

CITY OF LINCOLN
REGULAR COMMITTEE OF THE WHOLE MEETING
TUESDAY, SEPTEMBER 26, 2017
CITY HALL COUNCIL CHAMBERS
7:00PM

AGENDA

1. **Call to Order**
2. **Pledge of Allegiance**
3. **Public Participation**
4. **2017 Community Night – Tuesday, October 12, 2017 5-7PM**
5. **2017 Trick or Treat Hours – Tuesday, October 31, 2017 5-8PM**
6. **Request to Permit**
 - A. **Lincoln Logan County Chamber of Commerce – Annual Christmas Parade**
 - B. **His Hands Outreach, Inc. – Break Free Ministries Breakdance Workshop/Exhibition**
7. **Bid Award – 2017 Roadway Resurfacing Project – United Contractors Midwest (UCM)**
8. **Lincoln High Speed Rail Station Work Order #2017-01 – Prairie Engineers of Illinois**
9. **Resolution ____ : Adopting the Lincoln Westside Bike Trail Plan**
10. **Resolution ____ : Establishing Salaries and/or Pay Increases for the City of Lincoln**
11. **Resolution ____ : FY 2017-2018 Budget Amendment #1**
12. **Ordinance ____ : FY 2017-2018 Supplemental Appropriation Ordinance**
13. **Other Discussion**
14. **Possible Executive Session**
15. **Adjournment**
16. **Upcoming Meetings:**
 - City Council: Monday, October 2, 2017 at 7:00pm**
 - Committee of Whole: Tuesday, October 10, 2017 at 7:00pm**

MEMORANDUM

TO: Mayor and Aldermen of the City of Lincoln

FROM: Bob Mahrt, Interim City Administrator *BM*

MEETING

DATE: September 26, 2017

RE: Request to Permit – The Lincoln Logan County Chamber of Commerce

Background: The City is in receipt of a Request to Permit from The Lincoln Logan County Chamber of Commerce to hold the Annual Christmas Parade on Thursday, December 7, 2017 at 6:30 P.M. (Please see attached Request to Permit form for additional information).

Committee of the Whole Recommendation: Place this request from The Lincoln Logan County Chamber of Commerce on the Consent Agenda for October 2, 2017.

City Council Recommendation: Approve the Request to Permit, as presented.

REQUEST TO PERMIT

DATE: 9-18-17

We, the undersigned of the City of Lincoln, do hereby respectfully request the Mayor and City Council to permit

The Lincoln Logan County Chamber of Commerce to hold
the Annual Christmas Parade on Thursday December
7, 2017 at 6:30. We would like to use the following
route: Start on Wyatt Ave, turn North onto Kickapoo St,
East
onto Pulaski, North on S McLean, West on Broadway
and ~~then~~ North on ~~to~~ Kickapoo to end at the corner
of N. Kickapoo : Pekin St.

If the above request is for use of City property, including streets and/ or alleys, please check one of the two boxes below:

A Certificate of Insurance Liability for the event is attached.

A Certificate of Insurance Liability for the event will be provided to the City no later than December 1st.

If City property is used, a Certificate of Insurance Liability is required listing the City as an additional insured. The City reserves the right to postpone review and consideration of this Request to Permit until a Certificate of Insurance Liability is provided.

Name: Lincoln Logan County Chamber of Commerce

Address: 110 N. Kickapoo St Ste 2
Lincoln, IL 62656

Phone: 217-735-2385 Cell: 217-737-7833

Email: kari.adams@lincolnillinois.com

MEMORANDUM

TO: Mayor and Aldermen of the City of Lincoln

FROM: Bob Mahrt, Interim City Administrator *7/20/17*

MEETING

DATE: September 26, 2017

RE: Request to Permit – His Hands Outreach, Inc.

Background: The City is in receipt of a Request to Permit from His Hands Outreach, Inc. to hold a Breakdance workshop and exhibition by Break Free Ministries at the Ray White Park Pavilion on October 3, 2017 from 4-6 PM. (Please see attached Request to Permit form for additional information).

Committee of the Whole Recommendation: Place this request from His Hands Outreach, Inc. on the Consent Agenda for October 2, 2017.

City Council Recommendation: Approve the Request to Permit, as presented.

REQUEST TO PERMIT

DATE: 9/21/2017

We, the undersigned of the City of Lincoln, do hereby respectfully request the Mayor and City Council to permit

His Hands Outreach to host a Breakdancing
Workshop - Exhibition at Ray White Park
Pavilion on Oct 3rd 4-6pm.

- Break Free Ministries from Chicago
will be providing. (See attached Flier.)

this event was originally slated to be at
Hope Grows, but because of the crowd expected &

If the above request is for use of City property, including streets and/ or alleys, please check one of the two boxes below:

A Certificate of Insurance Liability for the event is attached.

