INCIDENTAL, PUNITIVE OR EXEMPLARY DAMAGES RELATING TO THIS AGREEMENT OR RESULTING FROM, IN THE CASE OF CUSTOMER, CUSTOMER'S USE OR INABILITY TO USE THE LICENSED PROGRAMS, OR FROM EITHER PARTY'S PERFORMANCE OR FAILURE TO PERFORM ANY SERVICES CONTEMPLATED BY THIS AGREEMENT, ARISING FROM ANY CAUSE OF ACTION WHATSOEVER, INCLUDING CONTRACT OR WARRANTY, EVEN IF SUCH PARTY HAD BEEN NOTIFIED IN ADVANCE OF THE POSSIBILITY OF SUCH DAMAGES.

9. **RISK OF LOSS.**

Data Backup and Storage

9.1 Customer's Data Files. For Site-Based Service, Customer is responsible for maintaining and storing in a safe and secure location backup copies of all data Customer may place in the Licensed Programs and attendant databases. In no event shall TicketReturn be liable for loss or destruction of Customer's data files for any reason. For Hosted Service configurations, TicketReturn shall maintain offline backup copies of Customer data sufficient for restoration of data. Customer also shall have access to standard reports which allow for export and storage of Customer records in spreadsheet or other file formats.

10. **Obligations Relating to Confidentiality.**

Confidentiality Protections

10.1 In connection with this Agreement, each of the parties may disclose to the other Confidential Information. "Discloser" shall mean a party that discloses Confidential Information pursuant hereto, and "Recipient" shall mean a party that receives Confidential Information pursuant hereto. Each Recipient agrees that the Confidential Information provided to it by the Discloser hereunder, including, without limitation, the terms of this Agreement, shall be received and maintained in confidence by Recipient; and Recipient shall not use, disclose, reproduce or dispose of such Confidential Information in any manner except as provided herein. Each Recipient agrees to use the Confidential Information solely for the purposes of fulfilling its obligations hereunder and agrees to restrict disclosure of the Confidential Information solely to its employees, contractors and agents who have a need to know such Confidential Information and to advise such persons of their obligations of confidentiality and non-disclosure hereunder. Each Recipient agrees to use reasonable means, not less than those used to protect its own similar proprietary information, to safeguard the Confidential Information.

10.2 Injunctive Remedy. Notwithstanding anything in this Agreement to the contrary, each Recipient recognizes that its disclosure of Confidential Information will give rise to irreparable injury to the Discloser, inadequately compensable in damages, and that, accordingly, Discloser may seek and obtain injunctive relief against the breach of the within undertakings, in addition to any other legal remedies which may be available.

{OandF:06023323.DOCX}

11. **INDEMNIFICATION.**

Negligence

11.1 Both parties will be liable for the negligent acts or omissions of their respective officers, employees, and agents, which occur within the course and scope of their employment and result in injuries, damages or loss to others and shall hold the other party harmless from all loss, cost and expense (including attorneys' fees and court costs) arising from any such acts or omissions.

Infringement

11.2 TicketReturn agrees to defend, indemnify, and hold Customer harmless from and against any claim, suit, demand, or action alleging that the Licensed Programs or any component thereof infringes a U.S. patent or any copyright, any trade secret, or any other intellectual property rights of any third party; provided, however, that:

11.2.1 Customer shall give TicketReturn prompt written notice of such action and all prior claims relating thereto;

11.2.2 At TicketReturn's sole expense Customer shall fully cooperate with TicketReturn in the defense and settlement of such action; and

11.2.3 If a temporary or a final injunction is obtained against Customer's use of the Licensed Programs or any component thereof by reason of an infringement of a U.S. patent, copyright, trade secret, or other intellectual property right, TicketReturn will, at its option and expense, either:

11.2.4 Procure for Customer the right to continue to use the Licensed Programs or such component;

11.2.5 Replace or modify for Customer the Licensed Programs or such component so it no longer infringes such patent, copyright, trade secret, or other intellectual property right, so long as the utility or performance of the Licensed Programs is not materially impaired; or

11.2.6 Remove the Licensed Programs and return to Customer all fees collected by TicketReturn.

Infringement Liability

11.3 TicketReturn shall have no liability to Customer for any infringement action that is caused by the use of the Licensed Programs or any component thereof in combination with any other system, network, equipment, or software that is:

11.3.1 Not referred to in this Agreement or otherwise furnished by TicketReturn as part of the Licensed Programs; or

11.3.2 Not approved by TicketReturn in writing.

12. **MISCELLANEOUS.**

12.1 Good Standing. TicketReturn warrants and represents that it is a limited liability company duly organized, validly existing and in good standing under the laws of the State of North Carolina and has the power and authority to enter into this Agreement and to perform its obligations hereunder.

{OandF:06023323.DOCX}

12.2 Amendment, Waiver. The Agreement may not be amended or altered and no rights shall be deemed waived unless such amendment or waiver is set forth in writing and executed by all parties hereto.

12.3 Assignment. This Agreement shall not be assigned by Customer without the prior written consent of TicketReturn, which shall not be unreasonably withheld. TicketReturn may assign this Agreement to any acquirer of all or substantially all of its equity or assets.

12.4 Counterparts. This Agreement may be executed in one or more counterparts, each of which shall be deemed an original, and which when taken together shall constitute one complete instrument. For the purposes of this agreement, a scan PDF or electronic copy shall be deemed the same as an original signature.

12.5 Entire Agreement. The parties agree that this Agreement, and all schedules, exhibits and attachments hereto, contain the entire agreement between the parties concerning the subject matter hereof and supersede all prior agreements on the same subject matter, and all prior oral or written discussions are merged herein.

12.6 Obligation to Cure. TicketReturn shall immediately correct or cure any nonconformity or defect in the Licensed Programs for which TicketReturn is responsible at no cost to the Customer. TicketReturn shall not be obligated to correct, cure, or otherwise remedy any nonconformity or defect in the Licensed Programs (or any other breach with respect to the condition or operation of the Licensed Programs), if:

12.6.1 The Licensed Programs are not properly installed in a suitable operating environment due to the fault of Customer;

12.6.2 The Licensed Programs are not properly maintained and operated under normal conditions by trained personnel due to the fault of Customer;

12.6.3 The Licensed Programs have not been used in accordance with this Agreement or modified, without TicketReturn's consent, or damaged due to the fault of Customer; or

12.6.4 Customer has not notified TicketReturn within a reasonable time upon discovery of the pertinent nonconformity or defect (or other breach).

12.7 Force Majeure. Neither party shall be in default by reason of any failure in the performance of this Agreement if such failure arises out of any act, events, or circumstance beyond the reasonable foreseeable control of such party. The party so affected will resume performance as soon as reasonably possible.

12.8 Headings. The headings contained in this Agreement are for convenience only, shall be ignored when interpreting this Agreement, and shall not be construed to alter or change any provision hereof.

12.9 Notice. Any notices required or permitted under this Agreement shall be in writing and shall be effective when delivered in person or when sent by regular mail or by personal courier to the address set forth in this Agreement (or any more recent address of which the sending party has been apprised).

12.10 Publicity. Upon Customer's review and prior written consent in each case, TicketReturn may announce to the public the existence of this Agreement, including the identity of Customer in connection with its publicity and promotion efforts related to its Licensed Programs. Except as otherwise authorized in writing by Customer, TicketReturn shall do business in its own name and shall not trade upon the name or credit of Customer. All brochures, advertisements or other solicitations shall be subject to Customer's prior written approval. This Agreement confers no rights upon TicketReturn to use the logos, marks and likeness of Customer in any advertising except as may be permitted under this Agreement.

{OandF:06023323.DOCX}

12.11 Severability. If any provision of this Agreement should be held to be invalid, illegal or unenforceable, then such provision shall be construed in such a way as to make such provision enforceable, or this Agreement shall be construed as if such provision had never been contained herein, and such invalidity, illegality or unenforceability shall not affect any other provision hereof.

12.12 Survival. The provisions of Sections 4.3, 4.4, 4.5, 5.4.4, 7.4, 8, 10, 11, 12.9, 12.11, and 12.13 shall survive the termination or expiration of this Agreement.

12.13 Interpretation and Governing Law; Venue. When the context in which words are used in this Agreement indicates that such is the intent, words in the singular number shall include the plural and vice versa. The masculine gender shall include the feminine and neuter. The Article and Section headings or titles shall not define, limit, extend or interpret the scope of this Agreement or any particular Article or Section. This Agreement shall be governed and construed in accordance with the laws of the State of North Carolina without giving effect to the conflicts of laws provisions thereof. Any dispute shall be litigated in the state or federal courts located in North Carolina, to whose exclusive jurisdiction the parties hereby consent.

[Signatures on Next Page]

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the day, month and year first above written by and through their duly authorized representatives.

The City of Woodstock d/b/a The Woodstock Opera House

By: _____

Signature: _____

Title: _____

Date: _____

Address: 121 West Van Buren Street
Woodstock, Illinois 60098

TicketReturn, LLC

By: _____

Signature: _____

Title: _____

Date: _____

Address: 1150 Crews Road - E
Matthews, N.C. 28205

SCHEDULE A
LICENSED PROGRAMS AND DATABASES

1. TicketReturn Product Module Name
 - 1.1. ProTicket or UTicket, as provided for in Schedule C, Table 1, of this Agreement, consisting of TicketReturn Network Transaction Software (NTS) software, supporting all Intra net and Internet access to ticket sales, transfers and ticket printing functions contained in Licensed Programs.
 - 1.2. ProScan or UScan, as provided for in Schedule C, Table 1, of this Agreement, consisting of TicketReturn GateControl software support for Ticket Scanners contained in Licensed Programs.
 - 1.3. UStudent, as provided for in Schedule C, Table 1, of this Agreement, consisting of TicketReturn GateControl software support for Ticket Scanners contained in Licensed Programs.
 - 1.4. Customer Ticket Manager tools, provided at no additional cost to Customer, including: TRExplorer ticket database manager, TR Extract database list extractor, TR Invoice database invoicing services, TRTicketDesigner database ticket stock design and output controller.
 - 1.5. PatronPro fund-raising software and services, as defined in Schedule C, Table 2, of this Agreement.
2. Software Documentation and HTML online help content, included in electronic Portable Document Form (PDF) and via Licensed Program interfaces, installed at Customer site by TicketReturn at commencement of service.

SCHEDULE B
CUSTOMER EQUIPMENT

1. **Service Election.** Customer has elected Hosted Service. TicketReturn represents and Customer acknowledges and agrees that TicketReturn is a software and service provider only. TicketReturn supported hardware and network specifications are provided to prospective clients prior to initiation of contracted development and are attached hereto as Exhibit A, Technical Guide for TicketReturn, which TicketReturn shall update from time to time, and which updates shall be provided to Customer. Customer agrees that it has received and understands all TicketReturn hardware and software specifications and that it will comply with the standards contained therein or any updates thereof applicable to TicketReturn's client base, which may be provided by TicketReturn from time to time. TicketReturn shall, at no additional cost to Customer, review configurations of Customer Equipment and software prior to Customer's acquisition of equipment and software for the purpose of ensuring compatibility with TicketReturn Licensed Programs. TicketReturn shall not be responsible for the adaptation of Licensed Programs for the purpose of conforming with Customer equipment or software that is not specifically supported and approved by TicketReturn..
2. **Procurement.** Customer acknowledges and agrees that it has sole responsibility for the acquisition, support and maintenance of all third-party equipment associated with operation of TicketReturn Licensed Programs.
3. **Customer's Network.** Customer acknowledge and agrees to supply, maintain and support all Ticket Network operating software and hardware, including but not limited to: network cabling, network cable installation, and all required wireless networking infrastructure, if required for support of Ticket Scanners; integration support for Customer's Ticket Network devices and services, including but not limited to, Intranet and Internet services; all installed Ticket Workstations; all installed Ticket Printers; all installed report, receipt and invoice printers; all installed cash drawers; all installed bankcard readers; all network security or firewall hardware and software; and workstation virus protection software, as defined by the terms of this Agreement.
4. **Customer's Internet Service and Security.** Customer shall provide a reliable commercial Internet Service Provider (ISP) of broadband services equivalent in performance to T1 or T3 data transfer rates, and all cables or connections necessary to deliver Internet and Intranet service to the Ticket Network and Ticket Server. TicketReturn recommends redundant Internet Service Providers for its clients who cannot risk temporary loss of ticket sales and related services caused by ISP failures and disruptions.
 - 4.1. TicketReturn represents and Customer acknowledges and agrees that loss of Customer Intranet or Internet service will, through no fault of TicketReturn, result in loss of TicketReturn Licensed Program functionality, as well as secure remote installation, operations, support and update services, until such time as Internet Service is restored by Customer.
 - 4.2. TicketReturn represents and Customer acknowledges and agrees that diminished bandwidth or data transfer rates on Customer's intranet LAN or Internet WAN service networks may result in corresponding performance losses in TicketReturn Licensed Programs.
 - 4.3. Customer acknowledges and agrees that Customer has sole and complete responsibility for the operation, support, upgrade, and maintenance of all third-party hardware associated with its Ticket Network and all Non-Licensed Programs employed therein, including manufacturer warranty, support and service claims associated with use of Customer hardware and software.

SCHEDULE C
FEES AND TERMS OF PAYMENT

For the Term of this Agreement, the parties acknowledge and agree to the following fee structure for the use and support of TicketReturn Licensed Programs and services:

SCHEDULE C

FEES AND TERMS OF PAYMENT

1. Product Licensing. Customer has elected to license Vendor's ProfTicket and ProScan service modules ("Licensed Programs") utilizing Vendor's Hosted Services.

2. Assignment of Online Single-Ticket Sales Service Fees. For the duration of this Agreement, Customer and TicketReturn agree to the following Online Sales Service Fees for all single-ticket sales:
 - 2.1. Online purchasers and re-sellers of single tickets shall pay \$2.00 per ticket for the service and convenience of using Vendor's Internet-based ticket sales and customer account services. Vendor shall assess no additional fees to Customer or its online ticket purchasers for the following services: transferring, exchanging, donating, and printing e-tickets online. TicketReturn shall be entitled to payment of each \$2.00 Online Sales Service Fee collected by Customer from its online ticket purchasers.

3. Assignment of Online Ticket Package Sales Service Fees. For the duration of this Agreement, Customer may offer ticket packages for sale online at a discounted fee rate. A ticket package shall be defined as two or more tickets to a multi-Event series, offered for sale at a single price. Customer and TicketReturn agree to the following Online Sales Service Fees for online ticket package sales:
 - 3.1.1. Online purchasers of ticket packages priced at \$100 or more shall pay a discounted Online Sales Service Fee of \$5 per package, regardless of the number of tickets contained in the package, for the collective service and convenience of buying and managing ticket package printing and distribution online, payable in full by Customer to TicketReturn. Vendor shall assess no additional fees to Customer or its online ticket purchasers for the following services: transferring, exchanging, donating, and printing e-tickets online.
 - 3.1.2. Online purchasers of ticket packages priced at less than \$100 shall pay a discounted Online Sales Service Fee of \$2.50 per package, regardless of the number of tickets contained in the package, for the collective service and convenience of buying and managing ticket package printing and distribution online, payable in full by Customer to TicketReturn. Vendor shall assess no additional fees to Customer or its online ticket purchasers for the following services: transferring, exchanging, donating, and printing e-tickets online.

4. Online Sales Service Fee Increases. At its sole discretion, for the Term of this Agreement, Customer shall be entitled to increase all Online Sales Services Fees by any amount so long as the total increase amount is shared equally by TicketReturn and Customer, as described in Section 4.1.2 of this Agreement.

5. Payment Schedule. Customer agrees to make scheduled payments to TicketReturn upon receipt of TicketReturn invoices, due on the following dates:
 - 5.1. Upon receipt of monthly TicketReturn invoices, full payment for then current Online Sales Service Fee revenues collected by Customer and due to TicketReturn, including proceeds of any shared Online Sales

Service Fee increases by Customer, as defined in Section 3 of this Schedule C, and Section 4 of this Agreement.

- 5.2. In the event that Customer's payment to Vendor of Online Single-Ticket Sales Service Fees shall total more than \$10,000.00 annually, Vendor shall rebate to Customer \$0.50 (fifty cents) of each of each Online Single-Ticket Sales Service Fee earned by Vendor after Vendor has received payment of \$10,000.00 from Customer. For example, and for the sake of clarity, if Vendor's total annual Online Single-Ticket Sales Service Fee receipts from Customer total \$11,000.00 (i.e.: 5,500 tickets sold online at a fee of \$2.00 per ticket), Vendor shall rebate \$250.00 to Customer (i.e.: 500 tickets sold online at a rebate of \$0.50 per ticket). The same terms apply annually for the term and any Renewal Term.

##



phone 815.338.4305
fax 815.334.2267
bandzdept@woodstockil.gov
www.woodstockil.gov

MEMORANDUM

DATE: September 12, 2016

TO: Roscoe C. Stelford, City Manager

FROM: Joseph Napolitano, Director of Building & Zoning

RE: MAPLES AT THE SONATAS - REVISED FINAL PLAT 4

ATTACHMENTS: 1) Woodstock Plan Commission Development Report
2) Maples at the Sonatas - Revised Final Plat 4
3) Plan Commission Minutes, April 28, 2016 - Abridged
4) Ordinance Approving a Final Plat of Subdivision for The Maples at the Sonatas Re-Plat 4

Wilcox Development is seeking approval of a fourth revised final plat of subdivision for a portion of the Maples at the Sonatas Planned Unit Development. The area proposed to be re-platted is within the previously approved Maples at the Sonatas' site and is also part of the overall Sonatas Planned Unit Development located at the northwest corner of Ware and Raffel Roads (see the zoning and location map included with the Development Report attached to this memorandum).

The Maples at the Sonatas development was originally approved in 2006 to accommodate attached single family residences marketed for individuals 55 years of age and older. The final plat provided for a total of 126 townhome dwelling units, situated in 31, four-unit buildings and one two-unit building. In addition to the residential structures, a community center/clubhouse and parking amenities were included.

In 2010 a portion of the site was re-platted to accommodate single family detached residences. A second area was re-platted in 2012 and a third area in 2013 to allow additional single family detached residences. These re-plattings allowed the developer to offer an additional design product for future residents. The change in product was based on an evaluation of both national and regional housing market trends for individuals within the 55+ age group, as well as input from customers visiting the Maples' site in Woodstock. According to the developer, this design continues to appeal to a greater market segment and provides a detached single-family residence with courtyard amenities accessed from the interior living area and via the side yard.

The Re-Plat 4 would allow the developer to offer additional single family detached residences in the development. The homes would be similar in appearance and quality to the existing Maples'

residences that have been built or are under construction, and will have similar landscape amenities.

The Re-Plat 4 would vacate previously dedicated right-of-way for Schumann Street, west of Verdi Street. The original purpose of this right-of-way was to create an opportunity for future access to the County's land to the west. However, after reviewing the physical characteristics and soil type of the County's land, the extension of Schumann Street as a public right-of-way to the west is not advisable. The land consists largely of wetlands and underlying Houghton Muck 103 (*peat bog*) soils, both of which are not suitable for supporting building or street improvements. Furthermore, there is a significant change in elevation which would make it difficult to install and maintain a connecting road.

The proposed final plat was reviewed and approved by the Plan Commission on April 28, 2016. The Commission unanimously approved (*7 yes and 0 no*) the final plat. An abridged copy of the minutes from the Plan Commission's meeting is attached. At the Plan Commission meeting, there was discussion regarding the planting of street trees in the right-of-way. The Unified Development Ordinance requires one tree per lot, which can be located in the right-of-way (subject to Public Works approval) or on private property. After meeting with the developer, Staff determined that all required trees (30 total) should be planted on private property instead of the right-of-way, in order to avoid conflicts with existing underground utilities. The developer has provided a landscaping plan showing the proposed locations and species of these trees and staff is comfortable with this plan.

The final plat before the City Council complies with requirements set forth in the Woodstock Unified Development Ordinance for subdivisions and final plat documents. **Based on these factors, as well as the action of the Plan Commission, it is recommended that Document Number _____, consisting of "An Ordinance Approving a Final Plat of Subdivision for the Maples at the Sonatas Re-Plat 4" be approved.**



Reviewed and Approved by:

Roscoe C. Stelford III

City Manager

**WOODSTOCK PLAN COMMISSION
DEVELOPMENT REPORT**

April 19, 2016

**PROJECT NAME: MAPLES AT THE SONATAS RE-PLAT 4
(THE FOURTH REVISED FINAL PLAT)**

APPLICANT: Jamie Wilcox
Wilcox Development Group, LLC
101 Burr Ridge Parkway, Suite 306
Burr Ridge, IL 60586

OWNER: Maples at the Sonatas LLC
101 Burr Ridge Parkway, Suite 306
Burr Ridge, IL 60586

STATUS OF APPLICANT: Developer/builder

REQUESTED ACTION: The applicant is appearing before the Plan Commission to obtain approval of a fourth (*and final*) revised final plat for a portion of the Maples at the Sonatas Planned Unit Development. Previous final plat revisions to three other portions of the overall Maples at the Sonatas' site were reviewed by the Commission and approved by the City Council in 2010, 2012, and 2013, and are being developed.

ADJACENT LAND USE FOR THE OVERALL SITE:

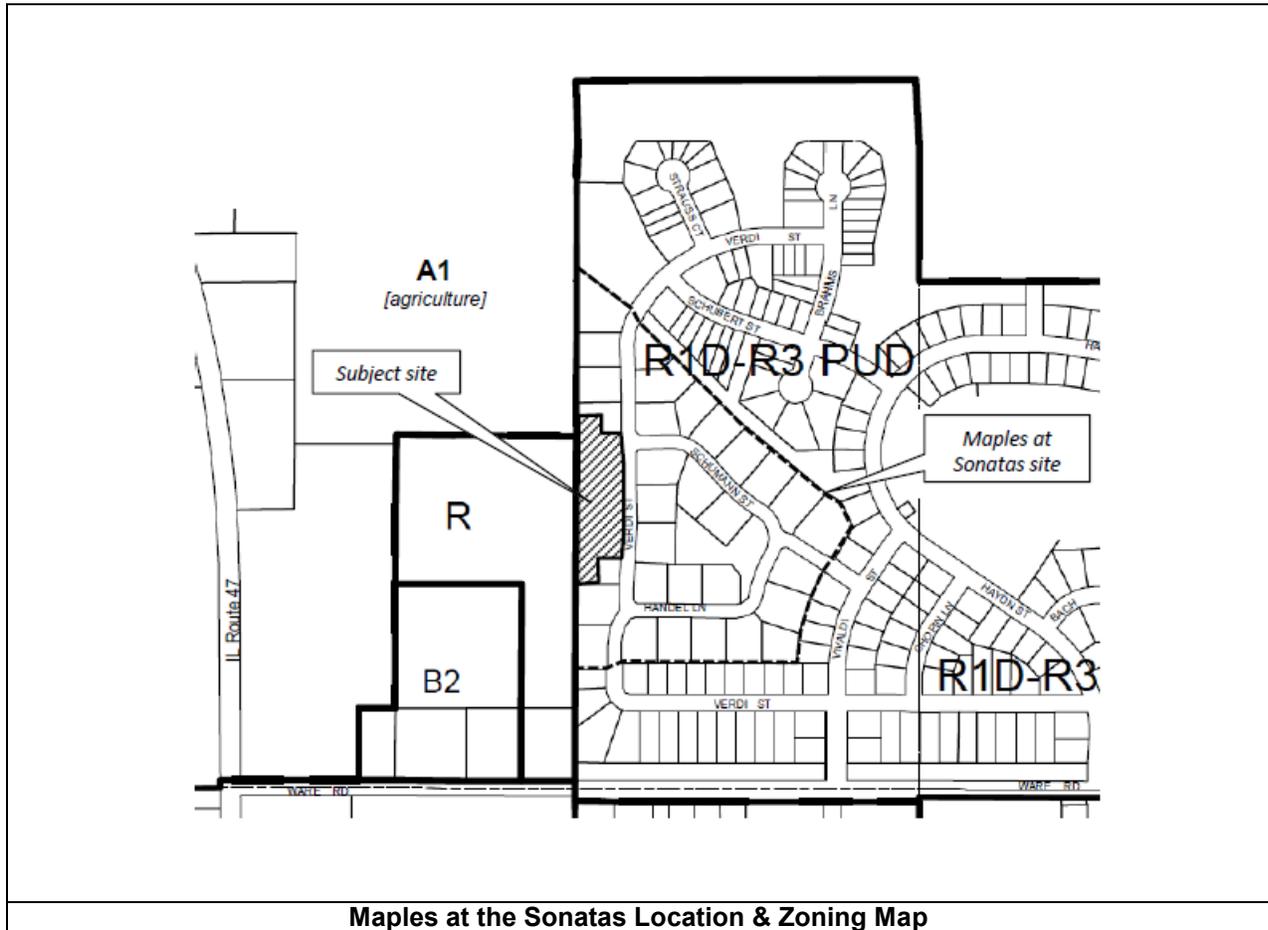
N	Single family and duplex lots/residences, drainage channel and detention pond
S	Single family lots/residences
E	Single family lots/residences
W	McHenry County property

ADJACENT ZONING FOR THE OVERALL SITE:

N	R1-R3PUD single family detached/attached planned unit development
S	R1-R3PUD single family detached/attached planned unit development
E	R1-R3PUD single family detached/attached planned unit development
W	R single family detached in the City of Woodstock <u>and</u> A1 agriculture in unincorporated McHenry County

EXISTING LAND USE, ZONING, AND AREA: The subject site is part of the Maples at the Sonatas Planned Development. The land intended to be re-platted has an area of 4.2 acres. The entire Maples at the Sonatas project is zoned "R1-R3 PUD single family-one-four family

residential planned unit development district” and has an area of approximately 24 acres. Its location is depicted on the following “location and zoning map.”



PROJECT DESCRIPTION: In 2010, 2012, and 2013 the applicant received approval to revise portions of the previously approved Maples at the Sonatas so that a different residential product could be constructed. New final plats were designed to accommodate single family detached residences over a portion of the development site instead of 4-unit attached residential structures. The re-platted areas are along the southerly, southwesterly, and northwesterly sections of the overall site. The changes previously approved by the City allowed for “detached townhomes” with private courtyard spaces for each dwelling unit. The applicant wishes to continue this concept onto existing platted lots located in the west-central part of the site. These lots, which were originally intended to accommodate 4-unit townhomes, will be re-platted to allow detached homes. The new homes will be similar in appearance to the “detached townhomes” already constructed on the overall site.

In order to extend the previously approved concept, a fourth revised final plat has been presented to the City for approval and indicates the revisions necessary to accommodate the single family residential dwelling product. As some Commission members may recall, when prior revised plats were approved, the applicant stated that he expected to ask for similar

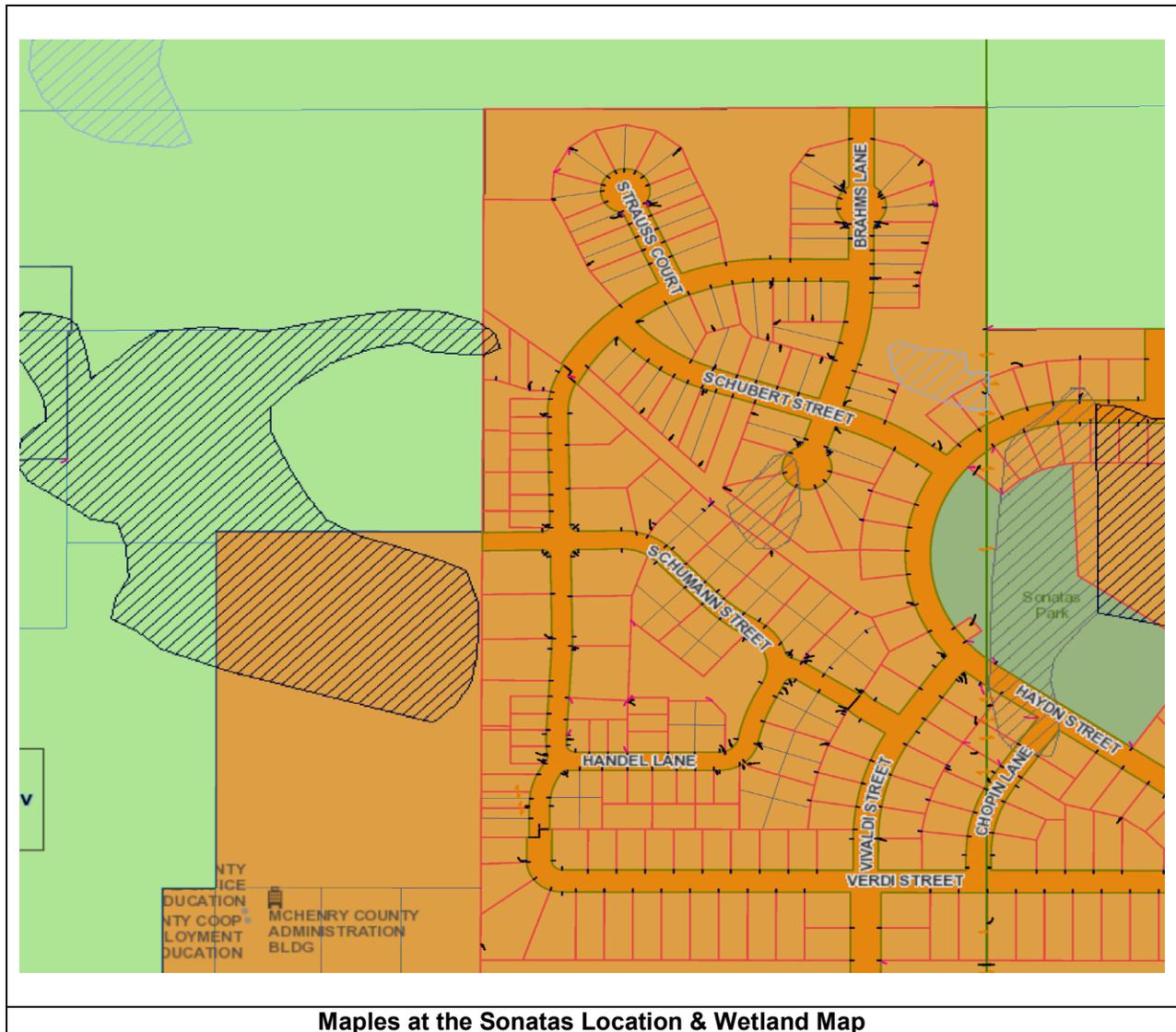
changes in the remaining areas of the overall site. The fourth revised final plat before the City represents the applicant's latest request and is being processed in response to interest by the public in purchasing the proposed residences.

HISTORY: The subject site was annexed into the City in 1979 and zoned for single family, townhome, and apartment use. A ten-year annexation agreement was also approved at that time. The agreement allowed for the construction of 180 single family homes and 120 attached dwelling units, with additional land reserved for future apartment use. Although the annexation agreement expired in 1989, the underlying zoning designations remained in place. Final plat documents for both the Sonatas and the Maples at the Sonatas were approved in 2004, and revised final plats for portions of the Maples were approved in 2010, 2012, and 2013. The original design for the Maples at the Sonatas is depicted on the location and zoning map included with this report, as well as on reduced copies of the original approved final plat attached to this report.

UTILITIES: The subject property is served by all public and private utilities, and engineering plans for the overall Maples at the Sonatas' site were approved by the City Engineer. The revisions proposed by the applicant will require minor changes in the location of water and sanitary sewer services in order to accommodate the redesign.

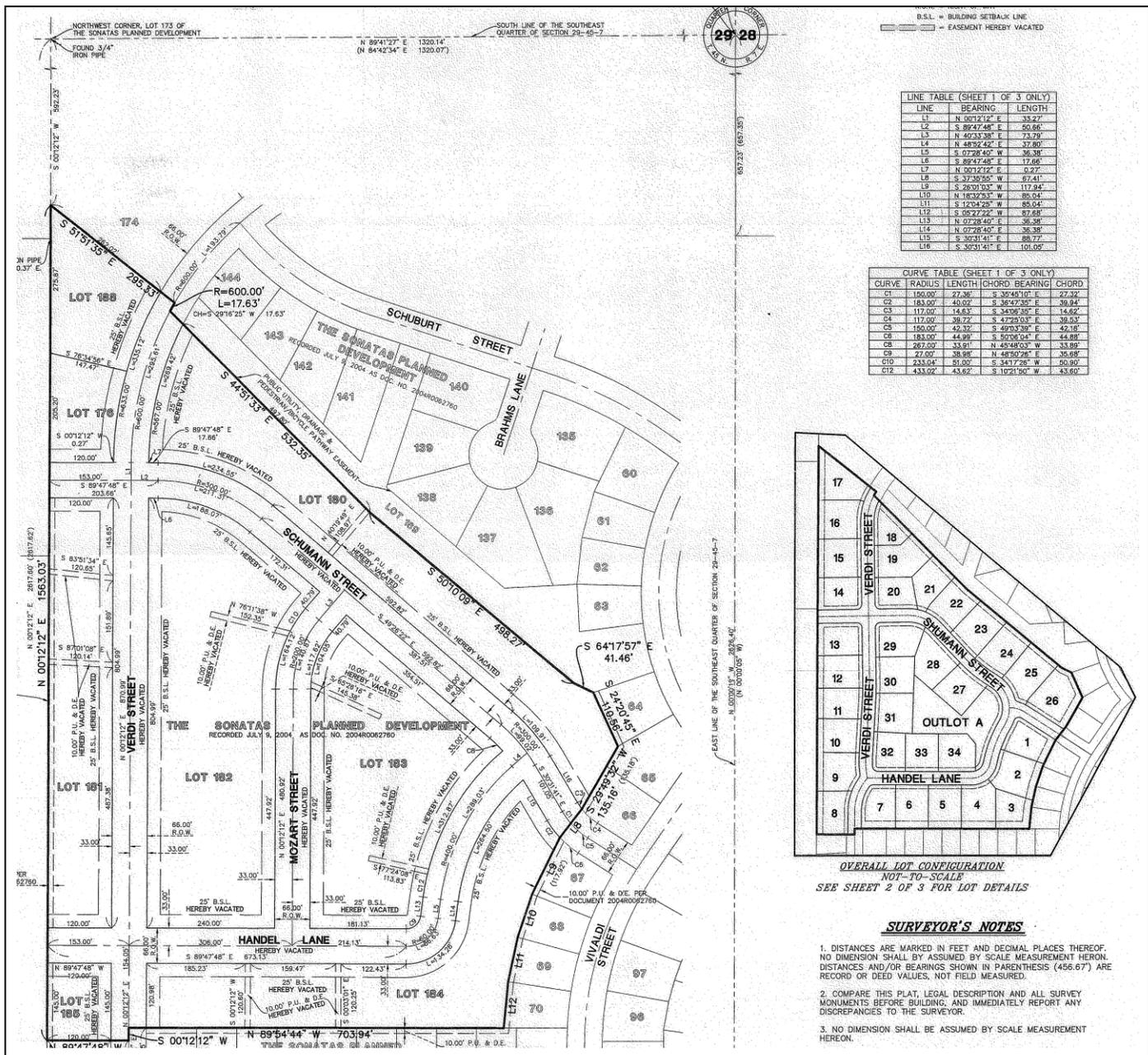
The revised site layout and the change to single family residences was previously reviewed by the Woodstock Fire/Rescue District and deemed acceptable regarding access by fire and emergency service vehicles. The plat will utilize previously dedicated public street right-of-way for access.

COMMENTS: During previous final plat submittals, discussion occurred before the Plan Commission regarding the extension of Schumann Street west of Verdi Street to property owned and used by McHenry County. The purpose of the extension was to create an opportunity for future access to the County's land. However, based on a review of the physical characteristics of the County's land, the extension of Schumann Street as a public right-of-way to the west is not advisable. The County's land at this location consists largely of wetlands and underlying Houghton Muck 103 (*peat bog*) soils, both of which are not suitable for supporting building or street improvements. Furthermore, there is a significant change in elevation between the Maples at the Sonatas' site and the County's land which would make it difficult to install and maintain a connecting road. The following map, obtained from McHenry County, depicts the wetland area and shows where Schumann Street ends at the site's west property line. In light of previous discussions and the unsuitability of the adjacent land for development, the revised plat would vacate the previously dedicated right-of-way previously Schumann Street, west of Verdi Street.



Maples at the Sonatas Location & Wetland Map

The contents of the final plat comply with applicable requirements and sections of the City's subdivision and platting regulations as set forth in the Woodstock Unified Development Ordinance. It also complies with the standards and specifications approved by the City Council for the previous three revised final plats for the Maples project. If the Plan Commission agrees, then it is recommended that a motion approving this latest revised final plat for the *Maples at the Sonatas Re-Plat 4* be approved.

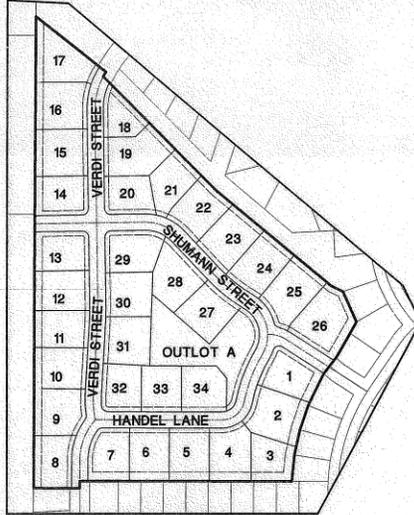


LINE TABLE (SHEET 1 OF 3 ONLY)

LINE	BEARING	LENGTH
L1	N 00°12'12" E	33.27
L2	S 89°47'48" E	50.66
L3	N 40°33'38" E	73.79
L4	N 48°25'42" E	37.80
L5	S 07°28'40" W	36.38
L6	S 89°47'48" E	17.69
L7	N 00°12'12" E	9.27
L8	S 37°35'55" W	67.41
L9	S 28°31'53" W	117.94
L10	N 18°32'53" W	86.04
L11	S 12°04'28" W	85.04
L12	S 05°27'22" W	87.68
L13	N 07°28'40" E	36.38
L14	N 07°28'40" E	36.38
L15	S 30°31'41" E	88.77
L16	S 39°31'41" E	101.05

CURVE TABLE (SHEET 1 OF 3 ONLY)

CURVE	RADIUS	LENGTH	CHORD BEARING	CHORD
CT1	150.00'	77.36'	S 39°49'10" E	27.32'
CT2	183.00'	40.02'	S 36°42'35" E	39.84'
CT3	117.00'	14.63'	S 34°09'35" E	14.62'
CT4	117.00'	38.77'	S 47°29'03" E	38.53'
CT5	150.00'	43.37'	S 49°13'08" E	42.18'
CT6	183.00'	44.99'	S 52°08'04" E	44.88'
CT7	287.00'	33.91'	N 45°48'03" W	33.89'
CT8	27.00'	38.88'	N 48°10'04" E	35.89'
CT9	233.04'	51.00'	S 34°17'28" W	50.80'
CT12	433.02'	43.62'	S 10°21'50" W	43.60'



OVERALL LOT CONFIGURATION
NOT TO SCALE
SEE SHEET 2 OF 3 FOR LOT DETAILS

SURVEYOR'S NOTES

- DISTANCES ARE MARKED IN FEET AND DECIMAL PLACES THEREOF. NO DIMENSION SHALL BE ASSUMED BY SCALE MEASUREMENT HEREON. DISTANCES AND/OR BEARINGS SHOWN IN PARENTHESES (456.67) ARE RECORD OR DEED VALUES, NOT FIELD MEASURED.
- COMPARE THIS PLAT, LEGAL DESCRIPTION AND ALL SURVEY MONUMENTS BEFORE BUILDING, AND IMMEDIATELY REPORT ANY DISCREPANCIES TO THE SURVEYOR.
- NO DIMENSION SHALL BE ASSUMED BY SCALE MEASUREMENT HEREON.

Maples at the Sonatas – Original Final Plat, Sheet 1



Maples at the Sonatas – Original Final Plat, Sheet 2

**CITY OF WOODSTOCK
DEVELOPMENT APPLICATION**

DATE: March 11, 2016

PROJECT NAME: **MAPLES AT THE SONATAS
FOURTH REVISED PLAT**

REQUESTED REVIEW: Final plat of Subdivision

PROJECT TYPE: Residential (single-family detached)

PROJECT LOCATION: North of Ware Road, west of the Sonatas PUD

PROJECT DESCRIPTION: Fourth revised final plat for Maples at the Sonatas, allowing single family detached residences on the westerly part of the site.

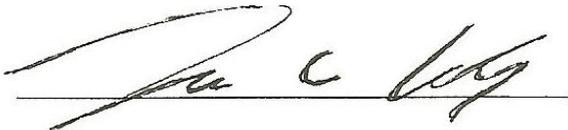
PROPERTY OWNER: (name and address):
Maples at the Sonatas LLC
101 Burr Ridge Parkway Suite 306, Burr Ridge, IL 60586

APPLICANT: (contact person, business name, and address):
Jamie Wilcox, Wilcox Communities
101 Burr Ridge Parkway Suite 306, Burr Ridge, IL 60586

STATEMENT OF APPLICANT'S INTEREST: Owner's representative

APPLICANT'S ENGINEER (name and address): Mackie Consultants, LLC
9575 W. Higgins Road, Suite 500
Rosemont, IL 60018

OWNER/APPLICANT'S SIGNATURE:



Date: March 11, 2016

**CITY OF WOODSTOCK
PLAN COMMISSION MINUTES - ABRIDGED**

April 28, 2016 - City Council Chambers

The regular meeting of the Woodstock Plan Commission was called to order at 7:00 PM by Chairperson Katherine Parkhurst on Thursday, April 28, 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, City Planner Nancy Baker, and City Attorney Ruth Schlossberg.

OTHERS PRESENT: City Clerk Cindy Smiley

Final Plat of Subdivision for the Maples at the Sonatas Re-Plat 4

At the request of Chairperson Parkhurst, Petitioner Jamie Wilcox of Wilcox Development Group approached the podium.

Mr. Wilcox stated he has been before the Commission a number of times previously and that this is the final phase of the Maples at the Sonatas. He noted the community was originally designed with a multi-family, quad product and he is before the Commission this evening with a re-plat to accommodate a single-family, stand-alone product.

In response to a question from D. Moore regarding Lots 29, 30 and 31, Mr. Wilcox stated that the three quad buildings originally designed for these lots will remain with these lots remaining unchanged.

Discussion occurred concerning the vacation of Shumann Street, with Mr. Wilcox noting while it was originally planned to connect to the adjacent property, it was discovered that the soils on the adjacent property is not conducive to development. Therefore, he stated it was ultimately determined that no connection would be made.

Discussion followed of access and the drives that would serve the various lots. In response to a question from D. Moore, Mr. Wilcox stated this was done by the surveyors to create workable lots. He further noted all the areas outside the homes are common areas so even though a drive may be on an individual lot, it will be covered by the Homeowners' Association, similar to a Condo Association. In response to a request to clarify this, Mr. Wilcox stated everything on the outside of a building is the responsibility of the Homeowners' Association, noting the purchaser will be buying the lot but will not be taking on the maintenance responsibility. He further stated there is a global easement covering this. In response to a question from Chairperson Parkhurst, Mr. Wilcox stated it is defined in a declaration and that this is the exact same situation found in Phase 3.

D. Moore stated he drove through the subdivision and found it to be very attractive, noting that he particularly liked the look of the four-plexes. In response to a comment that perhaps this new configuration will be too cluttered and that perhaps the developer is trying to fit too many lots into the site, Mr. Wilcox stated the number of lots has actually been reduced, with less homes than the quad plan. He also stated there will be a lot of character and variation in materials used in the new homes.

Noting this is the final time Mr. Wilcox will appear before the Commission, R. Horrell asked Staff if there are any unresolved issues from Phases 1, 2, or 3. J. Napolitano confirmed that there are no outstanding issues. In response to a question from Mr. Horrell, Mr. Wilcox confirmed that the property to the east is owned by McHenry County.

In response to questioning from R. Horrell, Mr. Wilcox stated there will be 30 units in Phase 4. He further noted that there will be a ½ quad built on Lot 18 which is part of Phase 3 but will be built in conjunction with Phase 4. He then noted there will be 125 total units.

R. Horrell opined that the date of the conceptual site plan, March 15, 2013, should be inserted into the document wherever indicated.

Discussion followed of trees in the development, with R. Horrell noting a question came to him from the community. Upon checking with City Staff, Mr. Horrell learned there should be one tree per residence but that there had been some issue of placement. Mr. Horrell noted, per City policy, these must be certain species. Mr. Wilcox stated there was an issue having to do with location of water mains concerning the placement of the trees, with the Department of Public Works asking they not be placed in the original locations. In response to a question from Mr. Horrell, Mr. Wilcox stated they would be happy to place them elsewhere, noting they will work with Public Works to see if they can be placed on one side of the street vs. the other. Mr. Horrell requested that the developer work closely with Public Works in the placement of the trees to make it particularly aesthetically pleasing.

In response to a question from R. Horrell concerning hydrants and the apparent dip in the roadway in places, Mr. Wilcox stated they will be working with the engineer to do some redesign and will look at this, also working with Public Works.

D. Paluch wished to state for the record that she has, in the past, represented Mr. Wilcox as part of another LLC that is not part of this plan.

In response to a question from S. Gavers, Mr. Wilcox stated how the roads are cut now is not final and that this is the subgrade which will come up, noting the natural undulation of the property. He stated everything will drain down to the pond. Mr. Gavers then noted the drainage area that runs close-by to the north. He cautioned Mr. Wilcox to stay away from this area as it runs quite full at times. Mr. Wilcox stated none of what is being considered this evening will impact this area.

Chairperson Parkhurst opened the floor for public comment on this item.

Bob Gilbert, resident of this development, asked if there are parkway trees included in the plan for Phase 4 being considered this evening.

J. Napolitano stated that is what was discussed earlier this evening. He noted the developer will work with the City's engineer to determine if it is possible to include such trees. In response to further questioning from Mr. Gilbert, Mr. Napolitano stated they will be included on both sides if possible if this

does not conflict with the water mains. Mr. Gilbert noted there are parkways trees in Phase 1, but not in Phases 2 and 3. He would like the approval to include the requirement that they be placed in Phases 2 and 3 also. Ms. Parkhurst opined that requiring the inclusion of trees in the previously-approved phases could not be included as a condition of approval of Phase 4. It was noted, as Council approval will be required for this plat, the Commission could state for the record its wish to encourage the developer that this be done.

D. Moore noted Mr. Wilcox's previous comments concerning everything outside the buildings being the responsibility of the Homeowners' Association but that this is not included on the Plat. He asked if there is anything included that would be similar to an SSA that could help ensure the future of the development should there be no viable Homeowners' Association. J. Napolitano stated the provision for a back-up SSA was included in the Annexation Agreement, providing for a levy upon the homeowners to cover this. He also noted the properties in Phase 4 would be subject to the same covenants and restrictions as the previous phases.

In response to a question from D. Moore, Mr. Wilcox stated all homes in Phases 1 and 2 are sold and occupied. He stated Phase 3 is about 70% sold, noting he is here now because Phase 3 is nearing completion and they are ready to open up the lots in Phase 4. He stated he is confident there is a market for this in the current housing market. He stated the design presented is unique because it is so private and provides truly indoor/outdoor living for the homeowner.

Motion by R. Horrell, second by D. Paluch, to approve the Final Plat of Phase 4 of the Maples at the Sonatas based upon the fact that this final plat meets what is in full agreement with the conceptual plan previously submitted and reviewed by the Commission conditional upon the following:

- 1) The date of the submittal of the conceptual plan, identified as March 15, 2013, be affixed to all pages of the Final Plat where indicated;
- 2) The developer maximize the parkway trees in Phase 4.

A roll call vote was taken. Ayes: R. Horrell, S. Gavers, D. Moore, D. Paluch, J. Speciale, E. Thurow, and Chairperson K. Parkhurst. Nays: none. Abstentions: none. Absentees: D. Fortin. Motion carried.

R. Horrell wished to state for the record that the Commission wishes the developer to consider the placement of parkways trees in the previous phases and if they were shown in the previous plans, that the developer conform with those plans.

ORDINANCE NUMBER 16-O-_____

**AN ORDINANCE APPROVING A FINAL PLAT OF
SUBDIVISION FOR THE MAPLES AT THE SONATAS RE-PLAT 4**

WHEREAS, the City Council of the City of Woodstock, McHenry County, Illinois, has been asked to approve a Final Plat of Subdivision for the Maples at the Sonatas Re-Plat 4 Planned Development; and

WHEREAS, on April 28, 2016 the Plan Commission of the City of Woodstock unanimously (7 yes and 0 no) approved said Final Plat; and

WHEREAS, said Final Plat provides for the establishment of 21 lots instead of 10 lots as previously approved; and

WHEREAS, said Final Plat is in compliance with applicable sections of the Woodstock Unified Development Ordinance.

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

SECTION 1: That the Final Plat of Subdivision Maples at the Sonatas Re-Plat 4 Planned Development is hereby approved.

SECTION 2. That building footprints and elevations shall be in substantial conformance with the plans submitted and approved as part of the Final Plat of Subdivision for the Maples at the Sonatas Re-Plat 1 Planned Development, subject to compliance with applicable site engineering and building construction plans.

SECTION 3: That in accordance with the Woodstock Unified Development Ordinance, said Final Plat shall be filed in the Office of the McHenry County Recorder no later than twelve (12) months from the date of this Ordinance, and that after being recorded a copy of said plat shall be delivered to the City of Woodstock Department of Building & Zoning.

SECTION 4: 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 continue in full force and effect.

SECTION 5: All ordinances or parts of ordinances in conflict herewith are hereby repealed to the extent of such conflict.

SECTION 6: This Ordinance shall be in full force and effect upon its passage, approval and publication in pamphlet form (which publication is hereby authorized) as provided by law.

Ayes:
Nays:
Abstentions:
Absentees:

APPROVED:

Mayor Brian Sager, Ph.D.

(SEAL)

ATTEST: _____
City Clerk Cindy Smiley

Passed: _____, 2016
Approved: _____, 2016
Published: _____, 2016

Prepared by: City of Woodstock, 121 West Calhoun Street, Woodstock, IL 60098

CERTIFICATION

I, CINDY SMILEY, do hereby certify that I am the duly appointed, acting and qualified Clerk of the City of Woodstock, McHenry County, Illinois, and that as such Clerk, I am the keeper of the records and minutes and proceedings of the Mayor and Councilmen of said City.

I do hereby further certify that at a regular meeting of the Woodstock City Council, held on the _____ day of _____ 2016, the foregoing Ordinance entitled An Ordinance Approving A Final Plat of Subdivision for the Maples at the Sonatas Re-Plat 4 was duly passed by said City Council.

The pamphlet form of Ordinance No. 16-O-_____, including the Ordinance and a cover sheet thereof, was prepared, and a copy of such Ordinance was posted in the City Hall, commencing on the _____ day of _____, 2016, and continuing for at least 10 days thereafter. Copies of such Ordinance were also available for public inspection upon request in the office of the City Clerk.

I do further certify that the original, of which the attached is a true and correct copy, is entrusted to me as the Clerk of said City for safekeeping, and that I am the lawful custodian and keeper of the same.