A Certificate of Insurance Liability for the event will be provided to the City no later than 9/27/2017.

If City property is used, a Certificate of Insurance Liability is required listing the City as an additional insured. The City reserves the right to postpone review and consideration of this Request to Permit until a Certificate of Insurance Liability is provided.

Name: Edward Tibbets; Director (His Hands Outreach)

Address: 904 Sh. 11th St.
Lincoln, IL. 62656

Phone: 217-671-9814 Cell: 217-671-9814

Email: etsfree7@gmail.com

Possible
Rain.
we
may
need
the
Pavilion.

THEY ROCKED OUR WORLD AT THE SCHOOLS OUT BASH, NOW THESE CHICAGO B BOYS ARE COMING BACK AND THEY ARE BRINGING THEIR FRIENDS! YOU DON'T WANT TO MISS THIS!



BREAK FREE MINISTRIES

Learn how to Breakdance!

Come join Break Free and Hope Grows Ministries, and learn the foundations of breakdancing, as well as having the opportunity to show off your moves!

What: Breakdancing

When: October 3, 2017

Where: Hope Grows
904 Short 11th

Time: 4 - 6 pm

Event will be held at Hope Grows Community Centers Backyard: across the street from Ray White Park Pavilion on Short 11th and Madison



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)
9/21/2017

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Jump Insurance Agency 2460 West Main Decatur IL 62522		CONTACT NAME: Mary Jump PHONE (A/C, No, Ext): (217) 422-5867 FAX (A/C, No): (217) 422-5844 E-MAIL ADDRESS: linda@jumpinsurance.net	
INSURED His Hands Outreach 904 Short 11th St Lincoln IL 62656		INSURER(S) AFFORDING COVERAGE	
		INSURER A: Brotherhood Mutual	NAIC # 13528
		INSURER B:	
		INSURER C:	
		INSURER D:	
		INSURER E:	
		INSURER F:	

COVERAGES **CERTIFICATE NUMBER:** CL1792101211 **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR <input checked="" type="checkbox"/> _____ GEN'L AGGREGATE LIMIT APPLIES PER: <input checked="" type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC OTHER:			12MEA0464007	3/27/2017	3/27/2020	EACH OCCURRENCE \$ 1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ MED EXP (Any one person) \$ 5,000 PERSONAL & ADV INJURY \$ GENERAL AGGREGATE \$ 3,000,000 PRODUCTS - COMP/OP AGG \$ 3,000,000 Fire Legal Liability \$ 300,000
	AUTOMOBILE LIABILITY <input type="checkbox"/> ANY AUTO <input type="checkbox"/> ALL OWNED AUTOS <input type="checkbox"/> HIRED AUTOS <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> NON-OWNED AUTOS						COMBINED SINGLE LIMIT (Ea accident) \$ BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
	<input type="checkbox"/> UMBRELLA LIAB <input type="checkbox"/> OCCUR <input type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE <input type="checkbox"/> DED <input type="checkbox"/> RETENTION \$						EACH OCCURRENCE \$ AGGREGATE \$ \$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N	N/A				PER STATUTE OTH-ER E.L. EACH ACCIDENT \$ E.L. DISEASE - EA EMPLOYEE \$ E.L. DISEASE - POLICY LIMIT \$

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
October 3, 2017 insured having sponsoring an event at Ray White Park Pavilion with with Breakfree Ministries

CERTIFICATE HOLDER Lincoln Park District 1400 Primm Rd Lincoln, IL 62656	CANCELLATION SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE Mary Jump/LINDA
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MEMORANDUM

TO: Mayor and Aldermen of the City of Lincoln

FROM: Walt Landers, Street Superintendent

MEETING

DATE: September 26, 2017

RE: 2017 Roadway Resurfacing Project

Background

Each year the Lincoln Street Department organizes a Roadway Resurfacing Project to help improve and maintain city streets. These projects also enhance safety and provide a better experience for citizens and visitors as they travel through our city.

Joe Adams with Farnsworth Group Inc. is the engineer that oversees and provides recommendations and what treatments should be used on various streets. Mr. Adams also provides project cost estimates, specifications, oversees the bidding process and construction oversight.

The streets targeted for resurfacing are chosen using the Five Year Roadway Capital Improvement Plan developed in 2012, roadway inspections by Street Department staff and we also take in to consideration any concerns brought forward by citizens.

Analysis/Discussion

The 2017 resurfacing project has a budget of \$500,000.00. The bid opening took place September 14, 2017, and there were 2 bidders on the project. United Contractors Midwest (UCM) from Springfield IL was the low bidder for this year's project at \$331,456.02, PH Broughton was the other and their bid was \$351,958.51. With the bid being \$168,543.98 under budget I would like to add more targets to the project. UCM has verbally agreed to hold the unit prices in the contract.

COW Recommendation

Place the 2017, resurfacing bid from UCM on the agenda for the City Council meeting October 2, 2017.