GIVEN under my hand and seal of the City of Woodstock this _____ day of _____, 2016.

Cindy Smiley, City Clerk
City of Woodstock,
McHenry County, Illinois

(SEAL)

RECORDING SPACE

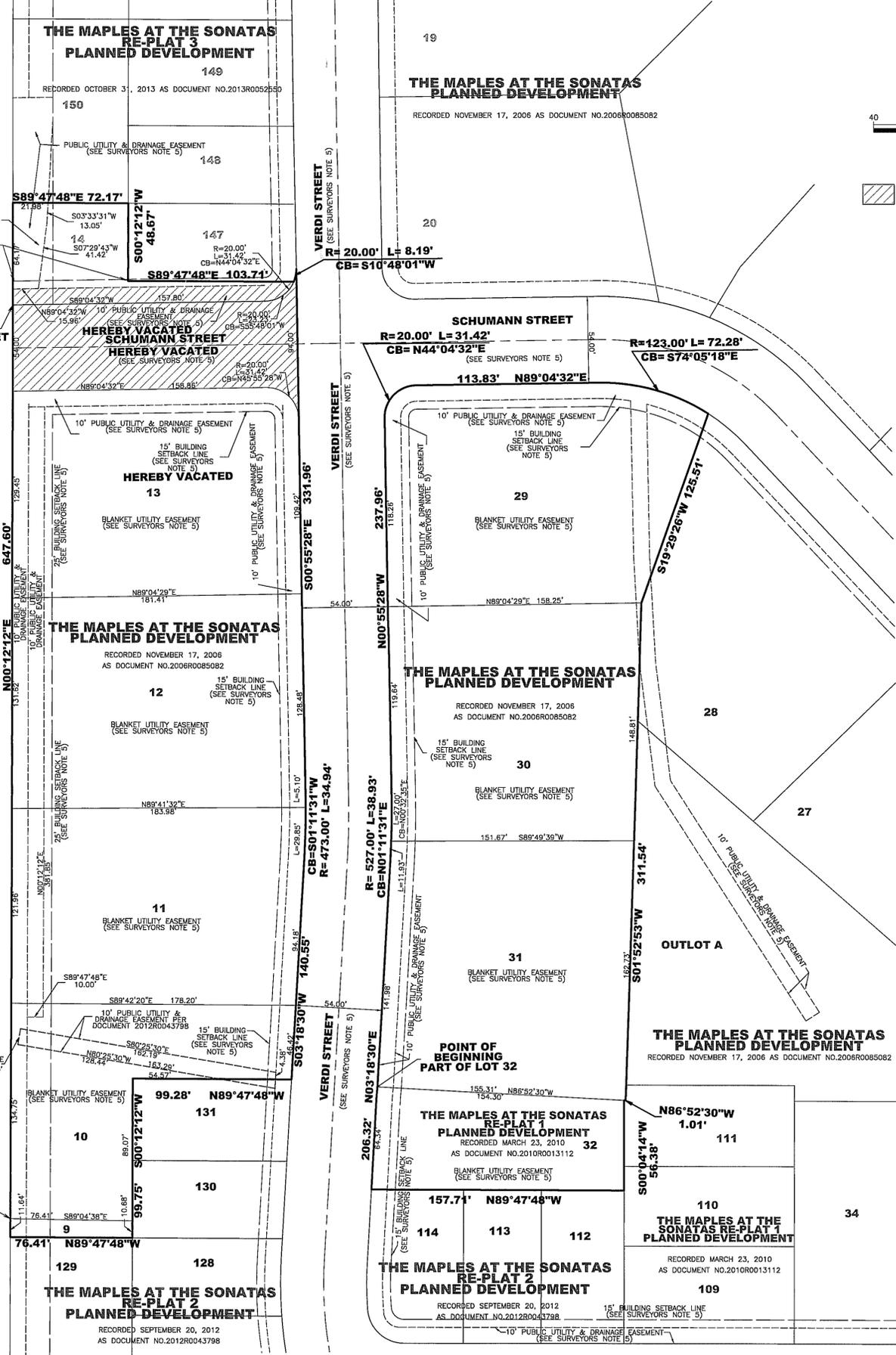
FINAL PLAT OF SUBDIVISION MAPLES AT THE SONATAS RE-PLAT 4 PLANNED DEVELOPMENT

P.I.N. NUMBERS:
 08-29-426-052
 PT. 08-29-477-003
 PT. 08-29-477-004
 08-29-477-005
 08-29-477-029
 08-29-483-022
 08-29-483-021
 08-29-483-020
 08-29-483-023
 08-29-483-024



LEGEND
 HEREBY VACATED
 RIGHT OF WAY AND 10' P.U. & D.E. PER PLAT OF THE MAPLES AT THE SONATAS PLANNED DEVELOPMENT RECORDED NOVEMBER 17, 2006 AS DOCUMENT NO. 2006R0085082

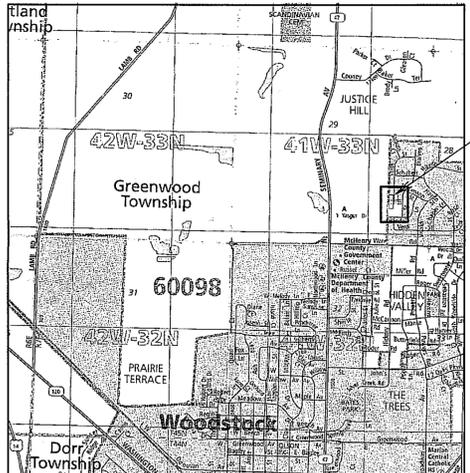
BEING A RESUBDIVISION OF PART OF LOT 9, PART OF LOT 10, LOT 11, LOT 12, LOT 13, PART OF LOT 14, PART OF LOT 29, PART OF LOT 30, LOT 31, AND PART OF SCHUMANN STREET IN THE MAPLES AT THE SONATAS PLANNED DEVELOPMENT, BEING A RESUBDIVISION OF LOTS 176, 180, 181, 182, 183, 184, 185 AND 188 IN THE SONATAS PLANNED DEVELOPMENT SUBDIVISION, BEING A SUBDIVISION OF THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 28 AND THE SOUTHEAST QUARTER OF SECTION 29, TOWNSHIP 45 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF SAID THE MAPLES AT THE SONATAS PLANNED DEVELOPMENT RECORDED NOVEMBER 17, 2006 AS DOCUMENT NUMBER 2006R0085082, AND PART OF LOT 32 IN MAPLES AT THE SONATAS RE-PLAT 1 PLANNED DEVELOPMENT, BEING A RESUBDIVISION OF LOTS 2, 3, 4, 5, 6, 32, 33 AND PART OF OUTLOT A IN THE MAPLES AT THE SONATAS PLANNED DEVELOPMENT, BEING A RESUBDIVISION OF LOTS 176, 180, 181, 182, 183, 184, 185 AND 188 IN THE SONATAS PLANNED DEVELOPMENT SUBDIVISION, BEING A SUBDIVISION OF THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 28 AND THE SOUTHEAST QUARTER OF SECTION 29, TOWNSHIP 45 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF MAPLES AT THE SONATAS RE-PLAT 1 RECORDED MARCH 23, 2010 AS DOCUMENT NUMBER 2010R0013112, ALL IN MCHENRY COUNTY, ILLINOIS.



POINT OF BEGINNING PART OF LOT 14 & SCHUMANN STREET HEREBY VACATED

POINT OF BEGINNING PART OF LOTS 9 AND 10

- THIS PLAT IS SUBJECT TO MATTERS OF TITLE WHICH MAY BE REVEALED BY A CURRENT TITLE REPORT.
 - BEARINGS BASED ON THE RECORD BEARINGS FOR THE MAPLES AT THE SONATAS PLANNED DEVELOPMENT RECORDED NOVEMBER 17, 2006 AS DOCUMENT NO. 2006R0085082.
 - LOTS 29 THROUGH 31, LOTS 115 THROUGH 117, AND LOTS 132 THROUGH 146, ALL INCLUSIVE, ARE COVERED BY A BLANKET UTILITY EASEMENT (B.U.E.), (SEE SHEET 3 OF 3 FOR EASEMENT PROVISIONS)
 - ACCORDING TO OUR INTERPOLATION OF THE FLOOD INSURANCE RATE MAPS THAT COVER THE AREA, THE PROPERTY DESCRIBED HEREIN FALLS WITHIN ZONE "X" DEFINED AS AREAS DETERMINED TO BE OUTSIDE THE 500-YEAR FLOODPLAIN, AS IDENTIFIED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP COMMUNITY PANEL NUMBERS 17111C0181J AND 17111C0181J WITH AN EFFECTIVE DATE OF NOVEMBER 16, 2006.
 - THE EASEMENTS, BUILDING SETBACK LINES AND RIGHTS OF WAY DEPICTED HEREON ARE PER THE MAPLES AT THE SONATAS PLANNED DEVELOPMENT RECORDED NOVEMBER 17, 2006 AS DOCUMENT NO. 2006R0085082.
 - UPON COMPLETION OF CONSTRUCTION, 5/8" REBAR SHALL BE PLACED AT ALL CORNERS OF THE EXTERIOR BOUNDARY AND ALL LOT CORNERS AND CRITICAL POINTS ALONG ALL STREET RIGHTS-OF-WAY, UNLESS NOTED OTHERWISE.
 - PROPERTY IS SUBJECT TO THE TERMS AND CONDITIONS CONTAINED IN A CERTAIN DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS FOR MAPLES AT THE SONATAS RE-PLAT 4. THIS DECLARATION WILL BE RECORDED IN CONJUNCTION WITH THIS PLAT.
 - THIS SUBDIVISION CONSISTS OF LOTS 29 THROUGH 31, LOTS 115 THROUGH 117, AND LOTS 132 THROUGH 146 TO BE AN INTEGRAL PART OF AN OVERALL NUMBERING SYSTEM TO EMBRACE ALL PHASES OF THE MAPLES AT THE SONATAS.
1. ALL DIMENSIONS ARE GIVEN IN FEET AND DECIMAL PARTS THEREOF.
 2. NO DIMENSIONS SHALL BE DERIVED FROM SCALE MEASUREMENT.



LOCATION MAP
 (NOT TO SCALE)

- NOTES:
- THE WOODSTOCK FIRE/RESCUE DISTRICT SHALL HAVE THE PERPETUAL RIGHT TO ENCROUGH UPON AND ENTER ONTO AREAS SUBJECT TO A BLANKET UTILITY EASEMENT FOR THE PURPOSE OF DELIVERING AND PROVIDING FIRE PROTECTION AND EMERGENCY SERVICES.
 - A MINIMUM SEPARATION DISTANCE OF SIX (6) FEET IS REQUIRED BETWEEN BUILDINGS.
 - THE CONFIGURATION AND LAYOUT OF PROPOSED RESIDENTIAL STRUCTURES SHALL BE IN CONFORMANCE WITH THE CONCEPTUAL SITE PLAN FOR THE MAPLES AT THE SONATAS PREPARED BY EMH&T (EVANS, MICHART, HAMILTON & TILTON, INC.) AND DATED [] AND ON FILE IN THE CITY OF WOODSTOCK DEPARTMENT OF COMMUNITY & ECONOMIC DEVELOPMENT.

OWNER AND SEND TAX BILL TO:
 MAPLES AT THE SONATAS, LLC
 WILCOX COMMUNITIES
 101 BURR RIDGE PARKWAY, SUITE 306
 BURR RIDGE, IL 60527

SHEET 1 OF 3 - BOUNDARY AND EXISTING LOTS
 SHEET 2 OF 3 - PROPOSED LOT DETAIL
 SHEET 3 OF 3 - CERTIFICATES

Mackie Consultants, LLC
 9575 W. Higgins Road, Suite 500
 Rosemont, IL 60018
 (847)696-1400
 www.mackieconsult.com

DESIGNED	
DRAWN	RWO
APPROVED	DAG
DATE	03-14-16
SCALE	1"=40'
DATE	DESCRIPTION OF REVISION

MAPLES AT THE SONATAS PLANNED DEVELOPMENT WOODSTOCK, ILLINOIS

SHEET
1 OF 3
 PROJECT NUMBER: 1842
 © MACKIE CONSULTANTS LLC, 2016
 ILLINOIS FIRM LICENSE 184-002694

RECORDING SPACE

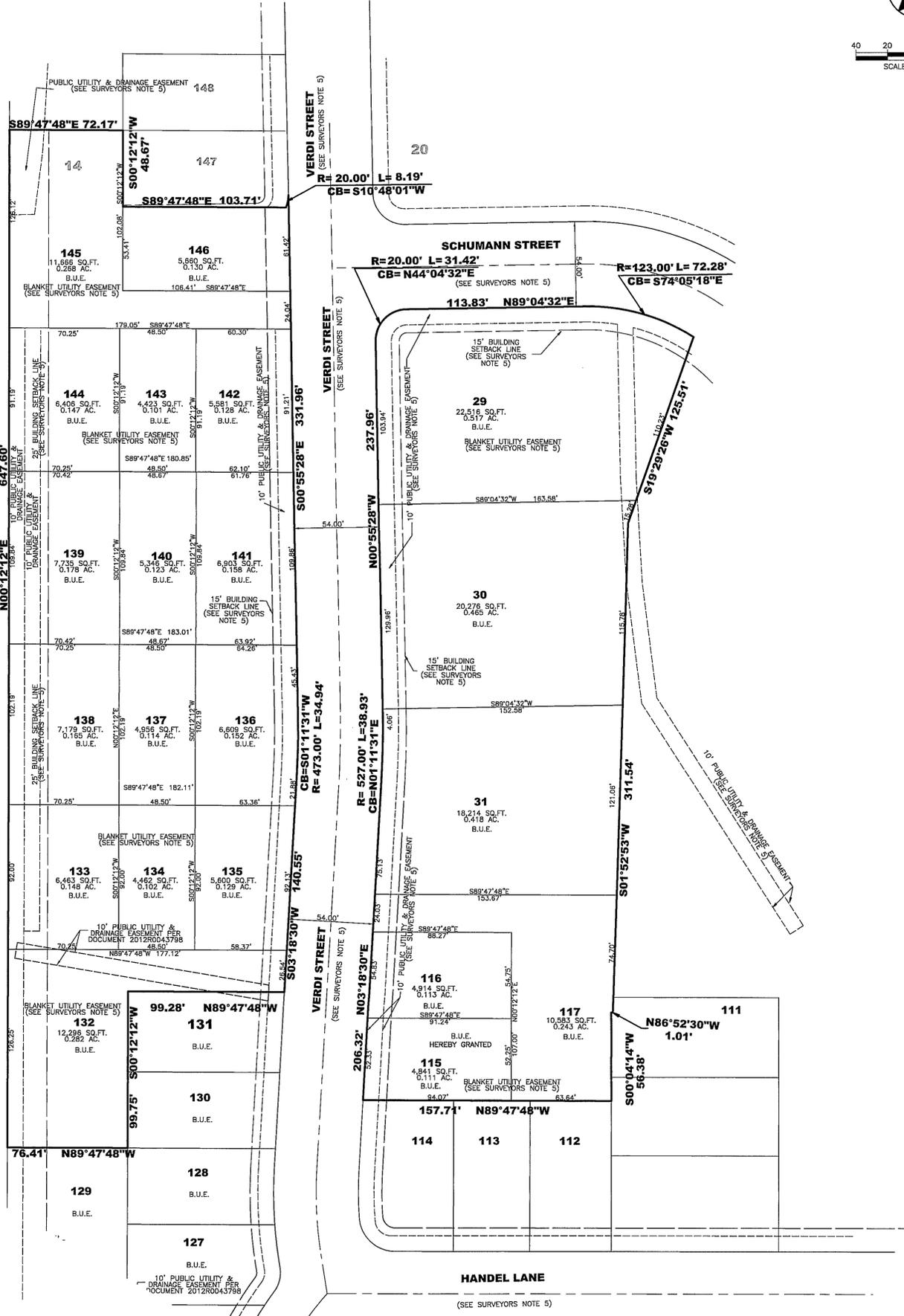
FINAL PLAT OF SUBDIVISION MAPLES AT THE SONATAS RE-PLAT 4 PLANNED DEVELOPMENT

P.L.N. NUMBERS:
 08-29-426-002
 PT. 08-29-477-003
 PT. 08-29-477-004
 08-29-477-005
 08-29-477-029
 08-29-483-022
 08-29-483-021
 08-29-483-020
 08-29-483-023
 08-29-483-024



40 20 0 40
 SCALE: 1" = 40'

BEING A RESUBDIVISION OF PART OF LOT 9, PART OF LOT 10, LOT 11, LOT 12, LOT 13, PART OF LOT 14, PART OF LOT 29, PART OF LOT 30, LOT 31, AND PART OF SCHUMANN STREET IN THE MAPLES AT THE SONATAS PLANNED DEVELOPMENT, BEING A RESUBDIVISION OF LOTS 176, 180, 181, 182, 183, 184, 185 AND 189 IN THE SONATAS PLANNED DEVELOPMENT SUBDIVISION, BEING A SUBDIVISION OF THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 28 AND THE SOUTHWEST QUARTER OF SECTION 29, TOWNSHIP 45 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF SAID THE MAPLES AT THE SONATAS PLANNED DEVELOPMENT RECORDED NOVEMBER 17, 2006 AS DOCUMENT NUMBER 2006R0085082, AND PART OF LOT 32 IN MAPLES AT THE SONATAS RE-PLAT 1 PLANNED DEVELOPMENT, BEING A RESUBDIVISION OF LOTS 2, 3, 4, 5, 6, 32, 33 AND PART OF OUTLOT A IN THE MAPLES AT THE SONATAS PLANNED DEVELOPMENT, BEING A RESUBDIVISION OF LOTS 176, 180, 181, 182, 183, 184, 185 AND 188 IN THE SONATAS PLANNED DEVELOPMENT SUBDIVISION, BEING A SUBDIVISION OF THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 28 AND THE SOUTHWEST QUARTER OF SECTION 29, TOWNSHIP 45 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF MAPLES AT THE SONATAS RE-PLAT 1 RECORDED MARCH 23, 2010 AS DOCUMENT NUMBER 2010R0013112, ALL IN MCHEMERY COUNTY, ILLINOIS.



1. THIS PLAT IS SUBJECT TO MATTERS OF TITLE WHICH MAY BE REVEALED BY A CURRENT TITLE REPORT.
2. BEARINGS BASED ON THE RECORD BEARINGS FOR THE MAPLES AT THE SONATAS PLANNED DEVELOPMENT RECORDED NOVEMBER 17, 2006 AS DOCUMENT NO. 2006R0085082.
3. LOTS 29 THROUGH 31, LOTS 115 THROUGH 117, AND LOTS 132 THROUGH 146, ALL INCLUSIVE, ARE COVERED BY A BLANKET UTILITY EASEMENT (B.U.E.). (SEE SHEET 3 OF 3 FOR EASEMENT PROVISIONS)
4. ACCORDING TO OUR INTERPOLATION OF THE FLOOD INSURANCE RATE MAPS THAT COVER THE AREA, THE PROPERTY DESCRIBED HEREIN FALLS WITHIN ZONE "X" DEFINED AS AREAS DETERMINED TO BE OUTSIDE THE 500-YEAR FLOODPLAIN, AS IDENTIFIED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP COMMUNITY PANEL NUMBERS 17111C0181J AND 17111C0183J WITH AN EFFECTIVE DATE OF NOVEMBER 16, 2006.
5. THE EASEMENTS, BUILDING SETBACK LINES AND RIGHTS OF WAY DEPICTED HEREON ARE PER THE MAPLES AT THE SONATAS PLANNED DEVELOPMENT RECORDED NOVEMBER 17, 2006 AS DOCUMENT NO. 2006R0085082.
6. UPON COMPLETION OF CONSTRUCTION, 5/8" REBAR SHALL BE PLACED AT ALL CORNERS OF THE EXTERIOR BOUNDARY AND AT ALL LOT CORNERS AND CRITICAL POINTS ALONG ALL STREET RIGHTS-OF-WAY, UNLESS NOTED OTHERWISE.
7. PROPERTY IS SUBJECT TO THE TERMS AND CONDITIONS CONTAINED IN A CERTAIN DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS FOR MAPLES AT THE SONATAS RE-PLAT 4. THIS DECLARATION WILL BE RECORDED IN CONJUNCTION WITH THIS PLAT.
8. THIS SUBDIVISION CONSISTS OF LOTS 29 THROUGH 31, LOTS 115 THROUGH 117, AND LOTS 132 THROUGH 146 TO BE AN INTEGRAL PART OF AN OVERALL NUMBERING SYSTEM TO EMBRACE ALL PHASES OF THE MAPLES AT THE SONATAS.

1. ALL DIMENSIONS ARE GIVEN IN FEET AND DECIMAL PARTS THEREOF.
2. NO DIMENSIONS SHALL BE DERIVED FROM SCALE MEASUREMENT.

- NOTES:
1. THE WOODSTOCK FIRE/RESCUE DISTRICT SHALL HAVE THE PERPETUAL RIGHT TO ENCRANCH UPON AND ENTER ONTO AREAS SUBJECT TO A BLANKET UTILITY EASEMENT FOR THE PURPOSE OF DELIVERING AND PROVIDING FIRE PROTECTION AND EMERGENCY SERVICES.
 2. A MINIMUM SEPARATION DISTANCE OF SIX (6) FEET IS REQUIRED BETWEEN BUILDINGS.
 3. THE CONFIGURATION AND LAYOUT OF PROPOSED RESIDENTIAL STRUCTURES SHALL BE IN CONFORMANCE WITH THE CONCEPTUAL SITE PLAN FOR THE MAPLES AT THE SONATAS PREPARED BY EMH&T (EVANS, MECHWART, HAMBLETON & TILTON, INC.) AND DATED AND ON FILE IN THE CITY OF WOODSTOCK DEPARTMENT OF COMMUNITY & ECONOMIC DEVELOPMENT.

OWNER AND SEND TAX BILL TO:
 MAPLES AT THE SONATAS, LLC
 WILCOX COMMUNITIES
 101 BURR RIDGE PARKWAY, SUITE 306
 BURR RIDGE, IL 60527

SHEET 1 OF 3 - BOUNDARY AND EXISTING LOTS
 SHEET 2 OF 3 - PROPOSED LOT DETAIL
 SHEET 3 OF 3 - CERTIFICATES

Mackie Consultants, LLC
 9575 W. Higgins Road, Suite 500
 Rosemont, IL 60018
 (847)696-1400
 www.mackieconsult.com

DATE	DESCRIPTION OF REVISION	BY	SCALE
			1"=40'

**MAPLES AT THE SONATAS
 PLANNED DEVELOPMENT
 WOODSTOCK, ILLINOIS**

SHEET
2 OF 3

PROJECT NUMBER: 1842
 © MACKIE CONSULTANTS LLC, 2016
 ILLINOIS FIRM LICENSE 184-002694

RECORDING SPACE

FINAL PLAT OF SUBDIVISION MAPLES AT THE SONATAS RE-PLAT 4 PLANNED DEVELOPMENT

P.L.N. NUMBERS:
08-29-426-052
PT. 08-29-477-003
PT. 08-29-477-004
08-29-477-005
08-29-477-009
08-29-483-022
08-29-483-021
08-29-483-020
08-29-483-023
08-29-483-024

BEING A RESUBDIVISION OF PART OF LOT 9, PART OF LOT 10, LOT 11, LOT 12, LOT 13, PART OF LOT 14, PART OF LOT 29, PART OF LOT 30, LOT 31, AND PART OF SCHUMANN STREET IN THE MAPLES AT THE SONATAS PLANNED DEVELOPMENT, BEING A RESUBDIVISION OF LOTS 176, 180, 181, 182, 183, 184, 185 AND 188 IN THE SONATAS PLANNED DEVELOPMENT, BEING A SUBDIVISION OF THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 28 AND THE SOUTHEAST QUARTER OF SECTION 29, TOWNSHIP 45 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DEVELOPMENT RECORDED NOVEMBER 17, 2006 AS DOCUMENT NUMBER 2006R0085082, AND PART OF LOT 32 IN MAPLES AT THE SONATAS RE-PLAT 1 PLANNED DEVELOPMENT, BEING A RESUBDIVISION OF LOTS 2, 3, 4, 5, 6, 32, 33 AND PART OF OUTLOT A IN THE MAPLES AT THE SONATAS PLANNED DEVELOPMENT, BEING A RESUBDIVISION OF LOTS 176, 180, 181, 182, 183, 184, 185 AND 188 IN THE SONATAS PLANNED DEVELOPMENT, BEING A SUBDIVISION OF THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 28 AND THE SOUTHEAST QUARTER OF SECTION 29, TOWNSHIP 45 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF MAPLES AT THE SONATAS RE-PLAT 1 RECORDED MARCH 23, 2010 AS DOCUMENT NUMBER 2010R0013112, ALL IN MCHENRY COUNTY, ILLINOIS.

PUBLIC UTILITY AND DRAINAGE EASEMENTS

THE PUBLIC UTILITY AND DRAINAGE EASEMENTS DEPICTED HEREIN ARE RESERVED FOR, DEDICATED, AND GRANTED TO THE CITY OF WOODSTOCK, AN ILLINOIS MUNICIPAL CORPORATION, AND ITS SUCCESSORS AND ASSIGNS, AND TO FRANCHISEES OF ANY KIND OPERATING UNDER FRANCHISES GRANTING THEM EASEMENT RIGHTS FROM SAID CITY OR TO PUBLIC UTILITY COMPANIES OPERATING WITHIN SAID CITY, FOR THE PURPOSES OF CONSTRUCTING, INSTALLING, OPERATING, INSPECTING, MAINTAINING, CLEANING, REPAIRING, RENEWING, REPLACING, RELOCATING, ALTERING, ENLARGING, AND REMOVING FROM TIME TO TIME MAINS, PIPES, LINES, CONDUIT, WIRES, FIBERS, AND OTHER MEANS OF TRANSMISSION AND SANITARY SEWERAGE, INCLUDING BOXES, VALVES, FITTINGS, MANHOLES, HYDRANTS, CONNECTIONS AND APPURTENANCES WHICH PROVIDE UTILITY SERVICES INCLUDING BUT NOT LIMITED TO: GAS, ELECTRIC, COMMON TRANSMISSION, RADIO, TELEPHONE, TELEVISION, CABLE TV, COMMUNICATIONS, DATA, OTHER SOUNDS AND SIGNALS, ELECTRICITY, GAS, POTABLE WATER SUPPLY AND DISTRIBUTION, AND SANITARY SEWERAGE, AS WELL AS STREET LIGHTING AND UNDERGROUND OR SURFACE STORM SEWER DRAINAGE AND STORMWATER CONVEYANCE, AS PERMITTED BY SAID CITY IN APPROVED ENGINEERING PLANS FOR THIS SUBDIVISION WITHOUT LIMITATION. SUCCESSORS OF THE SUBDIVISIONS TOGETHER WITH APURTENANCES AND ADDITIONS THERE TO AS MAY BE REQUIRED TO FURNISH UTILITY SERVICES AS SAID CITY AND FRANCHISEES MAY TOGETHER DEEM NECESSARY TOGETHER WITH THE RIGHT TO INSTALL UNDERGROUND OR SURFACE SERVICE CONNECTIONS TO SERVE THE IMPROVEMENTS OF EACH LOT (AND IF APPLICABLE, ADJACENT LOTS); THE RIGHT TO TRIM, KEEP TRIMMED, REMOVE OR CUT DOWN ANY TREES, BUSHES, SHRUBS, SAPPLINGS, ROOTS, OR OTHER VEGETATION AS MAY BE REASONABLY REQUIRED THAT INTERFERE OR THREATEN TO INTERFERE WITH ANY OF THE AFORESAID USES; AND THE RIGHT OF PERSONNEL AND EQUIPMENT TO ENTER UPON THE LOTS AT ALL TIMES FOR SUCH PURPOSES, THESE EASEMENTS SHALL BE PERMANENT AND IRREVOCABLE, AND SHALL RUN WITH THE LAND. THE LOCATION OF UTILITY SERVICES INSTALLED BY SAID FRANCHISEES SHALL NOT BE SUBJECT TO CITY APPROVAL. PUBLIC IMPROVEMENTS OR PROPER DRAINAGE, AND SHALL BE SUBJECT TO CITY APPROVAL. AFTER INSTALLATION OF ANY UTILITY SERVICES, THE GRADE OF THE SUBDIVISIONS PROPERTY SHALL NOT BE ALTERED IN A MANNER SO AS TO INTERFERE WITH THE PROPER OPERATION AND MAINTENANCE THEREOF.

NO PERMANENT STRUCTURES OR OBSTRUCTIONS, OR HARD SURFACES SUCH AS PATIOS, SHALL BE ERRECTED OR PLACED ON SAID EASEMENTS (EXCEPT THOSE STRUCTURES OR SURFACES INSTALLED NECESSARY PART OF PROVIDING SAID UTILITY SERVICES) WITHOUT THE PRIOR WRITTEN CONSENT OF APPLICABLE GRANTEEES, BUT THE SAME MAY BE USED FOR GARDENS, SHRUBS, LANDSCAPING, AND OTHER SIMILAR PURPOSES. GRANTEEES NOT THEN OR LATER TRANSMISSIONS AND/OR OTHER UTILITIES, OR RIGHTS HERIN GRANTED, HOWEVER, IF FENCES ARE PERMITTED AND ARE TO BE ERRECTED BY ANY OWNER OR OWNERS OF SAID LOTS, SUCH FENCES SHALL BE PERMITTED TO BE PLACED IN A LOCATION AND CONSTRUCTED IN A FASHION ACCEPTABLE TO SAID CITY THAT DOES NOT INTERFERE WITH THE AFORESAID USES OR RIGHTS HERIN GRANTED, AND PRIOR TO ERRECTING SAID FENCES, GRANTEEES SHALL BE OBLIGATED TO OBTAIN FROM THE CITY OF WOODSTOCK, UPON ANY EXERCISE OF ITS RIGHTS HEREIN, A GRANTEE SHALL BE PERMITTED TO REMOVE LANDSCAPING, FENCES OR OTHER PERMITTED IMPROVEMENTS WITHIN SAID EASEMENTS, GRANTEEES SHALL NOT BE OBLIGATED TO BEAR THE COST OF OR PERFORM THE REMOVAL OF SAID LANDSCAPING FENCES OR OTHER PERMITTED IMPROVEMENTS THAT MAY REQUIRE THE GRANTEEES TO RESTORE OR REPLACE SAID IMPROVEMENTS, IF APPLICABLE, AT ITS SOLE EXPENSE, THE GROUND AND SURFACE VEGETATION, SUCH AS TURF, OF THE EASEMENT AREA TO A CONDITION AS GOOD AS OR BETTER THAN THE ORIGINAL CONDITION OF SAID AREA. GRANTEEES SHALL NOT BE OBLIGATED TO BEAR THE COST OF OR PERFORM THE RE-ERECTION OF FENCES OR OTHER PERMITTED IMPROVEMENTS. A GRANTEE SHALL FURTHER NOT BE OBLIGATED TO REPLACE LANDSCAPING OR SURFACE VEGETATION WITH LIKE KIND, SIZE, OR QUALITY OF SPECIES OF PLANTINGS.

THE OWNERS OF LOTS IN THIS SUBDIVISION AND THEIR SUCCESSORS IN INTEREST HEREBY ACKNOWLEDGE, UNDERSTAND, AND AGREE THAT SAID DRAINAGE EASEMENTS ARE FOR THE MUTUAL BENEFIT OF THE SUBDIVISION AND THE CITY OF WOODSTOCK, ILLINOIS, AND THAT THE DRAINAGE METHODS INSTALLED THEREIN HAVE BEEN OR WILL BE CONSTRUCTED PURSUANT TO ENGINEERING, DRAINAGE, AND GRADING PLANS, AS THE CASE MAY BE, APPROVED BY SAID CITY. GRANTEEES OF SAID LOTS, AND THEIR SUCCESSORS IN INTEREST, SHALL (1) BE RESPONSIBLE FOR MAINTAINING DRAINAGE EASEMENTS ON THEIR RESPECTIVE LOT AND SHALL NOT ALTER, FILL IN, OR EXCAVATE THE AREA OR TOPOGRAPHY WITHIN SUCH DRAINAGE EASEMENTS, AND (2) PREVENT SUCH EASEMENTS FROM BECOMING OBSTRUCTED IN ANY MANNER THAT MAY ALTER DRAINAGE FLOW OR PATTERNS, INCLUDING THE USE OR GROWTH OF LANDSCAPING, GARDENING OR VEGETATION, THESE RESPONSIBILITIES ALONG WITH THE EASEMENTS ARE PERPETUAL AND SHALL RUN WITH THE LAND. ANY OWNER OF A LOT SHALL HAVE ALL REMEDIES AT LAW AND EQUITY, INCLUDING BUT NOT LIMITED TO INJUNCTION, TO INSURE THAT THESE RESPONSIBILITIES ARE FULFILLED BY THE RELEVANT LOT OWNER. THE CITY OF WOODSTOCK SHALL HAVE THE RIGHT TO INSPECT, ENFORCE, OR CAUSE THE INSPECTION OR ENFORCEMENT OF THE PROVISIONS OF THIS INSTRUMENT, INCLUDING THE REMOVAL OF OBSTRUCTIONS, RESTORATION OF DRAINAGE SWALES TO THE APPROVED DESIGN, OR SIMILAR MEASURES, AND TO ENTER OR ALLOW OTHERS TO ENTER UPON THE LOTS AT ALL TIMES TO DO SO. GRANTEEES SHALL BE OBLIGATED TO INDEMNIFY AND HOLD THE CITY OF WOODSTOCK HARMLESS IN THE EVENT THAT THE CITY MUST BRING AN ACTION AT LAW OR EQUITY AGAINST AN OWNER OF A LOT OR A THIRD PARTY TO ENFORCE THE PROVISIONS OF THIS INSTRUMENT. IN SUCH ACTION, THE RELEVANT OWNER OR THIRD PARTY SHALL REIMBURSE THE CITY FOR THE ATTORNEY'S FEES AND OTHER COSTS (INCLUDING BUT NOT LIMITED TO COURT FILING FEES AND COURT REPORTERS) ARISING DIRECTLY OR INDIRECTLY FROM SUCH ACTION.

STORMWATER MAINTENANCE CERTIFICATE

IF THE CITY OF WOODSTOCK DETERMINES THAT ANY OF THE AREAS SET ASIDE AS OR RESERVED FROM STORMWATER MAINTENANCE ARE NOT MAINTAINED AS SUCH BY EASEMENT AREA IN A STATE OF DISREPAIR, IT SHALL HAVE THE RIGHT UPON THIRTY (30) DAYS WRITTEN NOTICE TO THE PROPERTY OWNERS AND/OR PROPERTY OWNER'S ASSOCIATION SERVED BY CERTIFIED MAIL, RETURN RECEIPT, TO THE GRANTEEES OF SAID LOTS AND PREPARED, TO ENTER UPON THE AFFECTED PROPERTY AND OVER, ONTO, OR ACROSS ANY LOT, TRACT, OR PARCEL OF LAND WITHIN THE SUBDIVISION, TO MAKE NECESSARY REPAIRS. IF THE CITY CAN HAVE AND BE ABLE TO MAINTAIN SAID AREAS, THE GRANTEEES SHALL BE OBLIGATED TO MAINTAIN SAID AREAS AT A PRO-RATED BASIS, SHALL BE LIABLE FOR ANY AND ALL COSTS INCURRED IN ANY SUCH WORK AND/OR REPAIR. THE CITY MAY RECOVER THE COST OF SUCH WORK AND/OR REPAIRS, BY UNDEVELOPED AREAS, THROUGH THE CITY OF WOODSTOCK. GRANTEEES SHALL BE OBLIGATED TO RECOVER ITS COSTS AND ATTORNEY'S FEES, THE PERFORMANCE OF ANY WORK BY THE CITY ON ANY SUBDIVISION PARCEL DEDICATED FOR STORMWATER DETENTION OR RETENTION OR OTHER PUBLIC UTILITY PURPOSES SHALL BE DEEMED TO BE A TACIT DEDICATION THEREOF.

INGRESS/EGRESS EASEMENT PROVISIONS

AN EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO THE INDIVIDUAL OWNERS OF THE LOTS LOCATED UPON EACH LOT BEING LOTS 147 AND 148, AND TO THE CITY OF WOODSTOCK FOR THE PURPOSE OF INGRESS AND EGRESS OVER SAID LOTS VIA SHARED DRIVEWAYS PER THE APPROVED ENGINEERING PLANS, TO THE DEDICATED PUBLIC STREETS SHOWN HEREON.

BLANKET UTILITY EASEMENT (B.U.E.) PROVISIONS

AN EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO AT&T CORPORATION, COMCAST, COMMONWEALTH EDISON COMPANY, NICOR GAS COMPANY, THE CITY OF WOODSTOCK AND THEIR RESPECTIVE SUCCESSORS AND ASSIGNS, JOINTLY AND SEVERALLY, TO CONSTRUCT, OPERATE, REPAIR, MAINTAIN, MODIFY, RECONSTRUCT, REPLACE, SUPPLEMENT, RELOCATE AND REMOVE FROM TIME TO TIME, MAINS, PIPES, LINES, CONDUIT, WIRES, CABLES, FACILITIES, TRANSFORMERS, PEDESTALS, EQUIPMENT CABINETS, OR OTHER FACILITIES USED IN CONNECTION WITH OVERHEAD AND UNDERGROUND TRANSMISSION AND DISTRIBUTION OF ELECTRICITY, COMMUNICATIONS, SOUND, AND SIGNALS IN, OVER, UNDER, ACROSS, ALONG AND UPON THE SURFACE OF THE PROPERTY SHOWN WITHIN THE DASHED OR DOTTED LINES (OR SIMILAR DESIGNATION) ON THIS PLAT DESIGNATED AS "PUBLIC UTILITY EASEMENTS" (OR SIMILAR DESIGNATION) OR "PUBLIC UTILITY EASEMENT" (OR SIMILAR DESIGNATION). THE PROPERTY DESIGNATED IN THE DECLARATION OF CONDOMINIUM AND/OR ON THIS PLAT AS "COMMON ELEMENTS" AND THE PROPERTY DESIGNATED ON THE PLAT AND THE PROPERTY DESIGNATED ON THE PLAT FOR STREETS AND ALLEYS, WHETHER PUBLIC OR PRIVATE, TOGETHER WITH THE RIGHT TO INSTALL REQUIRED SERVICE CONNECTIONS OVER OR UNDER THE SURFACE OF EACH LOT AND COMMON AREA OR AREAS, AND TO CLEAR OBSTRUCTIONS FROM THE SURFACE OF EACH LOT AND COMMON AREA OR AREAS, THE RIGHT TO CUT, TRIM OR REMOVE TREES, BUSHES, ROOTS AND SAPPLINGS AND TO CLEAR OBSTRUCTIONS FROM THE SURFACE OF EACH LOT AND COMMON AREA OR AREAS, AND THE RIGHT TO ENTER UPON THE SUBDIVIDED PROPERTY INCIDENT TO THE RIGHTS HEREIN GIVEN, AND THE RIGHT TO ENTER UPON THE SUBDIVIDED PROPERTY FOR ALL SUCH PURPOSES, OBSTRUCTIONS SHALL NOT BE PLACED OVER GRANTEEES' FACILITIES OR IN, UPON OR OVER THE PROPERTY DESIGNATED WITHIN THE DASHED OR DOTTED LINES (OR SIMILAR DESIGNATION) OR "PUBLIC UTILITY EASEMENT" (OR SIMILAR DESIGNATION) OR "PUBLIC UTILITY EASEMENT" (OR SIMILAR DESIGNATION) MARKED "EASEMENT", "UTILITY EASEMENT", "PUBLIC UTILITY EASEMENT", "P.U.E.", "B.U.E." (OR SIMILAR DESIGNATION) WITHOUT THE PRIOR WRITTEN CONSENT OF GRANTEEES. AFTER INSTALLATION OF ANY SUCH FACILITIES, THE GRADE OF THE SUBDIVISIONS PROPERTY SHALL NOT BE ALTERED IN A MANNER SO AS TO INTERFERE WITH THE PROPER OPERATION AND MAINTENANCE THEREOF.

NO PERMANENT BUILDINGS, ACCESSORY BUILDINGS, SHEDS OR OTHER STRUCTURES, SHALL BE PLACED IN THE EASEMENTS EXCEPT AS SHOWN ON THE APPROVED ENGINEERING PLANS, BUT OWNERS OF THE LOTS IN THIS SUBDIVISION SHALL TAKE THEIR TITLES SUBJECT TO THE RIGHTS OF THE PUBLIC UTILITIES AND TO THE RIGHTS OF THE OWNERS OF OTHER LOTS IN THIS SUBDIVISION.

COMMONWEALTH EDISON AND AT&T EASEMENT PROVISIONS

AN EASEMENT FOR SERVING THE SUBDIVISION AND OTHER PROPERTY WITH ELECTRIC AND COMMUNICATIONS SERVICE IS HEREBY RESERVED FOR AND GRANTED TO COMMONWEALTH EDISON COMPANY AND AT&T CORPORATION, A.K.A. SBC ILLINOIS, A.K.A. AMERITECH ILLINOIS, A.K.A. ILLINOIS BELL TELEPHONE COMPANY, GRANTEEES.

THEIR RESPECTIVE LICENSEES, SUCCESSORS AND ASSIGNS, JOINTLY AND SEVERALLY, TO CONSTRUCT, OPERATE, REPAIR, MAINTAIN, MODIFY, RECONSTRUCT, REPLACE, SUPPLEMENT, RELOCATE AND REMOVE FROM TIME TO TIME, MAINS, PIPES, LINES, CONDUIT, WIRES, CABLES, FACILITIES, TRANSFORMERS, PEDESTALS, EQUIPMENT CABINETS, OR OTHER FACILITIES USED IN CONNECTION WITH OVERHEAD AND UNDERGROUND TRANSMISSION AND DISTRIBUTION OF ELECTRICITY, COMMUNICATIONS, SOUND, AND SIGNALS IN, OVER, UNDER, ACROSS, ALONG AND UPON THE SURFACE OF THE PROPERTY SHOWN WITHIN THE DASHED OR DOTTED LINES (OR SIMILAR DESIGNATION) ON THIS PLAT DESIGNATED AS "PUBLIC UTILITY EASEMENTS" (OR SIMILAR DESIGNATION) OR "PUBLIC UTILITY EASEMENT" (OR SIMILAR DESIGNATION). THE PROPERTY DESIGNATED IN THE DECLARATION OF CONDOMINIUM AND/OR ON THIS PLAT AS "COMMON ELEMENTS" AND THE PROPERTY DESIGNATED ON THE PLAT AND THE PROPERTY DESIGNATED ON THE PLAT FOR STREETS AND ALLEYS, WHETHER PUBLIC OR PRIVATE, TOGETHER WITH THE RIGHT TO INSTALL REQUIRED SERVICE CONNECTIONS OVER OR UNDER THE SURFACE OF EACH LOT AND COMMON AREA OR AREAS, AND TO CLEAR OBSTRUCTIONS FROM THE SURFACE OF EACH LOT AND COMMON AREA OR AREAS, THE RIGHT TO CUT, TRIM OR REMOVE TREES, BUSHES, ROOTS AND SAPPLINGS AND TO CLEAR OBSTRUCTIONS FROM THE SURFACE OF EACH LOT AND COMMON AREA OR AREAS, AND THE RIGHT TO ENTER UPON THE SUBDIVIDED PROPERTY INCIDENT TO THE RIGHTS HEREIN GIVEN, AND THE RIGHT TO ENTER UPON THE SUBDIVIDED PROPERTY FOR ALL SUCH PURPOSES, OBSTRUCTIONS SHALL NOT BE PLACED OVER GRANTEEES' FACILITIES OR IN, UPON OR OVER THE PROPERTY DESIGNATED WITHIN THE DASHED OR DOTTED LINES (OR SIMILAR DESIGNATION) OR "PUBLIC UTILITY EASEMENT" (OR SIMILAR DESIGNATION) MARKED "EASEMENT", "UTILITY EASEMENT", "PUBLIC UTILITY EASEMENT", "P.U.E.", "B.U.E." (OR SIMILAR DESIGNATION) WITHOUT THE PRIOR WRITTEN CONSENT OF GRANTEEES. AFTER INSTALLATION OF ANY SUCH FACILITIES, THE GRADE OF THE SUBDIVISIONS PROPERTY SHALL NOT BE ALTERED IN A MANNER SO AS TO INTERFERE WITH THE PROPER OPERATION AND MAINTENANCE THEREOF.

THE TERM "COMMON ELEMENTS" SHALL HAVE THE MEANING SET FORTH FOR SUCH TERM IN THE "CONDOMINIUM PROPERTY ACT", CHAPTER 765 ILCS 605/2, AS AMENDED FROM TIME TO TIME.

THE TERM "COMMON AREA OR AREAS" IS DEFINED AS A LOT, PARCEL OR AREA OF REAL PROPERTY, THE BENEFICIAL USE AND ENJOYMENT OF WHICH IS RESERVED IN WHOLE AS AN APPURTENANCE TO THE SEPARATELY OWNED LOTS, PARCEL OR AREAS WITHIN THE PLANNED DEVELOPMENT, EVEN THOUGH SUCH BE OTHERWISE DESIGNATED ON THE PLAT BY TERMS SUCH AS "OUTLOTS", "COMMON ELEMENTS", "OPEN SPACE", "OPEN AREA", "COMMON GROUND", "PARKING" AND "COMMON AREA". THE TERMS "COMMON AREA OR AREAS" AND "COMMON ELEMENTS" INCLUDES REAL PROPERTY SURFACED WITH INTERIOR DRIVEWAYS AND WALKWAYS, BUT EXCLUDES REAL PROPERTY PHYSICALLY OCCUPIED BY A BUILDING, SERVICE BUSINESS DISTRICT OR STRUCTURES SUCH AS A POOL, RETENTION POND, OR MECHANICAL EQUIPMENT.

RELOCATION OF FACILITIES WILL BE DONE BY GRANTEEES AT COST OF GRANTOR/LOT OWNER, UPON WRITTEN REQUEST.

NICOR GAS EASEMENT PROVISIONS
AN EASEMENT FOR SERVING THE SUBDIVISION AND OTHER PROPERTY WITH NATURAL GAS SERVICE IS HEREBY RESERVED FOR AND GRANTED TO NICOR GAS COMPANY

THEIR RESPECTIVE SUCCESSORS AND ASSIGNS, JOINTLY AND SEVERALLY, TO INSTALL, OPERATE, MAINTAIN AND REMOVE FROM TIME TO TIME, MAINS, PIPES, LINES, CONDUIT, WIRES, CABLES, FACILITIES AND DISTRIBUTION OF NATURAL GAS IN, OVER, UNDER, ACROSS, ALONG AND UPON THE SURFACE OF THE PROPERTY SHOWN WITHIN THE DASHED OR DOTTED LINES (OR SIMILAR DESIGNATION) OR "PUBLIC UTILITY EASEMENTS" (OR SIMILAR DESIGNATION) OR "PUBLIC UTILITY EASEMENT" (OR SIMILAR DESIGNATION) ON THIS PLAT AS "COMMON ELEMENTS" AND THE PROPERTY DESIGNATED ON THE PLAT AS "COMMON AREA OR AREAS" AND THE PROPERTY DESIGNATED ON THE PLAT FOR STREETS AND ALLEYS, WHETHER PUBLIC OR PRIVATE, TOGETHER WITH THE RIGHT TO INSTALL REQUIRED SERVICE CONNECTIONS OVER OR UNDER THE SURFACE OF EACH LOT AND COMMON AREA OR AREAS TO SERVE IMPROVEMENTS THEREON, AND TO CLEAR OBSTRUCTIONS FROM THE SURFACE OF EACH LOT AND COMMON AREA OR AREAS, THE RIGHT TO CUT, TRIM OR REMOVE TREES, BUSHES AND ROOTS AS MAY BE REASONABLY REQUIRED INCIDENT TO THE RIGHTS HEREIN GIVEN, AND THE RIGHT TO ENTER UPON THE SUBDIVIDED PROPERTY FOR ALL SUCH PURPOSES, OBSTRUCTIONS SHALL NOT BE PLACED OVER GRANTEEES' FACILITIES OR IN, UPON OR OVER THE PROPERTY DESIGNATED WITHIN THE DASHED OR DOTTED LINES (OR SIMILAR DESIGNATION) OR "PUBLIC UTILITY EASEMENT" (OR SIMILAR DESIGNATION) MARKED "EASEMENT", "UTILITY EASEMENT", "PUBLIC UTILITY EASEMENT", "P.U.E.", "B.U.E." (OR SIMILAR DESIGNATION) WITHOUT THE PRIOR WRITTEN CONSENT OF GRANTEEES. AFTER INSTALLATION OF ANY SUCH FACILITIES, THE GRADE OF THE SUBDIVIDED PROPERTY SHALL NOT BE ALTERED IN A MANNER SO AS TO INTERFERE WITH THE PROPER OPERATION AND MAINTENANCE THEREOF.

THE TERM "COMMON ELEMENTS" SHALL HAVE THE MEANING SET FORTH IN SUCH TERM IN THE "CONDOMINIUM PROPERTY ACT", CHAPTER 765 ILCS 605/2(5), AS AMENDED FROM TIME TO TIME.

THE TERM "COMMON AREA OR AREAS" IS DEFINED AS A LOT, PARCEL OR AREA OF REAL PROPERTY, THE BENEFICIAL USE AND ENJOYMENT OF WHICH IS RESERVED IN WHOLE AS AN APPURTENANCE TO THE SEPARATELY OWNED LOTS, PARCEL OR AREAS WITHIN THE PLANNED DEVELOPMENT, EVEN THOUGH SUCH BE OTHERWISE DESIGNATED ON THE PLAT BY TERMS SUCH AS "OUTLOTS", "COMMON ELEMENTS", "OPEN SPACE", "OPEN AREA", "COMMON GROUND", "PARKING" AND "COMMON AREA". THE TERMS "COMMON AREA OR AREAS" AND "COMMON ELEMENTS" INCLUDES REAL PROPERTY SURFACED WITH INTERIOR DRIVEWAYS AND WALKWAYS, BUT EXCLUDES REAL PROPERTY PHYSICALLY OCCUPIED BY A BUILDING, SERVICE BUSINESS DISTRICT OR STRUCTURES SUCH AS A POOL OR RETENTION POND, OR MECHANICAL EQUIPMENT.

RELOCATION OF FACILITIES WILL BE DONE BY GRANTEEES AT COST OF GRANTOR/LOT OWNER, UPON WRITTEN REQUEST.

OWNER/SCHOOL DISTRICT CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF)
JSS)

THIS IS TO CERTIFY THAT MAPLES AT THE SONATAS, LLC, IS THE RECORD OWNER OF THE PROPERTY DESCRIBED HEREON, AND THAT AS SAID RECORD OWNER, IT CONSENTS TO THE SUBDIVISION OF SAID PROPERTY, THE VARIOUS GRANTS AND RESERVATIONS OF EASEMENTS SHOWN THEREON.

ALSO, THIS IS TO CERTIFY THAT THE PROPERTY BEING SUBDIVIDED AFORESAID AND, TO THE BEST OF OWNER'S KNOWLEDGE AND BELIEF, SAID SUBDIVISION LIES ENTIRELY WITHIN THE LIMITS OF SCHOOL DISTRICT 200, WOODSTOCK SCHOOL DISTRICT 200-ADMINISTRATIVE OFFICE 227 W. JUDD, WOODSTOCK, IL 60098

DATED THIS _____ DAY OF _____, A.D., 20____

BY _____ PRINTED NAME AND TITLE

MAPLES AT THE SONATAS, LLC
JAMES C. WILCOX, PRESIDENT
WILCOX COMMUNITIES
101 BURR RIDGE PARKWAY, SUITE 306
BURR RIDGE, IL 60527

NOTARY CERTIFICATE
STATE OF ILLINOIS)
COUNTY OF)
SS)

I, THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR THE AFORESAID COUNTY AND STATE, DO HEREBY CERTIFY THAT THE FOREGOING SIGNATOR OF THE OWNER'S CERTIFICATE IS PERSONALLY KNOWN TO ME TO BE THE SAME PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT, AND THAT SAID INDIVIDUAL APPEARED AND DELIVERED SAID INSTRUMENT AS A FREED VOLUNTARY ACT OF THE CORPORATION AND THAT SAID INDIVIDUAL DID ALSO THEN AND THERE ACKNOWLEDGE THAT HE OR SHE IS A CUSTODIAN OF THE CORPORATE SEAL OF SAID CORPORATION AND DID AFFIX SAID SEAL OF SAID CORPORATION TO SAID INSTRUMENT AS HIS OR HER OWN FREE AND VOLUNTARY ACT AND THE FREE AND VOLUNTARY ACT OF SAID CORPORATION, AS OWNER, FOR THE USES AND PURPOSES THEREIN SET FORTH IN THE AFORESAID INSTRUMENT.

GIVEN UNDER MY HAND AND NOTARIAL SEAL THIS _____ DAY OF _____, A.D., 20____

NOTARY
PRINTED NAME

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF)
JSS)

MACKIE CONSULTANTS, LLC, AN ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-002694, DO HEREBY CERTIFY THAT WE HAVE SURVEYED, RESUBDIVED AND PLATTED FOR THE OWNER THEREOF THE FOREGOING LEGAL PROPERTY AND THAT THE PLAT HEREIN DRAWN IS A CORRECT REPRESENTATION OF SAID SURVEY, RESUBDIVISION AND PLAT:

LOT 11, 12, 13, 29, 30 AND 31 IN THE MAPLES AT THE SONATAS PLANNED DEVELOPMENT, BEING A RESUBDIVISION OF LOTS 176, 180, 181, 182, 183, 184 AND 188 IN THE SONATAS PLANNED DEVELOPMENT, BEING A SUBDIVISION OF THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 28 AND THE SOUTHEAST QUARTER OF SECTION 29, TOWNSHIP 45 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF OF SAID THE MAPLES AT THE SONATAS PLANNED DEVELOPMENT RECORDED NOVEMBER 17, 2006 AS DOCUMENT NUMBER 2006R0085082, ALSO

THAT PART OF LOT 14 IN THE MAPLES AT SONATAS PLANNED DEVELOPMENT SUBDIVISION, BEING A SUBDIVISION OF THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 28 AND THE SOUTHEAST QUARTER OF SECTION 29, TOWNSHIP 45 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF OF SAID THE MAPLES AT THE SONATAS PLANNED DEVELOPMENT RECORDED NOVEMBER 17, 2006 AS DOCUMENT NUMBER 2006R0085082 DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHWEST CORNER OF SAID LOT 14; THENCE NORTH 00 DEGREES 12 MINUTES 12 SECONDS EAST, A DISTANCE OF 64.17 FEET ALONG THE WEST LINE OF SAID LOT 14 TO THE SOUTH LINE OF MAPLES AT THE SONATAS RE-PLAT 3 PLANNED DEVELOPMENT, RECORDED OCTOBER 31, 2013 AS DOCUMENT NUMBER 2013R0052550; THENCE SOUTH 89 DEGREES 47 MINUTES 48 SECONDS EAST, A DISTANCE OF 72.17 FEET ALONG SAID SOUTH LINE TO THE WEST LINE OF SAID LOT 147 IN SAID MAPLES AT THE SONATAS RE-PLAT 3 PLANNED DEVELOPMENT; THENCE SOUTH 00 DEGREES 12 MINUTES 12 SECONDS WEST, A DISTANCE OF 48.67 FEET ALONG SAID WEST LINE TO THE SOUTHWEST CORNER OF SAID LOT 147; THENCE SOUTH 89 DEGREES 47 MINUTES 48 SECONDS EAST, A DISTANCE OF 103.71 FEET ALONG THE SOUTH LINE OF SAID LOT 147 TO THE EAST LINE OF SAID LOT 14; THENCE SOUTHWESTERLY ALONG THE EASTERN LINE OF SAID LOT 14, A CURVE, CONCAVE WESTERLY, WITH A RADIUS OF 20.00 FEET, AN ARC DISTANCE OF 23.23 FEET AND A CHORD BEARING SOUTH 55 DEGREES 48 MINUTES 01 SECOND WEST TO A POINT OF TANGENCY IN THE SOUTH LINE OF SAID LOT 14; THENCE SOUTH 89 DEGREES 04 MINUTES 32 SECONDS WEST, A DISTANCE OF 157.80 FEET ALONG SAID SOUTH LINE TO THE POINT OF BEGINNING; ALSO

THAT PART OF SCHUMANN STREET AS DEDICATED BY THE MAPLES AT SONATAS PLANNED DEVELOPMENT SUBDIVISION, BEING A SUBDIVISION OF THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 28 AND THE SOUTHEAST QUARTER OF SECTION 29, TOWNSHIP 45 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF OF SAID THE MAPLES AT THE SONATAS PLANNED DEVELOPMENT RECORDED NOVEMBER 17, 2006 AS DOCUMENT NUMBER 2006R0085082 DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHWEST CORNER OF SAID LOT 14 IN SAID MAPLES AT SONATAS PLANNED DEVELOPMENT SUBDIVISION; THENCE NORTH 89 DEGREES 04 MINUTES 32 SECONDS EAST, A DISTANCE OF 157.80 FEET ALONG THE SOUTH LINE OF SAID LOT 14 TO A POINT OF CURVATURE; THENCE NORTHEASTERLY ALONG THE EASTERN LINE OF SAID LOT 14, ALONG A CURVE, CONCAVE NORTHEASTERLY, WITH A RADIUS OF 20.00 FEET, AN ARC DISTANCE OF 31.42 FEET AND A CHORD BEARING NORTH 44 DEGREES 04 MINUTES 32 SECONDS WEST, A DISTANCE OF 89.18 FEET ALONG THE NORTH LINE OF SAID LOT 14 TO THE WEST LINE OF SAID MAPLES AT SONATAS PLANNED DEVELOPMENT SUBDIVISION; THENCE SOUTH 00 DEGREES 55 MINUTES 28 SECONDS EAST, A DISTANCE OF 154.75 FEET ALONG SAID SOUTH LINE TO THE WEST LINE OF SAID MAPLES AT SONATAS PLANNED DEVELOPMENT SUBDIVISION; THENCE NORTHEASTERLY ALONG THE NORTH LINE OF SAID LOT 13 ALONG A CURVE, CONCAVE SOUTHWESTERLY, WITH A RADIUS OF 20.00 FEET, AN ARC DISTANCE OF 31.42 FEET AND A CHORD BEARING NORTH 44 DEGREES 04 MINUTES 32 SECONDS WEST, A DISTANCE OF 89.18 FEET ALONG THE NORTH LINE OF SAID LOT 13 TO THE WEST LINE OF SAID MAPLES AT SONATAS PLANNED DEVELOPMENT SUBDIVISION; THENCE NORTH 00 DEGREES 12 MINUTES 12 SECONDS EAST, A DISTANCE OF 54.00 FEET ALONG SAID WEST LINE TO THE POINT OF BEGINNING; ALSO

THAT PART OF LOT 9 IN THE MAPLES AT SONATAS PLANNED DEVELOPMENT SUBDIVISION, BEING A SUBDIVISION OF THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 28 AND THE SOUTHEAST QUARTER OF SECTION 29, TOWNSHIP 45 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF OF SAID THE MAPLES AT THE SONATAS PLANNED DEVELOPMENT RECORDED NOVEMBER 17, 2006 AS DOCUMENT NUMBER 2006R0085082 DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHWEST CORNER OF SAID LOT 9; THENCE SOUTH 89 DEGREES 04 MINUTES 32 SECONDS EAST, A DISTANCE OF 76.41 FEET TO THE WEST LINE OF SAID LOT 130 IN MAPLES AT THE SONATAS RE-PLAT 2 PLANNED DEVELOPMENT RECORDED SEPTEMBER 20, 2012 AS DOCUMENT 2012R0043798; THENCE NORTH 89 DEGREES 47 MINUTES 48 SECONDS WEST, A DISTANCE OF 89.18 FEET ALONG THE NORTH LINE OF SAID LOT 131 TO THE NORTHWEST CORNER OF SAID LOT 131; THENCE SOUTH 00 DEGREES 12 MINUTES 12 SECONDS WEST, A DISTANCE OF 89.07 FEET ALONG THE WEST LINE OF SAID LOT 131 AND ALONG THE WEST LINE OF LOT 130 IN SAID MAPLES AT THE SONATAS RE-PLAT 2 PLANNED DEVELOPMENT TO THE NORTH LINE OF LOT 9 IN SAID MAPLES AT SONATAS PLANNED DEVELOPMENT SUBDIVISION; THENCE NORTH 89 DEGREES 04 MINUTES 32 SECONDS WEST, A DISTANCE OF 76.41 FEET ALONG SAID SOUTH LINE TO THE POINT OF BEGINNING; ALSO

THAT PART OF LOT 32 IN MAPLES AT THE SONATAS RE-PLAT 1 PLANNED DEVELOPMENT, BEING A RESUBDIVISION OF LOTS 2, 3, 4, 5, 6, 32, 33 AND PART OF OUTLOT A IN THE MAPLES AT THE SONATAS PLANNED DEVELOPMENT, BEING A RESUBDIVISION OF LOTS 176, 180, 181, 182, 183, 184, 185 AND 188 IN THE SONATAS PLANNED DEVELOPMENT, BEING A SUBDIVISION OF THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 28 AND THE SOUTHEAST QUARTER OF SECTION 29, TOWNSHIP 45 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF OF SAID THE MAPLES AT THE SONATAS PLANNED DEVELOPMENT RECORDED NOVEMBER 17, 2006 AS DOCUMENT NUMBER 2006R0085082 DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHWEST CORNER OF SAID LOT 32; THENCE SOUTH 86 DEGREES 52 MINUTES 30 SECONDS EAST, A DISTANCE OF 154.30 FEET ALONG THE NORTH LINE OF SAID LOT 32 TO THE WEST LINE OF SAID MAPLES AT THE SONATAS RE-PLAT 1 PLANNED DEVELOPMENT; THENCE SOUTH 00 DEGREES 04 MINUTES 14 SECONDS WEST, A DISTANCE OF 66.38 FEET ALONG SAID WEST LINE TO THE NORTH LINE OF MAPLES AT THE SONATAS RE-PLAT 2 PLANNED DEVELOPMENT RECORDED SEPTEMBER 20, 2012 AS DOCUMENT NUMBER 2012R0043798; THENCE NORTH 89 DEGREES 47 MINUTES 48 SECONDS WEST, A DISTANCE OF 157.71 FEET ALONG SAID WEST LINE TO THE WEST LINE OF SAID LOT 32; THENCE NORTH 03 DEGREES 18 MINUTES 30 SECONDS EAST, A DISTANCE OF 64.34 FEET ALONG SAID WEST LINE TO THE POINT OF BEGINNING; ALSO

CONTAINING AN AREA OF 182,629 SQ.FT. OR 4.193 ACRES, MORE OR LESS.
WE FURTHER CERTIFY THAT ALL THE LAND IN THE PLAT HEREIN IS WITHIN THE CORPORATE LIMITS OF THE CITY OF WOODSTOCK, MCHENRY COUNTY, ILLINOIS.

WE FURTHER CERTIFY THAT WE WILL SET ALL SUBDIVISION MONUMENTS UPON COMPLETION OF CONSTRUCTION AND HAVE DESCRIBED THEM ON THIS PLAT AS REQUIRED BY THE PLAT ACT, (765 ILCS 205/0.01 ET SEQ.)

ACCORDING TO OUR INTERPOLATION OF THE FLOOD INSURANCE RATE MAPS THAT COVER THE AREA, THE PROPERTY DESCRIBED HEREIN FALLS WITHIN ZONE "X" DEFINED AS AREAS DETERMINED TO BE OUTSIDE THE 500-YEAR FLOODPLAIN, AS IDENTIFIED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP COMMUNITY PANEL NUMBERS 17111C00181J AND 17111C0183J WITH AN EFFECTIVE DATE OF NOVEMBER 16, 2008.

GIVEN UNDER MY HAND AND SEAL THIS _____ DAY OF _____, 20____

RUSSELL W. OLSEN
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-002718
LICENSE EXPIRES: NOVEMBER 30, 2016

SHEET 1 OF 3 - BOUNDARY AND EXISTING LOTS
SHEET 2 OF 3 - PROPOSED LOT DETAIL
SHEET 3 OF 3 - CERTIFICATES

PLAN COMMISSION CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF)
JSS)
REVIEWED AND APPROVED BY THE PLAN COMMISSION OF THE CITY OF WOODSTOCK, MCHENRY COUNTY, ILLINOIS, THIS _____ DAY OF _____, 20____

BY: CHAIRPERSON

CITY COUNCIL CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF)
JSS)
APPROVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF WOODSTOCK, MCHENRY COUNTY, ILLINOIS, THIS _____ DAY OF _____, A.D., 20____

BY: MAYOR ATTEST: CITY CLERK

COUNTY CLERK'S CERTIFICATE

I, _____ COUNTY CLERK OF MCHENRY COUNTY, ILLINOIS, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT TAXES, NO UNPAID CURRENT TAXES, NO UNPAID FORFEITED TAXES, AND NO REDEEMABLE TAX SALES AGAINST ANY OF THE LAND INCLUDED IN THIS PLAT. I FURTHER CERTIFY THAT I HAVE RECEIVED ALL STATUTORY FEES IN CONNECTION WITH SAID PLAT.
GIVEN UNDER MY HAND AND SEAL OF THE COUNTY, AT WOODSTOCK, ILLINOIS, THIS _____ DAY OF _____, 20____

RECORDER'S CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF)
JSS)
THIS INSTRUMENT WAS FILED FOR RECORD IN THE RECORDER'S OFFICE OF MCHENRY COUNTY, ILLINOIS, ON THIS _____ DAY OF _____, 20____ AT _____ O' CLOCK _____ M. AS DOCUMENT NO. _____

BY: COUNTY RECORDER

RIGHT OF WAY VACATION AND REPLACEMENT EASEMENT APPROVAL AND ACCEPTANCE CERTIFICATE

THE APPROVING AUTHORITIES AND THEIR SUCCESSORS AND ASSIGNS, ON SIGNING THIS DOCUMENT HEREBY RELEASE AND CONSENT TO THE RELEASE, VACATION AND ABROGATION OF THE EXISTING PUBLIC UTILITY & DRAINAGE EASEMENTS AND RIGHT OF WAY AS SHOWN AND HEREBY ACCEPT AS ITS REPLACEMENT THE HERON SHOWN ON THIS PUBLIC UTILITY & DRAINAGE EASEMENTS FOR THE PURPOSES SET FORTH HEREIN.

ACCEPTED: _____ DATE: _____
AT&T CORPORATION
ACCEPTED: _____ DATE: _____
COMMONWEALTH EDISON COMPANY
ACCEPTED: _____ DATE: _____
NICOR GAS COMPANY
ACCEPTED: _____ DATE: _____
CITY OF WOODSTOCK

DESIGN ENGINEER'S CERTIFICATE AS TO DRAINAGE

STATE OF _____)
COUNTY OF _____)
SS)
TO THE BEST OF OUR KNOWLEDGE AND BELIEF THE DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY THE CONSTRUCTION OF SUCH SUBDIVISION OR ANY PART THEREOF, OR THAT SUCH SURFACE WATER DRAINAGE WILL BE CHANGED THEREOF, OR THAT REASONABLE PROVISION HAS BEEN MADE FOR THE COLLECTION AND DIVERSION OF SUCH SURFACE WATERS INTO PUBLIC AREAS OR DRAINS WHICH THE DEVELOPER HAS A RIGHT TO USE AND THAT SUCH SURFACE WATERS WILL BE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES SO AS TO REDUCE THE LIKELIHOOD OF DRAINAGE TO THE ADJOINING PROPERTY BECAUSE OF THE CONSTRUCTION OF THE SUBDIVISION.

DATED THIS _____ DAY OF _____, 20____

OWNER REGISTERED ENGINEER

THIS PLAT PRESENTED BY:
NAME: _____
ADDRESS: _____
CITY: _____ STATE: _____ ZIP: _____

WE, MACKIE CONSULTANTS LLC, AN ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-002694, HEREBY GRANT PERMISSION TO RECORD THIS PLAT OF SUBDIVISION.

DATED THIS _____ DAY OF _____, 20____

RUSSELL W. OLSEN
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-002718
LICENSE EXPIRES: NOVEMBER 30, 2016

OWNER AND SEND TAX BILL TO:
MAPLES AT THE SONATAS, LLC
WILCOX COMMUNITIES
101 BURR RIDGE PARKWAY, SUITE 306
BURR RIDGE, IL 60527



Local Agency City of Woodstock	L O C A L A G E N C Y	 Illinois Department of Transportation Construction Engineering Services Agreement For Federal Participation	C O N S U L T A N T	Consultant Hampton, Lenzini and Renwick, Inc.
County McHenry				Address 380 Shepard Drive
Section 16-00113-00-SW				City Elgin
Project No. SRTS-4009(356)				State IL
Job No. C-91-212-16				Zip Code 60123
Contact Name/Phone/E-mail Address Jeff Van Landuyt PWD / 815.338.6118 jvanlanduyt@woodstock				Contact Name/Phone/E-mail Address Scott Rodseth, PE / 847.697.6700 / srodseth@hlreng.com

THIS AGREEMENT is made and entered into this 17 day of November, 2015 between the above Local Agency (LA) and Consultant (ENGINEER) and covers certain professional engineering services in connection with the PROJECT described herein. Federal-aid funds allotted to the LA by the state of Illinois under the general supervision of the Illinois Department of Transportation (STATE) will be used entirely or in part to finance engineering services as described under AGREEMENT PROVISIONS.

WHEREVER IN THIS AGREEMENT or attached exhibits the following terms are used, they shall be interpreted to mean:

Regional Engineer	Deputy Director Division of Highways, Regional Engineer, Department of Transportation
Resident Construction Supervisor	Authorized representative of the LA in immediate charge of the engineering details of the PROJECT
In Responsible Charge	A full time LA employee authorized to administer inherently governmental PROJECT activities
Contractor	Company or Companies to which the construction contract was awarded

Project Description

Name	<u>2016 Safe Routes to School Program</u>	Route	<u>Varies</u>	Length	<u>0.55</u>	Structure No.	<u>N/A</u>
Term/ini	<u>Varies</u>						

Description: Safe Routes to School along Meadow Avenue, Tappan Street, Summit Avenue, and Clay Street

Agreement Provisions

I. THE ENGINEER AGREES,

1. To perform or be responsible for the performance of the engineering services for the LA, in connection with the PROJECT hereinbefore described and checked below:
 - a. Proportion concrete according to applicable STATE Bureau of Materials and Physical Research (BMPR) Quality Control/Quality Assurance (QC/QA) training documents or contract requirements and obtain samples and perform testing as noted below.
 - b. Proportion hot mix asphalt according to applicable STATE BMPR QC/QA training documents and obtain samples and perform testing as noted below.
 - c. For soils, to obtain samples and perform testing as noted below.
 - d. For aggregates, to obtain samples and perform testing as noted below.

NOTE: For 1a. through 1d. the ENGINEER is to obtain samples for testing according to the STATE BMPR "Project Procedures Guide", or as indicated in the specifications, or as attached herein by the LA; test according to the STATE BMPR "Manual of Test Procedures for Materials", submit STATE BMPR inspection reports; and verify compliance with contract specifications.

- e. Inspection of all materials when inspection is not provided at the sources by the STATE BMPR, and submit inspection reports to the LA and the STATE in accordance with the STATE BMPR "Project Procedures Guide" and the policies of the STATE.
 - f. For Quality Assurance services, provide personnel who have completed the appropriate STATE BMPR QC/QA trained technician classes.
 - g. Inspect, document and inform the LA employee In Responsible Charge of the adequacy of the establishment and maintenance of the traffic control.
 - h. Geometric control including all construction staking and construction layouts.
 - i. Quality control of the construction work in progress and the enforcement of the contract provisions in accordance with the STATE Construction Manual.
 - j. Measurement and computation of pay items.
 - k. Maintain a daily record of the contractor's activities throughout construction including sufficient information to permit verification of the nature and cost of changes in plans and authorized extra work.
 - l. Preparation and submission to the LA by the required form and number of copies, all partial and final payment estimates, change orders, records, documentation and reports required by the LA and the STATE.
 - m. Revision of contract drawings to reflect as built conditions.
 - n. Act as resident construction supervisor and coordinate with the LA employee In Responsible Charge.
2. Engineering services shall include all equipment, instruments, supplies, transportation and personnel required to perform the duties of the ENGINEER in connection with the AGREEMENT.
 3. To furnish the services as required herein within twenty-four hours of notification by the LA employee In Responsible Charge.
 4. To attend meetings and visit the site of the work at any reasonable time when requested to do so by representatives of the LA or STATE.
 5. That none of the services to be furnished by the ENGINEER shall be sublet, assigned or transferred to any other party or parties without the written consent of the LA. The consent to sublet, assign or otherwise transfer any portion of the services to be furnished by the ENGINEER shall not be construed to relieve the ENGINEER of any responsibility for the fulfillment of this AGREEMENT.
 6. The ENGINEER shall submit invoices, based on the ENGINEER's progress reports, to the LA employee In Responsible Charge, no more than once a month for partial payment on account for the ENGINEER's work completed to date. Such invoices shall represent the value, to the LA of the partially completed work, based on the sum of the actual costs incurred, plus a percentage (equal to the percentage of the construction engineering completed) of the fixed fee for the fully completed work.
 7. That the ENGINEER is qualified technically and is entirely conversant with the design standards and policies applicable to improvement of the SECTION; and that the ENGINEER has sufficient properly trained, organized and experienced personnel to perform the services enumerated herein.
 8. That the ENGINEER shall be responsible for the accuracy of the ENGINEER's work and correction of any errors, omissions or ambiguities due to the ENGINEER'S negligence which may occur either during prosecution or after acceptance by the LA. Should any damage to persons or property result from the ENGINEER's error, omission or negligent act, the ENGINEER shall indemnify the LA, the STATE and their employees from all accrued claims or liability and assume all restitution and repair costs arising from such negligence. The ENGINEER shall give immediate attention to any remedial changes so there will be minimal delay to the contractor and prepare such data as necessary to effectuate corrections, in consultation with and without further compensation from the LA.
 9. That the ENGINEER will comply with applicable federal statutes, state of Illinois statutes, and local laws or ordinances of the LA.
 10. The undersigned certifies neither the ENGINEER nor I have:
 - a) employed or retained for commission, percentage, brokerage, contingent fee or other considerations, any firm or person (other than a bona fide employee working solely for me or the above ENGINEER) to solicit or secure this AGREEMENT;

- b) agreed, as an express or implied condition for obtaining this AGREEMENT, to employ or retain the services of any firm or person in connection with carrying out the AGREEMENT or
- c) paid, or agreed to pay any firm, organization or person (other than a bona fide employee working solely for me or the above ENGINEER) any fee, contribution, donation or consideration of any kind for, or in connection with, procuring or carrying out the AGREEMENT.
- d) are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any Federal department or agency;
- e) have not within a three-year period preceding the AGREEMENT been convicted of or had a civil judgment rendered against them for commission of fraud or criminal offense in connection with obtaining, attempting to obtain or performing a public (Federal, State or local) transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements or receiving stolen property;
- f) are not presently indicted for or otherwise criminally or civilly charged by a government entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (e) of this certification; and
- g) have not within a three-year period preceding this AGREEMENT had one or more public transactions (Federal, State or local) terminated for cause or default.

11. To pay its subconsultants for satisfactory performance no later than 30 days from receipt of each payment from the LA.
12. To submit all invoices to the LA within one year of the completion of the work called for in this AGREEMENT or any subsequent Amendment or Supplement.
13. To submit BLR 05613, Engineering Payment Report, to the STATE upon completion of the work called for in the AGREEMENT.
14. To be prequalified with the STATE in Construction Inspection when the ENGINEER or the ENGINEER's assigned staff is named as resident construction supervisor. The onsite resident construction supervisor shall have a valid Documentation of Contract Quantities certification.
15. Will provide, as required, project inspectors that have a valid Documentation of Contract Quantities certification.

II. THE LA AGREES,

1. To furnish a full time LA employee to be In Responsible Charge authorized to administer inherently governmental PROJECT activities.
2. To furnish the necessary plans and specifications.
3. To notify the ENGINEER at least 24 hours in advance of the need for personnel or services.
4. To pay the ENGINEER as compensation for all services rendered in accordance with this AGREEMENT, on the basis of the following compensation formulas:

Cost Plus Fixed Fee Formulas

- $FF = 14.5\%(DL + R(DL) + OH(DL) + IHDC)$, or
- $FF = 14.5\%[(2.3 + R)DL + IHDC]$

Where: DL = Direct Labor
 IHDC = In House Direct Costs
 OH = Consultant Firm's Actual Overhead Factor
 R = Complexity Factor
 FF=Fixed Fee
 SBO = Services by Others

Total Compensation = $DL + IHDC + OH + FF + SBO$

Specific Rate (Pay per element)

Lump Sum _____

5. To pay the ENGINEER using one of the following methods as required by 49 CFR part 26 and 605 ILCS 5/5-409:

With Retainage

- a) For the first 50% of completed work, and upon receipt of monthly invoices from the ENGINEER and the approval thereof by the LA, monthly payments for the work performed shall be due and payable to the ENGINEER, such payments to be equal to 90% of the value of the partially completed work minus all previous partial payments made to the ENGINEER.
- b) After 50% of the work is completed, and upon receipt of monthly invoices from the ENGINEER and the approval thereof by the LA, monthly payments covering work performed shall be due and payable to the ENGINEER, such payments to be equal to 95% of the value of the partially completed work minus all previous partial payments made to the ENGINEER.
- c) Final Payment – Upon approval of the work by the LA but not later than 60 days after the work is completed and reports have been made and accepted by the LA and the STATE, a sum of money equal to the basic fee as determined in this AGREEMENT less the total of the amounts of partial payments previously paid to the ENGINEER shall be due and payable to the ENGINEER.

Without Retainage

- a) For progressive payments – Upon receipt of monthly invoices from the ENGINEER and the approval thereof by the LA, monthly payments for the work performed shall be due and payable to the ENGINEER, such payments to be equal to the value of the partially completed work minus all previous partial payments made to the ENGINEER.
- b) Final Payment – Upon approval of the work by the LA but not later than 60 days after the work is completed and reports have been made and accepted by the LA and STATE, a sum of money equal to the basic fee as determined in this AGREEMENT less the total of the amounts of partial payments previously paid to the ENGINEER shall be due and payable to the ENGINEER.

6. The recipient shall not discriminate on the basis of race, color, national origin or sex in the award and performance of any DOT-assisted contract or in the administration of its DBE program or the requirements of 49 CFR part 26. The recipient shall take all necessary and reasonable steps under 49 CFR part 26 to ensure nondiscrimination in the award and administration of DOT-assisted contracts. The recipient's DBE program, as required by 49 CFR part 26 and as approved by DOT, is incorporated by reference in this agreement. Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as violation of this agreement. Upon notification to the recipient of its failure to carry out its approved program, the Department may impose sanctions as provided for under part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. 3801 et seq.).

7. To submit approved form BC 775 (Exhibit C) and BC 776 (Exhibit D) with this AGREEMENT.

III. It Is Mutually Agreed,

1. That the ENGINEER and the ENGINEER's subcontractors will maintain all books, documents, papers, accounting records and other evidence pertaining to cost incurred and to make such materials available at their respective offices at all reasonable times during the AGREEMENT period and for three years from the date of final payment under this AGREEMENT, for inspection by the STATE, Federal Highway Administration or any authorized representatives of the federal government and copies thereof shall be furnished if requested.
2. That all services are to be furnished as required by construction progress and as determined by the LA employee in Responsible Charge. The ENGINEER shall complete all services specified herein within a time considered reasonable to the LA, after the CONTRACTOR has completed the construction contract.
3. That all field notes, test records and reports shall be turned over to and become the property of the LA and that during the performance of the engineering services herein provided for, the ENGINEER shall be responsible for any loss or damage to the documents herein enumerated while they are in the ENGINEER's possession and any such loss or damage shall be restored at the ENGINEER's expense.
4. That this AGREEMENT may be terminated by the LA upon written notice to the ENGINEER, at the ENGINEER's last known address, with the understanding that should the AGREEMENT be terminated by the LA, the ENGINEER shall be paid for any services completed and any services partially completed. The percentage of the total services which have been rendered by the ENGINEER shall be mutually agreed by the parties hereto. The fixed fee stipulated in numbered paragraph 4d of Section II shall be multiplied by this percentage and added to the ENGINEER's actual costs to obtain the earned value of work performed. All field notes, test records and reports completed or partially completed at the time of termination shall become the property of, and be delivered to, the LA.
5. That any differences between the ENGINEER and the LA concerning the interpretation of the provisions of this AGREEMENT shall be referred to a committee of disinterested parties consisting of one member appointed by the ENGINEER, one member appointed by the LA, and a third member appointed by the two other members for disposition and that the committee's decision shall be final.
6. That in the event the engineering and inspection services to be furnished and performed by the LA (including personnel furnished by the ENGINEER) shall, in the opinion of the STATE be incompetent or inadequate, the STATE shall have the right to supplement the engineering and inspection force or to replace the engineers or inspectors employed on such work at the expense of the LA.

7. That the ENGINEER has not been retained or compensated to provide design and construction review services relating to the contractor's safety precautions, except as provided in numbered paragraph 1f of Section I.
8. This certification is required by the Drug Free Workplace Act (30ILCS 580). The Drug Free Workplace Act requires that no grantee or contractor shall receive a grant or be considered for the purpose of being awarded a contract for the procurement of any property or service from the State unless that grantee or contractor will provide a drug free workplace. False certification or violation of the certification may result in sanctions including, but not limited to, suspension of contract or grant payments, termination of a contract or grant and debarment of contracting or grant opportunities with the State for at least one (1) year but no more than five (5) years.

For the purpose of this certification, "grantee" or "contractor" means a corporation, partnership or other entity with twenty-five (25) or more employees at the time of issuing the grant, or a department, division or other unit thereof, directly responsible for the specific performance under a contract or grant of \$5,000 or more from the State, as defined in the Act.

The contractor/grantee certifies and agrees that it will provide a drug free workplace by:

- (a) Publishing a statement:
 - (1) Notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance, including cannabals, is prohibited in the grantee's or contractor's workplace.
 - (2) Specifying the actions that will be taken against employees for violations of such prohibition.
 - (3) Notifying the employee that, as a condition of employment on such contract or grant, the employee will:
 - (A) abide by the terms of the statement; and
 - (B) notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five (5) days after such conviction.
 - (b) Establishing a drug free awareness program to inform employees about:
 - (1) the dangers of drug abuse in the workplace;
 - (2) the grantee's or contractor's policy of maintaining a drug free workplace;
 - (3) any available drug counseling, rehabilitation and employee assistance program; and
 - (4) the penalties that may be imposed upon an employee for drug violations.
 - (c) Providing a copy of the statement required by subparagraph (a) to each employee engaged in the performance of the contract or grant and to post the statement in a prominent place in the workplace.
 - (d) Notifying the contracting or granting agency within ten (10) days after receiving notice under part (B) of paragraph (3) of subsection (a) above from an employee or otherwise receiving actual notice of such conviction.
 - (e) Imposing a sanction on, or requiring the satisfactory participation in a drug abuse assistance or rehabilitation program by, any employee who is convicted, as required by section S of the Drug Free Workplace Act.
 - (f) Assisting employees in selecting a course of action in the event drug counseling, treatment and rehabilitation is required and indicating that a trained referral team is in place.
 - (g) Making a good faith effort to continue to maintain a drug free workplace through implementation of the Drug Free Workplace Act.
9. The ENGINEER or subconsultant shall not discriminate on the basis of race, color, national origin or sex in the performance of this AGREEMENT. The ENGINEER shall carry out applicable requirements of 49 CFR part 26 in the administration of DOT-assisted contracts. Failure by the ENGINEER to carry out these requirements is a material breach of this AGREEMENT, which may result in the termination this AGREEMENT or such other remedy as the LA deems appropriate.



Department of Public Works
326 Washington Street
Woodstock, Illinois 60098

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

To: Roscoe Stelford, City Manager

From: Jeff Van Landuyt, Public Works Director

Re: **Approval of Local Agency Agreement for Federal Participation – Safe Routes to School Grant Project and Approval of Construction Engineering Services with HLR**

Date: September 12, 2016

The Safe Routes to School (SRTS) Program is a federally-funded program administered by the Illinois Department of Transportation (IDOT). Its purpose is to provide funding specifically designed to enable and encourage local children in grades K-8 to walk and bike to school. Grant awards can be approved for an amount up to \$200,000 and if approved, funds are available to pay for 80% of the cost for sidewalk construction and construction engineering services with a required 20% local match.

At the end of 2014, Woodstock received notification that it was the recipient of its third grant award providing Woodstock with a maximum of \$140,000 through the federally-funded SRTS Program. The grant was approved for improvements to school travel routes leading to Verda Dierzen Early Learning Center, Mary Endres Elementary, and Northwood Middle School proposing new sidewalk constructed on Tappan Street, Meadow Avenue, Summit Avenue, Clay Street, and Walnut Drive. Grant funds are only available for work as specified in the permit application. Approved funds cannot be transferred to another location without forfeiture.

Since learning of the grant award, the City has met with IDOT for a kickoff meeting and preliminary review of typical sidewalk sections were discussed and revised as necessary. The changes requested by IDOT are currently being incorporated in the final design drawings. These drawings are being completed by consulting engineers, Hampton, Lenzini, and Renwick (HLR). As we move forward, the one remaining step in the approval process is the execution of the attached Local Agency Agreement.



DOZEN DISTINCTIVE
DESTINATIONS 2007

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

The accompanying document provides confirmation to both the City and IDOT that funding for the construction has been approved and is available. Once signed by both parties, the City is assured that \$140,000 of funds from the Federal Highway Authority will be allocated to pay for this sidewalk improvement project.

Since this is a reimbursable grant, the City will need to pay for the cost of the project and after the project is completed and the City meets all of the requirements of the grant award, 80% of the funds to pay for sidewalk construction and construction engineering will be reimbursed to a maximum of \$140,000. The engineers estimate for construction costs including construction engineering totals \$299,182. Based upon the engineers estimate, the local share of this sidewalk construction project is expected to total \$159,182. Actual bid results may increase or decrease this estimate.

The IDOT schedule, which needs to be followed for this project, assumes that the letting day will be September 22, 2016. It is anticipated that construction will begin in March or April of 2017. As a result, all of the City's costs will occur over two budget years FY16/17 and FY17/18. In the approved FY16/17 General Corporate CIP budget, line item #82-08-7-710 titled Safe Routes to Schools Program includes \$230,000 for construction of new sidewalk.

Therefore, it is recommended that the City Administration be authorized to execute the attached Local Agency Agreement for Federal Participation pertaining to Safe Routes to Schools, identified as Document # _____.

Along with this Local Agency Agreement, the City will forward to IDOT, a document titled "Construction Engineering Services Agreement for Federal Participation." This document is a formal document for IDOT to show that the Local Agency (City of Woodstock) and the Consultant (HLR) have an agreement for services rendered during the construction of the project. Therefore, **it is also recommended that the City Administration be authorized to execute the attached construction engineering agreement with HLR (in accordance with the Engineering Services Agreement between the City of Woodstock and HLR dated March 19, 2015) for services related to the construction of sidewalk on Tappan Street, Meadow Avenue, Summit Avenue, and Clay Street for an amount not-to-exceed \$44,530.36.**

The contract with HLR includes quality assurance field testing of uncured concrete and lab testing of cured concrete by Rubino Engineering Inc. Rubino will serve as a sub-contractor under HLR to provide services to the City. Through this approval of services by HLR the City is also approving a waiver of competition under the Local Government Professional Services Selection Act for Rubino Engineering because their fees are included in HLR's proposal and are not expected to exceed \$2,944.

c: David Hinkston, HLR
Tom Migatz
Barry Pierce



Reviewed and Approved by:

Roscoe C. Stelford III
City Manager



Hampton, Lenzini and Renwick, Inc.

Civil Engineers • Structural Engineers • Land Surveyors • Environmental Specialists
www.hltreengineering.com

November 17, 2015

Mr. Jeff Van Landuyt
Director of Public Works
City of Woodstock
326 Washington Street
Woodstock, IL 60098

Re: Safe Routes to Schools
Construction Engineering Services

Dear Mr. Van Landuyt:

In accordance with your request for our proposal and pursuant to an Engineering Services Agreement between the City of Woodstock and our firm dated March 19, 2015, HLR will provide the following construction engineering services for the Safe Routes to Schools Improvements:

- Pre-Construction Meeting and Project Setup
- Line and Grade Assistance
- Construction Observation
- Weekly Meetings
- Construction Observation
- Documentation (ICORS and MISTIC)
- Punchlist and Final Inspection
- Project Closeout

Rubino Engineering, Inc. will provide QA Material Testing services for the improvements. HLR and Rubino will provide the above mentioned engineering services for a not-to-exceed fee of \$44,530.36.

Please note that because these improvements are partially federally funded, an IDOT BLR 05611 Construction Engineering Services Agreement for Federal Participation will be required. HLR will forward this agreement after the City reviews the attached hour breakdown and not-to-exceed fee. Also, the following activity durations were assumed when preparing the not-to-exceed fee:

- Construction Duration: 6 weeks
- Punchlist Coordination: 1 week
- Closeout Coordination: 1.5 weeks

Should you have any questions or require further information, please call either me or Scott Rodseth at 847.697.6700.

Yours truly,

HAMPTON, LENZINI AND RENWICK, INC.

By:

A handwritten signature in black ink, appearing to read 'D. H. Hinkston', written over a horizontal line.

David H. Hinkston, PLS
President/CEO

380 Shepard Drive
Elgin, Illinois 60123
Tel. 847.697.6700
Fax. 847.697.6753

3085 Stevenson Drive, Suite 201
Springfield, Illinois 62703
Tel. 217.546.3400
Fax. 217.546.8116

6825 Hobson Valley Drive, Unit 302
Woodridge, Illinois 60517
Tel. 847.697.6700
Fax. 847.697.6753

Exhibit A - Construction Engineering

Route: Tappan, Meadow, Summit, Clay, Walnut
 Local City of Woodstock
 (Municipality/Township/County)
 Section: unknown
 Project: unknown
 Job No.: unknown

*Firm's approved rates on file with
 Bureau of Accounting and Auditing:
 Overhead Rate (OH) 154.00 %
 Complexity Factor (R) 0.00
 Calendar Days 70

Cost Plus Fixed Fee Methods of Compensation:

- Fixed Fee 1 14.5%[DL + R(DL) + OH(DL) + IHDC]
 Fixed Fee 2 14.5%[(2.3 + R)DL + IHDC]
 Specific Rate
 Lump Sum

Cost Estimate of Consultant's Services in Dollars									
Element of Work	Employee Classification	Man-Hours	Payroll Rate	Payroll Costs (DL)	Overhead (OH*DL)	Services by Others (SBO)	In-House Direct Costs (IHDC)	Fixed Fee (FF)	Total
Project Admin	Average Rate	8.00	\$48.50	\$388.00	\$597.52		\$0.00	\$142.90	\$1,128.42
Pre-Con & Setup	Average Rate	8.00	\$42.90	\$343.20	\$528.52		\$0.00	\$126.40	\$998.12
Line/Grade Asst.	Average Rate	16.00	\$28.39	\$454.24	\$699.52		\$0.00	\$167.29	\$1,321.05
Cons. Observation	Average Rate	210.00	\$36.54	\$7,673.40	\$11,817.03		\$0.00	\$2,826.11	\$22,316.54
Weekly Meeting	Average Rate	12.00	\$42.90	\$514.80	\$792.79		\$0.00	\$189.60	\$1,497.19
Documentation	Average Rate	26.00	\$37.52	\$975.52	\$1,502.30		\$0.00	\$359.28	\$2,837.10
Material Testing	Sub-Consultant			\$0.00	\$0.00	\$2,944.00	\$0.00	\$0.00	\$2,944.00
Punchlist-Final Ins	Average Rate	42.00	\$37.15	\$1,560.30	\$2,402.86		\$0.00	\$574.65	\$4,537.81
Project Closeout	Average Rate	64.00	\$37.34	\$2,389.76	\$3,680.23		\$0.00	\$880.14	\$6,950.13
				\$0.00	\$0.00			\$0.00	
				\$0.00	\$0.00			\$0.00	
				\$0.00	\$0.00			\$0.00	
				\$0.00	\$0.00			\$0.00	
Totals		386.00		\$14,299.22	\$22,020.77	\$2,944.00		\$5,266.37	\$44,530.36

AVERAGE HOURLY PROJECT RATES

FIRM Hampton, Lenzini & Renwick, Inc.
 PSB N/A
 PRIME/SUPPLEMENT Woodstock Safe Routes to Schools

DATE 11/17/15

SHEET 1 OF 2

PAYROLL CLASSIFICATION	AVG HOURLY RATES	TOTAL PROJECT RATES			Project Administration			Pre-Con Meeting			Line and Grade Assistance			Construction Observation			Weekly Progress Meetings		
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
Principal	70.00	0																	
Engineer 6	54.64	0																	
Engineer 5	49.26	24	6.22%	3.06	6	5.00%	36.95	4	50.00%	24.63									
Engineer 4	41.92	0															6	50.00%	24.63
Engineer 3	39.08	0																	
Engineer 2	36.54	344	89.12%	32.57				4	50.00%	18.27									
Engineer 1	28.64	0												210	100.00%	36.54	6	50.00%	18.27
Technician 3	36.05	0																	
Technician 2	28.39	16	4.15%	1.18															
Technician 1	21.19	0									16	100.00%	28.39						
Intern/Temporary	15.45	0																	
Land Acquisition	39.83	0																	
Survey 2	34.82	0																	
Survey 1	24.21	0																	
Environmental 2	30.43	0																	
Environmental 1	17.64	0																	
Admin 2	46.21	2	0.52%	0.24	2	25.00%	11.55												
Admin 1	23.94	0																	
		0																	
		0																	
		0																	
		0																	
		0																	
		0																	
		0																	
		0																	
		0																	
TOTALS		386	100%	\$37.05	8	100.00%	\$48.50	8	100%	\$42.90	16	100%	\$28.39	210	100%	\$36.54	12	100%	\$42.90

November 17, 2015

To: Scott Rodseth
Hampton Lenzini and Renwick Inc.
380 Shepard Drive
Elgin, IL 60123
Phone: 847-697-6700

Re: **Quality Assurance Testing Services**
Woodstock Safe Routes to Schools
Woodstock, IL

Rubino Proposal # Q15.402_REV

Via email: srodseth@hlreng.com

Dear Mr. Rodseth,

Rubino Engineering, Inc. is pleased to submit the following proposal to provide QA construction materials testing and inspection services on a transportation related project in Woodstock, IL.

PROJECT UNDERSTANDING

Rubino Engineering, Inc. received material quantities from you via email on November 16th and the following outlines our understanding of the requested scope of services:

Project Name and Description

Woodstock Safe Routes to Schools – locations of approximately 2,900 LF sidewalks in exhibit below



General Scope of Services

- QA Field testing of uncured concrete – Slump, air, temperature, and casting of cylinders
- QA Laboratory testing of cured concrete – Strength

Extras

- Re-inspection for failed tests
- Work areas not ready for inspection at the time scheduled
- Delays by the contractor
- Cancellations
- Overtime

Rubino Engineering, Inc. proposes to provide experienced, technical personnel to perform the requested testing in general accordance with the client-provided project specifications. If any of the above information is incorrect, please notify us or change it on the signed copy of the proposal.

FEES

The work will be accomplished on a unit price basis in accordance with the Rubino Engineering, Inc. Schedule of Services and Fees, and will be performed pursuant to the attached General Conditions. Copies of our Schedule of Services and Fees and General Conditions are enclosed herewith and incorporated into this proposal.

Rubino Engineering, Inc.'s fees will be determined by the actual amount of technical time expended for this project and the amount of laboratory testing performed by the client's request. The fees charged under this agreement are subject to change 6 months from the date of the proposal.

Rubino Engineering, Inc. will proceed with the planned work only after receiving a signed copy of this proposal. Please complete the attached Project Data Sheet before returning the proposal to enable your file to be properly established.

Item Description	Quantity	Unit	Material Tester 1 (hr)	Vehicle (day)	Project Manager (hr)	Cylinders (each)	Sample Pickup
			\$89.00	\$65.00	\$100.00	\$17.00	\$240.00
4' Wide PCC Sidewalk, 4"	2,900	FEET	16	4	2	20	3
GRAND TOTAL = \$2,944.00			16	4	2	20	3
			\$1,424.00	\$260.00	\$200.00	\$340.00	\$720.00

PROJECT SCHEDULING

Please contact Tim Dunne on his cell phone to schedule testing services:
847-343-0749
tim.dunne@rubinoeng.com

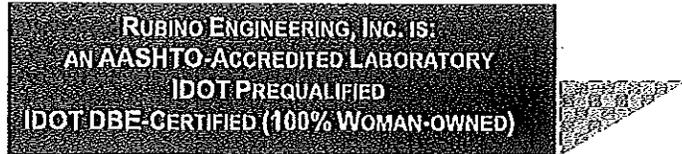
CLOSING

Rubino appreciates the opportunity to offer our services for this project and we look forward to working with your company. Please contact me with questions pertaining to this proposal or requests for additional services.

Respectfully submitted,

RUBINO ENGINEERING, INC.


Michelle A. Lipinski, PE
President
michelle.lipinski@rubinoeng.com



AUTHORIZATION AND PROPOSAL ACCEPTANCE

If this proposal is acceptable to you, Rubino Engineering, Inc. will perform the work in accordance with the attached General Conditions that are incorporated into and made a part of this proposal. Please sign below as notice to proceed and return one copy of this proposal intact to our office. We will proceed with the work upon receipt of signed authorization.

AGREED TO, THIS	<u>29th</u>	DAY OF	<u>April</u>	, 20 <u>16</u>
BY (please print):	<u>Jeff Van Landuyt</u>			
TITLE:	<u>Director of Public Works</u>			
COMPANY:	<u>City of Woodstock</u>			
SIGNATURE:	<u>Jeff Van Landuyt</u>			

PROJECT INFORMATION:

1. Project Name: _____
 2. Project Location: _____
 3. Your Job No.: _____ Purchase Order No.: _____
 4. Project Manager: _____ Telephone No.: _____
 5. Site Contact: _____ Telephone No.: _____
 6. Number and Distribution of Reports:
() Copies To: _____ () Copies To: _____

- Attn: _____ Attn: _____
Email: _____ Email: _____

IDOT Section No.: _____	IDOT Contract No.: _____
IDOT Route No.: _____	County: _____
IDOT Job No.: _____	IDOT Project No.: _____
City: _____	QC Plan(s) Attached: <input type="checkbox"/>

7. Invoicing Address: _____

Attn: _____
Email: _____

8. Other Pertinent Information Or Previous Subsurface Information Available:

Rubino Engineering, Inc.
Schedule of Construction Materials Testing Services & Fees through March 1, 2016 (Illinois Prevailing Wage)

LABORATORY TESTING SERVICES

Compression testing of concrete cylinders by ASTM procedures	Per Cylinder	\$ 17.00
Pick-up of samples and transportation to lab (Does not include vehicle charge)	Per hour	\$ 87.00
Asphalt		
Maximum Theoretical Specific Gravity	Each	\$ 115.00
Bulk Specific Gravity	Each	\$ 95.00
Ignition Oven Test / Reflux Extraction + Sieve Analysis	Each	\$ 126.00
Core Densities	Each	\$ 40.00
Soils - Density relationship		
ASTM D698 - AASHTO T99 (Standard Proctor)	Each	\$ 195.00
ASTM D1557 - AASHTO T180 (Modified Proctor)	Each	\$ 215.00
Sample preparation for the above tests (clay samples)	Each	\$ 40.00

MATERIAL TESTER - 1 - Hand coring and drilling for testing of materials; field inspection of uncured concrete and asphalt.

Per Hour	\$ 89.00
Per Hour Overtime (before 8am, after 5pm and Saturdays)	\$ 133.50
Per Hour Overtime Sundays and Holidays	\$ 169.10

MATERIAL TESTER - 2 - Field inspection of welds, structural steel, fireproofing, masonry, soil, facade, reinforcing steel, formwork, cured concrete, and concrete and asphalt batch plants; adjusting proportions of bituminous mixtures.

Per Hour	\$ 93.00
Per Hour Overtime (before 8am, after 5pm and Saturdays)	\$ 139.50
Per Hour Overtime Sundays and Holidays	\$ 176.70

EQUIPMENT CHARGES

Vehicle Charge - Round Trip	Per Day	\$ 65.00
Nuclear Density Gage	Per Day	\$ 40.00
GPR Meter Rental	Per Day	\$ 250.00

CORING SERVICES

P.C. Concrete or Bituminous Concrete Coring - Personnel & Equipment	Per Hour	\$ 225.00
Diamond Bit Charge, per inch diameter, per inch depth	Per Inch	\$ 3.25

ENGINEERING SERVICES

Chief Engineer	Per Hour	\$ 185.00
Project Engineer/Manager	Per Hour	\$ 100.00
Administrative Assistant	Per Hour	\$ 65.00
Report Review	Each	\$ 50.00

REMARKS

- 1) All fees and services are provided in accordance with the attached Rubino Engineering, Inc. General Conditions.
- 2) Unit prices/rates are in effect for 6 months from the date of this proposal and are subject to change without notice thereafter.
- 3) Overtime rates are applicable for services performed in excess of 8 hours per day portal to portal, Monday through Friday, before 7:00 AM or after 3:00 PM, and for all hours worked on Saturdays, Sundays and holidays. The overtime rate is 1.5 times the applicable hourly rate.
- 4) All rates are billed on a portal-to-portal basis.
- 5) Standby time due to delays beyond our control will be charged at the applicable hourly rate.
- 6) Transportation and per diem are charged at the applicable rates per trip.
- 7) Rates involving mileage (including transportation, mobilization, vehicle and trip charges) are subject to change based upon increases in the national average gasoline price.
- 8) A minimum charge of 4 hours applies to field testing and observation services.
- 9) Scheduling or cancellation of field testing and observation services is required no less than the working day prior to the date the services are to be performed. Services cancelled without advance and/or inadequate notice will be assessed a minimum 4-hour charge.

GENERAL CONDITIONS

- 1. PARTIES AND SCOPE OF WORK:** Rubino Engineering, Inc. shall include said company or its particular division, subsidiary or affiliate performing the work. "Work" means the specific geotechnical, analytical, testing or other service to be performed by Rubino Engineering, Inc. as set forth in Rubino Engineering, Inc.'s proposal, Client's acceptance thereof and these General Conditions. Additional work ordered by Client shall also be subject to these General Conditions. "Client" refers to the person or business entity ordering the work to be done by Rubino Engineering, Inc. If Client is ordering the work on behalf of another, Client represents and warrants that it is the duly authorized agent of said party for the purpose of ordering and directing said work. Unless otherwise stated in writing, Client assumes sole responsibility for determining whether the quantity and the nature of the work ordered by the client is adequate and sufficient for Client's intended purpose. Client shall communicate these General Conditions to each and every third party to whom Client transmits any part of Rubino Engineering, Inc.'s work. Rubino Engineering, Inc. shall have no duty or obligation to any third party greater than that set forth in Rubino Engineering, Inc.'s proposal, Client's acceptance thereof and these General Conditions. The ordering of work from Rubino Engineering, Inc., or the reliance on any of Rubino Engineering, Inc.'s work, shall constitute acceptance of the terms of Rubino Engineering, Inc.'s proposal and these General Conditions, regardless of the terms of any subsequently issued document.
- 2. TESTS AND INSPECTIONS:** Client shall cause all tests and inspection of the site, materials and work performed by Rubino Engineering, Inc. or others to be timely and properly performed in accordance with the plans, specifications and contract documents and Rubino Engineering, Inc.'s recommendations. No claims for loss, damage or injury shall be brought against Rubino Engineering, Inc. by Client or any third party unless all tests and inspections have been so performed and unless Rubino Engineering, Inc.'s recommendations have been followed. Client agrees to indemnify, defend and hold RUBINO ENGINEERING, INC., its officers, employees and agents harmless from any and all claims, suits, losses, costs and expenses, including, but not limited to, court costs and reasonable attorney's fees in the event that all such tests and inspections are not so performed or Rubino Engineering, Inc.'s recommendations are not so followed except to the extent that such failure is the result of the negligence, willful or wanton act of omission of Rubino Engineering, Inc., its officers, agents or employees, subject to the limitation contained in paragraph 9.
- 3. SCHEDULING OF WORK:** The services set forth in Rubino Engineering, Inc.'s proposal and Client's acceptance will be accomplished in a timely, workmanlike and professional manner by RUBINO ENGINEERING, INC. personnel at the prices quoted. If Rubino Engineering, Inc. is required to delay commencement of the work or if, upon embarking upon its work, Rubino Engineering, Inc. is required to stop or interrupt the progress of its work as a result of changes in the scope of the work requested by Client, to fulfill the requirements of third parties, interruptions in the progress of construction, or other causes beyond the direct reasonable control of Rubino Engineering, Inc., additional charges will be applicable and payable by Client.
- 4. ACCESS TO SITE:** Client will arrange and provide such access to the site as is necessary for Rubino Engineering, Inc. to perform the work. Rubino Engineering, Inc. shall take reasonable measures and precautions to minimize damage to the site and any improvements located thereon as the result of its work or the use of its equipment; however, Rubino Engineering, Inc. has not included in its fee the cost of restoration of damage which may occur. If Client desires or requires Rubino Engineering, Inc. to restore the site to its former condition, upon written request Rubino Engineering, Inc. will perform such additional work as is necessary to do so and Client agrees to pay Rubino Engineering, Inc. for the cost.
- 5. CLIENT'S DUTY TO NOTIFY ENGINEER:** Client represents and warrants that it has advised Rubino Engineering, Inc. of any known or suspected hazardous materials, utility lines and pollutants at any site at which Rubino Engineering, Inc. is to do work hereunder, and unless Rubino Engineering, Inc. has assumed in writing the responsibility of locating subsurface objects, structures, lines or conduits. Client agrees to defend, indemnify and save Rubino Engineering, Inc. harmless from all claims, suits, losses costs and expenses, including reasonable attorney's fees as a result of personal injury, death or property damage occurring with respect to Rubino Engineering, Inc.'s performance of its work and resulting to or caused by contact with subsurface of latent objects, structures, lines or conduits where the actual or potential presence and location thereof were not revealed to Rubino Engineering, Inc. by Client.
- 6. RESPONSIBILITY:** Rubino Engineering, Inc.'s work shall not include determining, supervising or implementing the means, methods, techniques, sequences or procedures of construction. Rubino Engineering, Inc. shall not be responsible for evaluating, reporting or affecting job conditions concerning health, safety or welfare. Rubino Engineering, Inc.'s work or failure to perform same shall not in any way excuse any contractor, subcontractor or supplier from performance of its work in accordance with the contract documents. Rubino Engineering, Inc. has no right or duty to stop the contractor's work.
- 7. SAMPLE DISPOSAL:** Unless otherwise agreed in writing, test specimens or samples will be disposed immediately upon completion of the test. All drilling samples or specimens will be disposed sixty (60) days after submission of Rubino Engineering, Inc.'s report.
- 8. PAYMENT:** Client shall be invoiced once each month for work performed during the preceding period. Client agrees to pay each invoice within thirty (30) days of its receipt. Client further agrees to pay interest on all amounts invoiced and not paid or objected to for valid cause in writing with said thirty (30) day period at the rate of eighteen (18) percent per annum (or the maximum interest rate permitted under applicable law), until paid. Client agrees to pay Rubino Engineering, Inc.'s cost of collection of all amounts due and unpaid after sixty (60) days, including court costs and reasonable attorney's fees. Rubino Engineering, Inc. shall not be bound by any provision or agreement requiring or providing for arbitration or disputes or controversies arising out of this agreement, any provision wherein Rubino Engineering, Inc. waives any rights to a mechanics' lien, or any provision conditioning Rubino Engineering, Inc.'s right to receive payment for its work upon payment to Client by any third party. These General Conditions are notice, where required, that Rubino Engineering, Inc. shall file a lien whenever necessary to collect past due amounts. Failure to make payment within thirty (30) days of invoice shall constitute a release of Rubino Engineering, Inc. from any and all claims which Client may have, whether in tort, contract or otherwise and whether known or unknown at the time.
- 9. WARRANTY: RUBINO ENGINEERING, INC.'S SERVICES WILL BE PERFORMED, ITS FINDINGS OBTAINED AND ITS REPORTS PREPARED IN ACCORDANCE WITH ITS PROPOSAL, CLIENT'S ACCEPTANCE THEREOF, THESE GENERAL CONDITIONS AND WITH GENERALLY ACCEPTED PRINCIPLES AND PRACTICES. IN PERFORMING ITS PROFESSIONAL SERVICES, RUBINO ENGINEERING, INC. WILL USE THAT DEGREE OF CARE AND SKILL ORDINARILY EXERCISED UNDER SIMILAR CIRCUMSTANCES BY MEMBERS OF ITS PROFESSION. THIS WARRANTY IS IN LIEU OF ALL OTHER WARRANTIES OR REPRESENTATIONS, EITHER EXPRESSED OR IMPLIED. STATEMENTS MADE IN RUBINO ENGINEERING, INC. REPORTS ARE OPINIONS BASED UPON ENGINEERING JUDGMENT AND ARE NOT TO BE CONSTRUED AS REPRESENTATIONS OF FACT.**
- SHOULD RUBINO ENGINEERING, INC. OR ANY OF ITS PROFESSIONAL EMPLOYEES BE FOUND TO HAVE BEEN NEGLIGENT IN THE PERFORMANCE OF ITS WORK, OR TO HAVE MADE AND BREACHED ANY EXPRESSED OR IMPLIED WARRANTY, REPRESENTATION OR CONTRACT, CLIENT, ALL PARTIES CLAIMING THROUGH CLIENT AND ALL PARTIES CLAIMING TO HAVE IN ANY WAY RELIED UPON RUBINO ENGINEERING, INC.'S WORK, AGREE THAT THE MAXIMUM AGGREGATE AMOUNT OF THE LIABILITY OF RUBINO ENGINEERING, INC., ITS OFFICERS, EMPLOYEES AND AGENTS SHALL BE LIMITED TO \$10,000.00 OR THE TOTAL AMOUNT OF THE FEE PAID TO RUBINO ENGINEERING, INC. FOR ITS WORK PERFORMED WITH RESPECT TO THE PROJECT, WHICHEVER AMOUNT IS GREATER.
- NO ACTION OR CLAIM, WHETHER IN TORT, CONTRACT OR OTHERWISE, MAY BE BROUGHT AGAINST RUBINO ENGINEERING, INC., ARISING FROM OR RELATED TO RUBINO ENGINEERING, INC.'S WORK, MORE THAN TWO (2) YEARS AFTER THE CESSATION OF RUBINO ENGINEERING, INC.'S WORK HEREUNDER.
- 10. INDEMNITY:** Subject to the foregoing limitations, Rubino Engineering, Inc. agrees to indemnify and hold Client harmless from and against any and all claims, suits, costs and expenses including reasonable attorney's fees and court costs arising out of Rubino Engineering, Inc.'s negligence to the extent of RUBINO ENGINEERING, INC.'s negligence. Client shall provide the same protection to the extent of its negligence. In the event that Client or Client's principal shall bring any suit, cause of action, claim or counterclaim against Rubino Engineering, Inc., the party initiating such action shall pay to Rubino Engineering, Inc. the costs and expenses incurred by Rubino Engineering, Inc. to investigate, answer and defend it, including reasonable attorney's and witness fees and court costs to the extent that Rubino Engineering, Inc. shall prevail in such suit.
- 11. TERMINATION:** This Agreement may be terminated by either party upon seven (7) days' prior written notice. In the event of termination, Rubino Engineering, Inc. shall be compensated by Client for all services performed up to and including the termination date, including reimbursable expenses and for the completion of such services and records as are necessary to place Rubino Engineering, Inc.'s files in order and/or protect its professional reputation.
- 12. EMPLOYEES/WITNESS FEES:** Rubino Engineering, Inc.'s employees shall not be retained as expert witnesses except by separate written agreement. Client agrees to pay Rubino Engineering, Inc.'s legal expenses, administrative costs and fees pursuant to Rubino Engineering, Inc.'s then current fee schedule for Rubino Engineering, Inc. to respond to any subpoena. Client agrees not to hire Rubino Engineering, Inc.'s employees except through Rubino Engineering, Inc. In the event Client hires a Rubino Engineering, Inc. employee, Client shall pay Rubino Engineering, Inc. an amount equal to one-half of the employee's annualized salary, with Rubino Engineering, Inc. waiving other remedies it may have.
- 13. HAZARDOUS MATERIALS:** Nothing contained within this agreement shall be construed or interpreted as requiring Rubino Engineering, Inc. to assume the status of an owner, operator, generator, storer, transporter, treator or disposal facility as those terms appear within RCRA of within any Federal or State statute or regulation governing the generation, transportation, treatment, storage and disposal of pollutants. Client assumes full responsibility for compliance with the provisions of RCRA and any other Federal or State statute or regulation governing the handling, treatment, storage and disposal of pollutants.
- 14. PROVISIONS SEVERABLE:** The parties have entered into this agreement in good faith and it is the specific intent of the parties that the terms of the General Conditions be enforced as written. In the event any of the provisions of these General Conditions should be found to be unenforceable, it shall be stricken and the remaining provisions shall be enforceable.
- 15. ENTIRE AGREEMENT:** This agreement constitutes the entire understanding of the parties, and there are no representations, warranties or undertakings made other than as set forth herein. This agreement may be amended, modified or terminated only in writing, signed by each of the parties hereto.



Department of Public Works
326 Washington Street
Woodstock, Illinois 60098

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

To: Roscoe Stelford, City Manager

From: Rob Lamz, Fleet Division Superintendent
Jeff Van Landuyt, Public Works Director

Re: Approval of Purchase of Replacement Compact Wheel Loader

Date: September 12, 2016

Public Works' crews use a variety of heavy machinery to move materials and complete large-scale operations. These machines are essential within the operation. Tasks include moving large construction materials, loading various trucks, and snow removal. The lifespan of these machines is longer than that of the average city vehicle and as such, they require more upkeep.

The Fleet Division performs a critical review of equipment at each service interval to maintain reliability and minimize the need for extensive or costly repairs. Staff has found that as equipment ages, the availability of replacement parts wanes and the demand on staff to maintain its operation increases. A delay in replacement significantly increases maintenance requirements and increases the risk that failures will unexpectedly remove the unit from service as parts become unavailable.



Staff received approval to replace compact wheel loader #174, a 1999 Volvo L35D model through the 2016-2017 budget process based on its condition and anticipated repairs. Wear of the front lift-arm assembly has damaged the structure of the lower pivot requiring extensive fabrication in excess of the value of the unit. A repair of this type requires removing the unit from service for an extensive amount of time, a condition unsuited to its daily use at the City's Northside Wastewater Treatment Plant.



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***



The Fleet Division evaluated various replacements to select a machine that best suits the needs of the City. Representatives from Kubota, Wacker-Neuson, Case, and John Deere provided similar models for evaluation and demonstration purposes. Members of the Wastewater Treatment Division used each piece of equipment for normal tasks to evaluate suitability for its primary role at the plant. Demonstration models included the Kubota R630 (pictured left), Wacker-Neuson WL60 (center), John Deere 324K (right), and Case 321F (front page). Staff evaluated power, maneuverability, ease of operation, operator ergonomics, ingress/egress safety, and initial build quality. Both Fleet and Wastewater staff agreed the Case 321F was the most competitive machine and selected it as the best-suited replacement.

Staff recommends the City complete this purchase under the National Joint Powers Alliance (NJPA). NJPA establishes and provides nationally-leveraged and competitively-solicited purchasing contracts under the guidance of the Uniform Municipal Contracting Law (M.S. 471.345 Subdivision 15). The Joint Exercise of Powers Laws (M.S. 471.59) allows members to legally purchase through these contracts without duplicating its own competitive bidding process and requirements. The result of this cooperative effort is a contract solution to help meet the needs of current and future member agencies. The City is a member of the NJPA.

The NJPA has awarded a contract through its procurement program for the purchase of a replacement compact wheel loader. Burris Equipment of Waukegan, Illinois locally services the NJPA contract (#032515-CNH) with Case Equipment. The Case 321F is the preferred loader at a contract price of \$77,129.00 (excluding a Case material bucket).

The original equipment bucket offered by Case has a shape that hinders operator view and maneuverability of the machine. Fleet staff specified the unit without the Case offering, resulting in a lower initial purchase price. Staff is evaluating aftermarket buckets with a traditional shape that best fits the needs of the department. Internal estimates indicate the price of the item will not exceed \$7,500 and staff will make that purchase at a later date through established protocols funded via this same line item.

As previously mentioned, the total price for the unit with all options, minus the standard bucket is \$77,129. The FY16/17 General Corporate CIP budget, line item #60-54-7-784, includes \$100,000 approved to replace this equipment.

It is recommended that the purchase of a 2016 Case 321F be approved under the National Joint Powers Alliance from Burris Equipment, Waukegan, IL for the total bid price of \$77,129 and an after-market materials bucket be purchased at a later date at a cost not to exceed \$7,500 resulting in a total purchase price not to exceed \$84,629.

In years past, surplus vehicles removed from service sit at Public Works until they are sold at auction in the fall of each year. In some cases, there is a need to put some time and money into these vehicles just to get them to the auction because they have just been sitting. As a result, **it is also recommended that the attached Ordinance, “*An Ordinance Authorizing The Sale Of Personal Property Owned By The City Of Woodstock,*” identified as Document No. _____, be approved, designating the 1999 Volvo L35D as surplus property, and authorizing and directing the City Manager to dispose of said property as allowed by law, including, but not limited to sale to the highest bidder on www.GovDeals.com, recycling, and/or disposal.** Proceeds from this sale shall go into the Utility Fund Revenues’ budget in the Sale of Surplus Equipment line item.

ORDINANCE #16-O-_____

AN ORDINANCE AUTHORIZING THE SALE OF ITEMS OF PERSONAL PROPERTY OWNED BY THE CITY OF WOODSTOCK

WHEREAS, in the opinion of a simple majority of the corporate authorities holding office in the City of Woodstock, McHenry County, Illinois, it is no longer necessary or useful or for the best interests of the City of Woodstock to retain the personal property described as a 1999 Volvo L35D bearing Serial # 1860271

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

Section One. Pursuant to 65 ILCS 5/11-76-4 of the Illinois Municipal Code, the Mayor and City Council find that the property described is currently owned by the City of Woodstock; is no longer necessary or useful to the City of Woodstock; and the best interest of the City of Woodstock will be served by the sale or disposal of the personal property.

Section Two. Pursuant to said Section 5/11-76-4, the City of Woodstock’s City Manager is hereby authorized and directed to either sell said property to the highest bidder or dispose of said property as provided for in the Illinois Municipal Code.

Section Three. This Ordinance shall be in full force and effect upon its passage, approval and publication in the manner provided by law.

PASSED by the City Council of the City of Woodstock, McHenry County, Illinois and Approved this 20th day of September, 2016.

Ayes:
Nays:
Abstentions:
Absentees:

Mayor Brian Sager, Ph.D.

Attest: _____
City Clerk



Department of Public Works
326 Washington Street
Woodstock, Illinois 60098

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

To: Roscoe Stelford, City Manager
From: Ernie Nelson, Park & Facility Superintendent
Re: **Award of Contract for Services to Install, Maintain, and Remove Holiday Lights**
Date: September 15, 2016

Each year the City of Woodstock decorates the downtown for the holiday season drawing hundreds of visitors to the lighting ceremony and giving others a reason to visit Woodstock and shop within the community. At the same time that holiday lighting is being installed, Public Works employees are wrapping up seasonal projects which include but are not limited to: the removal of hazardous trees; city-wide collection of leaves; preparation, review and training for the snow plan; winterization of irrigation systems; preparation of fields for fall softball and soccer games; preparation of equipment and supplies for downtown sidewalk snow removal, etc. Therefore, the installation of holiday lighting has traditionally been completed by an outside contractor. The approved FY16/17 Community Events Budget, line item 01-11-6-608 allocates \$30,000 for the installation of Holiday Lighting.

In the past, the preferred technique for lighting the deciduous trees was to wrap the branches, giving the trees definition. In 2012 however, the lighting technique was changed to the draping of lights which is cheaper to install, minimizes the damage to the trees, and gives the appearance that more lights are being used in the display. This year's contract calls for the draping of holiday lights on 15 deciduous trees in the Park in the Square, the Blue Spruce at City Hall, and a deciduous tree at the intersection of McHenry Avenue and Madison Street. Approximately 1,500 sets of lights will be used to decorate these trees with installation completed by November 11, 2016 and removal completed sometime after February 3, 2017, but no later than February 10, 2017.

The Department of Public Works prepared bid specifications to install, maintain, and remove the City's holiday lighting. Strings of holiday lights are purchased separately by the City and provided to the contractor for installation. Bid packets were mailed to multiple contractors requesting a cost for services for the 2016 holiday season (base bid) and a cost for services for



DOZEN DISTINCTIVE
DESTINATIONS 2007

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

the 2017 holiday season (alternate bid). On September 9, 2016 the City received the following bids:

<u>Bidder</u>	<u>Base Bid</u>	<u>Alternate Bid</u>
Display Sales, Bloomington, MN	No Bid	No Bid
Bulldog Property Service, Gilberts, IL	\$ 6,950.00	\$ 7,200.00
Select Construction Group, LLC Elgin, IL	\$ 7,900.00	\$ 8,000.00
Temple Display, Ltd Oswego, IL	\$25,245.00	\$25,245.00
Associated Electrical Contractors, LLC Woodstock, IL	\$28,900.00	\$29,100.00

In comparing the bids that were received, Bulldog Property Services out of Gilberts Il was the lowest bidder. Once contacted and given an example of the work needing to be completed they withdrew their bid. After refusal from Bulldog Property Services the next lowest bidder Select Construction out of Elgin IL was contacted and given an example of what needed to be completed; they too withdrew their bid. This leaves Temple Display, Ltd., as the lowest responsible bidder. Temple Display was awarded the City's holiday lighting contract for the last two years. They fulfilled their service contract without complaint and had minimal callbacks for malfunction or maintenance of light sets.

Based upon the results from the bids received, it is recommended that the contract for services to install, maintain, and remove holiday lights for the 2016 & 2017 season be awarded to the lowest responsible bidder, Temple Display Ltd. for the total bid price of \$25,245.00 for 2016 season & \$25,245.00 for the 2017 season.

c: Jeff Van Landuyt
All Bidders



Reviewed and Approved by:

Roscoe C. Stieford III
City Manager



Department of Public Works
326 Washington Street
Woodstock, Illinois 60098

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

To: Roscoe Stelford, City Manager
From: Jeff Van Landuyt, Public Works Director
Re: **Approval to Waive Requirement for Competitive Bids and Approval of Proposal for Emergency Repairs to the Hill Street Water Tower**
Date: September 16, 2016

On July 4, 2016 a large number of small rocket type fireworks were ignited beneath the Hill Street Water Tower coming in contact with and causing damage to the protective paint surface. This condition was submitted to the City's insurance carrier and costs to repair the damage will be reimbursed thru them.

The protective paint surface on the water tower is extremely important and it must be maintained. Even a pinhole leak in the steel tank will impact the integrity of this structure and the City's ability to maintain its water supply and pressure. Following the July 4th incident, the City contacted Water Tower Clean & Coat to get a professional opinion about damage to the tower. They confirmed that at a minimum, it would cost \$26,000 to restore the paint surface. The insurance company then sent out an adjuster and they concurred with the estimate provided by Water Tower Clean and Coat. The City has since been provided a notice to proceed with repairs. The longer the City waits to make the repairs, the more extensive the damage to the tower will be. There are optimum periods to complete these types of repairs. Two factors that will prevent the City from proceeding with repairs would be high humidity and freezing temperatures. Weather in September and early October is favorable for this type of work.

In an effort to provide cost estimates as required for insurance, the City requested proposals from two firms who specialize in the maintenance of water towers. Repairs include cleaning of the tank exterior, grinding chipped paint to bare metal followed by primer & paint, in addition to applying a topcoat to areas that were impacted, but paint was not chipped. Information concerning the two proposals has been provided below:



DOZEN DISTINCTIVE
DESTINATIONS 2007

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

Contractor

Water Tower Clean & Coat, Inc.
Lodi, WI

Proposed fees to Provide Services

Cleaning and repairs, not-to-exceed \$26,000

Pittsburg Tank & Tower Maintenance Co., Inc.
Henderson, KY

Cleaning of tank \$26,970.00
Exterior prep, prime paint \$1,000/100 sq. ft.
or \$250/sq. ft.

Public Works has many examples of Water Tower Clean & Coat, Inc., being the lowest responsible bidder for similar projects here in the City, and the City has been more than satisfied with their professionalism, response, and quality of work. I am also confident that they will only charge the City for work completed as opposed to invoicing for the total not-to-exceed proposal amount.

In order to get this damage repaired as soon as possible, **it is recommended that the City waive the requirement for competitive bids to complete emergency repairs to the paint coating on the Hill Street Water Tower and award a contract to Water Tower Clean & Coat, Inc., to clean, prep, and paint the area damaged by the fireworks for an amount not-to-exceed \$26,000.**

If approved, final repair costs will be charged to the Water Sewer CIP line item # 60-54-7-771 titled Water Tower Maintenance. Reimbursement for this work from the City's insurance carrier will be returned to the Utility Revenue Fund line item #60-00-5-380 titled Miscellaneous Income.



Reviewed and Approved by:

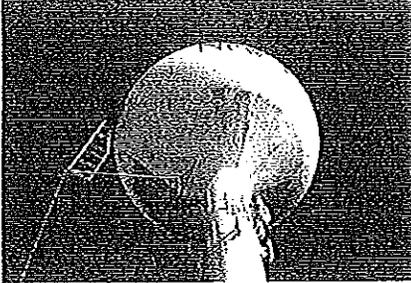
Roscoe C. Stelford III

City Manager

c: Will Smith
Deb Schober
Paul Christensen

Water Tower Clean and Coat, Inc

Proposal For Services



Prepared For:
Will Smith
Water Dept. Super.
City of Woodstock

Prepared By:
 Russ Fiene
 Water Tower Clean & Coat, Inc.
 608-592-7574 office
 608-279-3438 cell

Water Tower Clean and Coat
 W11822 Reynolds Rd.
 Lodi, WI 53555

EIN # 391-851002

Phone # (608) 592-7574
 Fax # (608) 592-7574

Customer P.O. #
 Customer Tax Exempt #

Description	Quote
<p>Woodstock, Illinois Hill Street Reservoir Renovation In Order To Repair Paint Chips Caused By Vandalism To Include: Option # 1 Spot Repairs Using a 120' aerial lift we will clean the entire tank exterior using pressure washers, injected chlorinated wash solution followed by clear water rinse. After cleaning we will grind each chipped area to bare metal and prime with Tnemec Chembuild two part epoxy primer at a dry film thickness of 5 mils. We will apply primer to the damaged areas that are not chipped using the Chembuild. After the primer has cured 24 hours we will apply a coat of Tnemec Series 73 two part urethane in color matching finish coat at a dry film thickness of 3 mils. This is a spot repair only, the tank exterior will be covered in hundreds of small repair sites. The tank can remain in service during the repairs.</p> <p>Contingency Reserve Cost We will perform an inspection of the tank on the one year anniversary of the renovation project. Due to the many thousands of impact sites we cannot predict with any certainty how many, if any, rust spots will appear over time that cannot be seen and repaired right now. \$2500 lift and staging cost \$20 per rusted area repaired</p>	<p>\$26,000.00</p>
<p>Note: If you decide to use our services we will provide our Certificates of Insurance which will name the City of Woodstock as additionally insured.</p>	

Please sign, date and fax this proposal to (608) 592-7574

Total \$

Customer Signature _____ Date Accepted _____

Pittsburg Tank & Tower Maintenance Co., Inc.®

PAINT•REPAIR•DISMANTLE•INSPECT



TANKS RAISED, LOWERED AND MOVED•NEW AND PREOWNED TANKS

P.O. Box 1849 • Henderson, KY 42419-1849 • TEL. (270) 869-9400 • FAX (270) 827-4417

<http://www.watertank.com>

Email: sales@watertank.com

DATE: August 17, 2016

Page 1 of 2

TO: City of Woodstock
326 Washington Street
Woodstock, IL 60098

ATTN: Mr. Will Smith
Public Works Director

PHONE: 815-338-4300

EMAIL: wsmith@woodstock.gov

CELL: 815-790-3835

RE: 120 S. Hill Street, Woodstock, IL 60098

In accordance with price, terms and conditions quoted below, we propose to furnish all labor, material, equipment and insurance necessary to complete the following to one (1) 500,000 gallon welded, elevated water tank, 81' HWL & 50' LWL:

Item 1: Exterior Pressure wash:

Pressure wash, using an anti-fungal, biodegradable solution, the exterior of the tank. This will clean the surface but may leave some set-in stains.

Item 1 to be completed for the sum of.....\$26,970.00
Twenty-six Thousand Nine Hundred Seventy Dollars and Zero Cents

Item 2: Spot Coat-Exterior

Hand tool clean as necessary. Then spot prime coat as necessary of metal primer and spot coat of enamel as close as possible as necessary.

Item 2 to be completed for the sum of.....\$1,000.00 Price per 100 Square Ft.

Item 2 to be completed for the sum of.....\$250.00 Price per Square Ft.

CONTRACTOR FURTHER AGREES

- Any signs and/or logos will be replaced as is.
- An inspection will be performed at this time; Owner will be informed of any defects found.
- This quote does not provide for the shrouding or containment of blast media and paint.
- Warning: Do not attach any additional loading to your tank/tower unless structural integrity is known to be sufficient. For analysis call Pittsburg Tank & Tower Maintenance.
- All workmanship is guaranteed for twelve (12) months after completion.

•Warning: Do not attach any additional loading to your tank/tower unless structural integrity is known to be sufficient. For analysis call PTM.

•Although this scope of work does not require tank draining, in the event draining does become necessary, draining shall be performed by Owner.



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 and City Council

From: Pavement Management Taskforce Members

Date: September 14, 2016

Re: Transmittal of Pavement Management Taskforce Report

Attached for discussion purposes is the final report developed and forwarded by the Pavement Management Taskforce. The Mayor and City Council authorized the creation of a separate Taskforce to review the *Pavement Management Report* prepared by Baxter and 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 for 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 impacted taxpayers.

To help facilitate discussions, the City Administration has reviewed the recommendations and provided a proposed list of recommendations and associated implementations based on a chronological order, categorized by fiscal year.

FY16/17 – Current Fiscal Year:

- Adopt a budget amendment to authorize the application of Restorative Seal to recently resurfaced roadways to extend the life of the pavement.



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***

- Authorize funding for additional engineering to complete the required engineering for both FY16/17 and FY17/18 within the same fiscal year to facilitate collaborative bidding with other partner agencies.
- Direct staff to continue to work with neighboring communities, townships and other government partners to pursue the joint bidding of resurfacing and road maintenance contracts.
- Authorize the City’s legislative advocate to lobby for the recommended changes at the State level; which would be beneficial for the maintenance and resurfacing of the City’s infrastructure as identified within the Taskforce Report.
- Conduct a Special Workshop with the City Council to further review strategies for future infrastructure improvements that would address:
 - Road improvement prioritization.
 - If the balanced approach is determined to be in the best interests of the community, direct staff to develop data concerning traffic utilization, identify primary traffic generators (e.g., major employers, retailers, distributors), and “gateway” designations to assist with identifying priorities for street maintenance.
 - Optimal funding levels to facilitate overall improvement to the community’s aging street infrastructure; and
 - Possible revenue enhancements or changes to existing expenditure prioritization to address potential enhancement to spending on infrastructure improvements.
- Direct staff to forward an Ordinance for Council’s consideration that would impose weight restrictions on identified streets and investigate other streets that would benefit from weight restrictions without significantly impacting the ability for businesses to move goods and equipment.
- Develop an educational article for distribution in the next City Scene and placement on the City’s website reporting the Taskforce findings and outlining the City’s plans for addressing infrastructure needs.
- Direct Woodstock Public Works staff to continue meeting with other municipal representatives to build upon established relationships, determine future opportunities for collaboration, and share equipment, knowledge and resources.
- Direct staff to review the development construction process and refine the City’s existing system to ensure proper construction of new roadways prior to the City accepting them as donations from developers.

FY17/18 – Next Fiscal Year:

- Implement the prioritization method for resurfacing as adopted by City Council.
- Direct staff to work with the City’s garbage hauler to identify possible changes to service delivery methods to minimize negative impact on City roads.

Recommendations:

Council’s direction is requested.



Reviewed and Approved by:

Roscoe C. Stelford III

City Manager

Pavement Management
Taskforce Report

2016



Pavement Management Taskforce

Table of Contents

Chapter 1 - Introduction

- a. Summary
- b. Abridged City Council Minutes
- c. Taskforce Membership

Chapter 2 - Executive Summary

- a. Executive Summary
- b. Taskforce Recommendations
- c. Community Comparison

Chapter 3 - Maintenance & Technology

Chapter 4 - Lobbying and Education

Chapter 5 - Bonding of Road Improvements

Chapter 6 - Revenue Enhancements

Chapter 7 - Collaborative Efforts

Chapter 8 - Other Suggestions

Appendix A

Pavement Management Taskforce

Chapter 1 - Introduction

Summary



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. 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.



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***

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



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

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



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***

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.

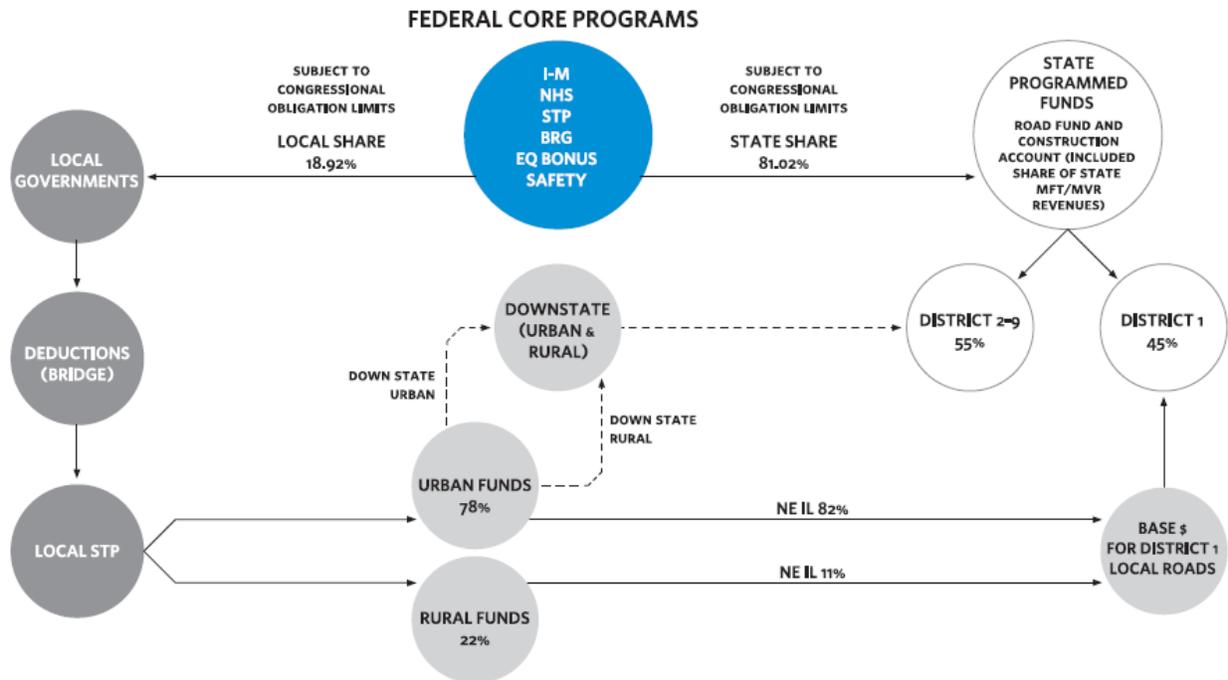
Illinois, like other states, is given wide latitude in how the different funds are used. While this flexibility would allow for allocating this funding based on cost/benefit or other metrics of performance or impact, the federal government has few restrictions for states in terms of how projects are 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:

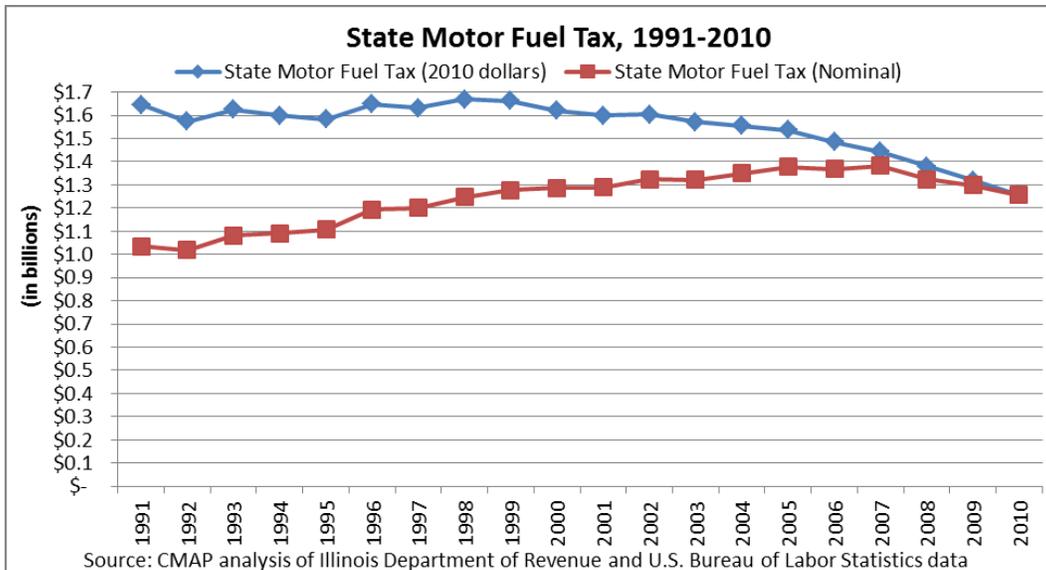
The Motor Fuel Tax (MFT) is Illinois’ primary state source of transportation funding, along with motor vehicle registration fees. Illinois established a 3¢ per gallon Motor Fuel Tax in 1929. Over time, the tax rate has been increased nine times, with the last increase imposed on January 1st, 1990. The 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:

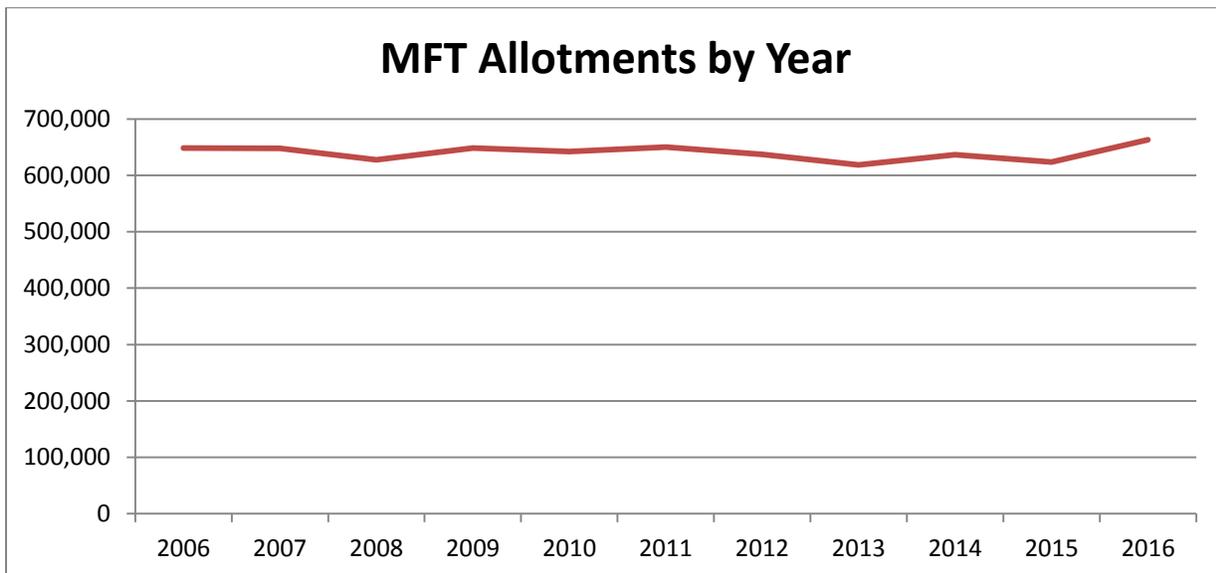
“The State collected \$1.3 billion in gross collections in 2010. When adjusted for inflation, State collections of the motor fuel tax have varied considerably over time. At a level of 7.5 cents per gallon in 1972, the State collected \$376 million in motor fuel tax, which equates to \$2 billion in 2010 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.”



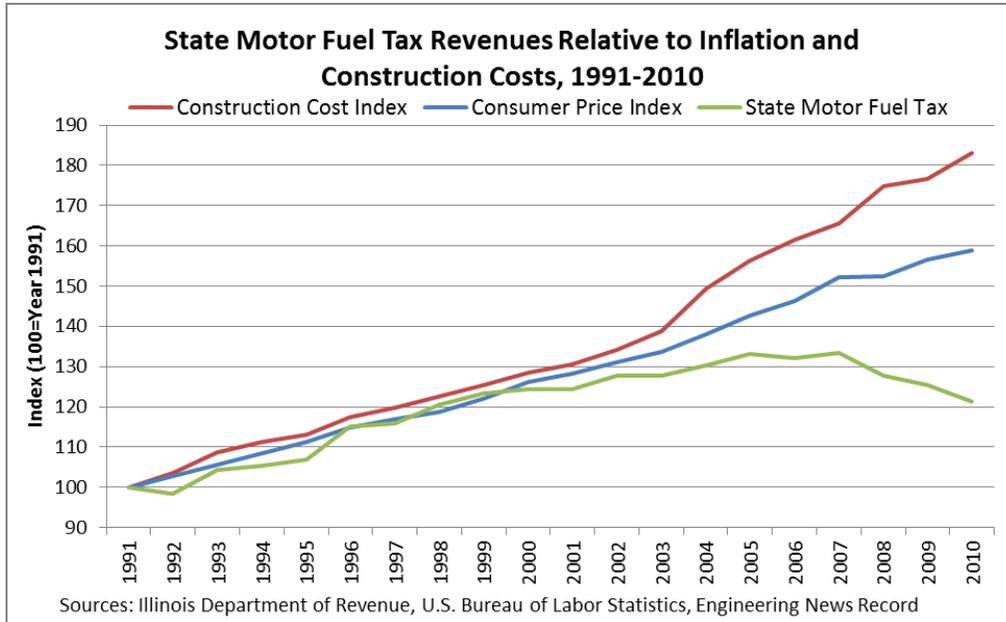
MFT Tax Revenue Received by the City of Woodstock:

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:

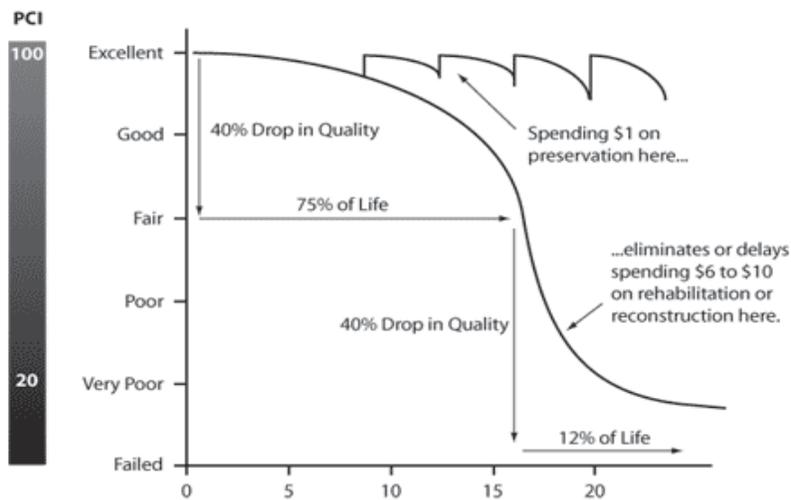
<u>PCI</u>	<u>Grade</u>	<u>Condition</u>
100	A	Excellent
80	B	Good
60	C	Fair
40	D	Poor
20	F	Failed
0		

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.

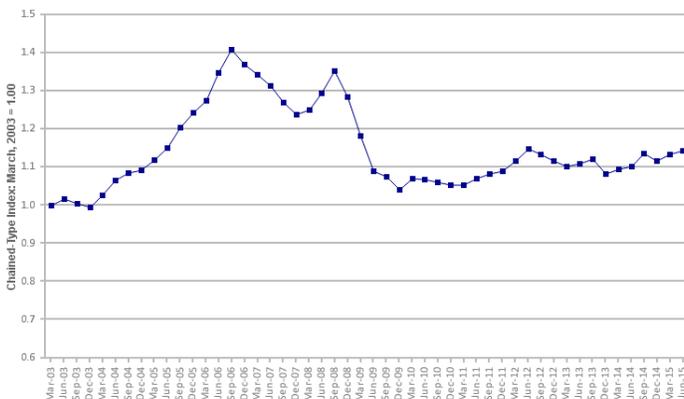
The majority of the City’s current road projects are funded on a pay-as-you-go basis. The City has selected this method since a vast majority of road work completed each year involves repaving projects. The pay-as-you-go system typically works well, as repaving of roads can in many ways be considered 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.

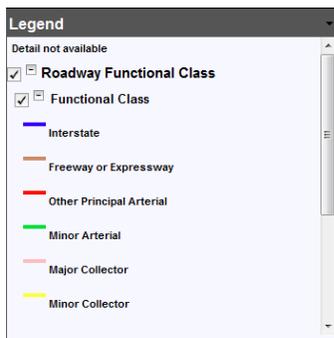
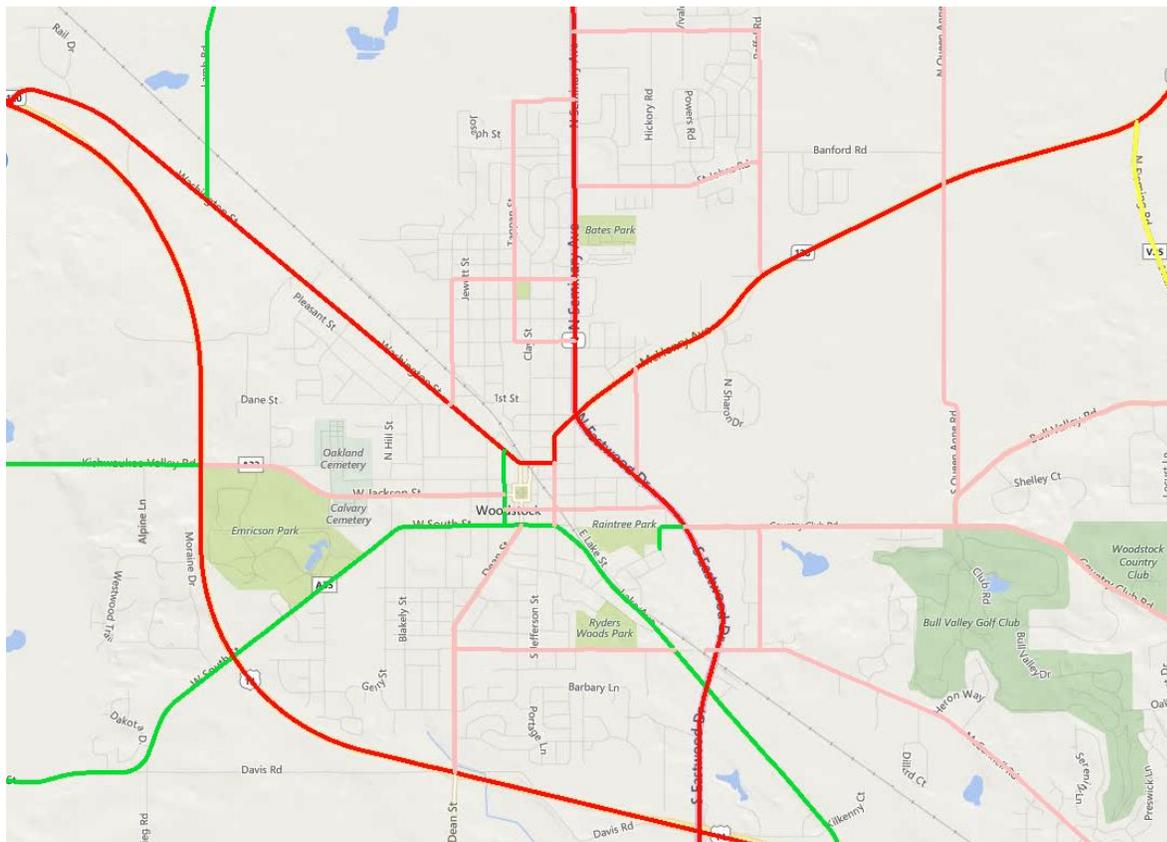
The disadvantage to closing some roads to truck traffic is the resulting unknown impact on traffic patterns throughout the City. For example, if a weight restriction is posted on Irving Ave between RT 120 and RT 47, this will cause truck traffic to proceed to the main intersection of RT 120 and RT 47 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.

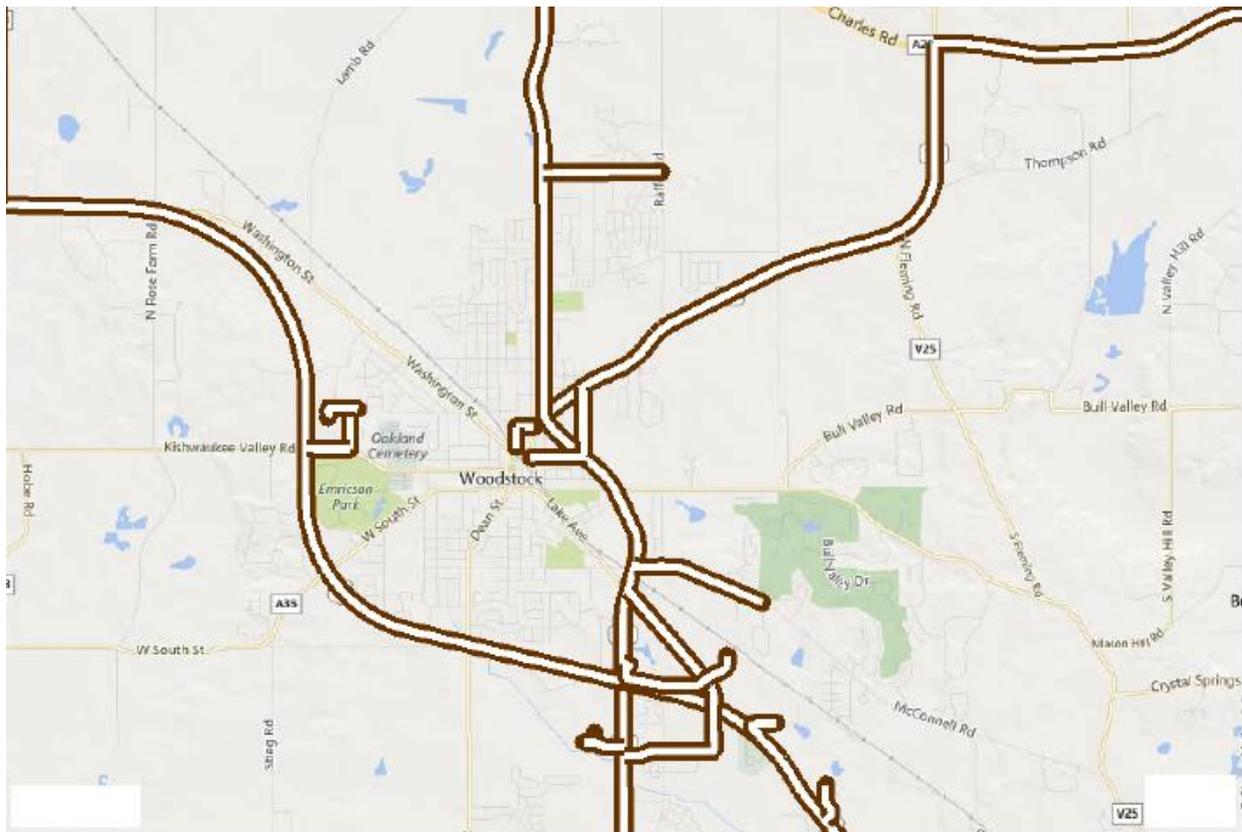
Road Way Function



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				Average PCI Rating
	Start	Completed	New	PCI Drop	
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				Average PCI Rating
	Start	Completed	New	PCI Drop	
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.