Fiscal Impact

Up to but not exceed \$500,000.00

Council Recommendation:

Approve the bid from UCM with a total cost not to exceed \$500,000.00

2017 Lincoln HMA Overlay Targets

Street	From	To	Length	Width
Sangamon St.	Clinton	Pulaski	320	50
Sangamon St.	Pulaski	Broadway	320	60
Sangamon St.	Broadway	Pekin	330	36
Pekin St.	Logan	Sangamon	370	39
Pekin St.	Chicago	Kickapoo	330	42
Pekin St.	Kickapoo	McLean	310	45
Chicago St.	Broadway	Pekin	385	27
McLean St.	Broadway	Pekin	295	40
Tremont St.	Logan	Sangamon	380	31
Tremont St.	Sangamon	Chicago	55	27

2017 Lincoln HMA Overlay Targets



MEMORANDUM

TO: Mayor and Aldermen of the City of Lincoln

FROM: Bob Mahrt, Interim City Administrator *Bob m*

MEETING

DATE: September 26, 2017

RE: Lincoln High Speed Rail Station Work Order #2017-01
(Prairie Engineering of Illinois)

Background: City Staff requests City Council consideration of Work Order #2017-01 in the amount of \$18,580 from Prairie Engineers of Illinois for construction observation services at the Lincoln Depot. The Work Order is essentially an extension of the previously approved contract. (A copy of Work Order #2017-01 is attached for City Council review).

A total of \$150,000 for construction management was included in the overall project budget, as outlined in Intergovernmental Agreement with the Illinois Department of Transportation for the rehabilitation of the Lincoln Depot. On September 19, 2016, the City Council approved Work Order #2016-01 in the amount of \$117,280 for Construction Observation Services. At the time, the scope of work and the not to exceed amount of the contract was based on approximately 1,000 man hours of observation over the originally anticipated project timeframe.

City Staff was only recently informed that the firm had reached the not to exceed amount on the existing contract. In order to maintain the level of construction observation during the final phases of the project, the Interim City Administrator did authorize the pending Work Order.

Fiscal Impact: The Intergovernmental Agreement did include a budget for construction management totaling \$150,000. The budget includes a remainder amount of \$32,720.

Committee of the Whole Recommendation: Place the Lincoln High Speed Rail Station Work Order #2017-01 on the City Council Agenda for October 2, 2017.

City Council Recommendation: Approve Work Order #2017-01 from Prairie Engineers of Illinois for construction observation services in an amount not to exceed \$18,580.

Payment schedule:

Invoices will be issued monthly and will be based upon actual hours worked and actual direct costs.

INVOICING:

All invoices submitted under this Work Order should be sent to the following address and should reference Lincoln Station Construction Engineering:

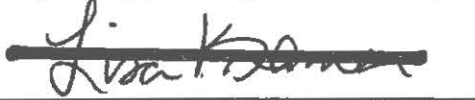
City of Lincoln
Attn: Peggy Bateman, City Clerk
700 Broadway St.
Lincoln, IL 62656

Additional Provisions:

N/A

ENGINEER and CITY agree that the referenced Agreement and this Work Order are the complete and exclusive statement of the agreement between the parties, superseding all other proposals or prior agreements, oral or written, and all other communications between the parties relating to the subject matter hereof. In the event of any conflicts between this Work Order and the Agreement, the terms of the Agreement shall prevail. This Work Order shall be effective on the date the second of the two parties hereto signs below.

ENGINEER (Prairie Engineers of Illinois, P.C.)



Signature

Lisa Kramer, PE

Printed or Typed Name

President

Title

September 18, 2017

Date

CITY



Signature

Robert G. Mahrt

Printed or Typed Name

Interim City Administrator

Title

9/20/2017

Date

MEMORANDUM

TO: Mayor and Aldermen of the City of Lincoln

FROM: Bob Mahrt, Interim City Administrator *BM*

MEETING

DATE: September 26, 2017

RE: Lincoln Westside Bike Trail Plan

Background: City Staff requests City Council consideration on approval of the Lincoln Westside Bike Trail Plan. During the Committee of the Whole Meeting on September 11, 2017, Brett Aukamp of the Logan County Highway Department presented the Lincoln Westside Bike Trail Plan on behalf of the Logan County Regional Plan Commission. (A reduced copy of Lincoln Westside Bike Trail Plan is attached for City Council review).

The Logan County Illinois Bicycle & Trailway Master Plan was approved by the Logan County Regional Planning Commission in February 2013 and by the Logan County Board in May 2013. The follow up plan entitled Logan County, Illinois Bike Trail Plan For Cities of Lincoln and Atlanta, Illinois received approval by the City of Lincoln City Council on September 21, 2015. This plan identified "Phase 1 Trails" potentially utilizing existing roadways for trailways throughout the community, as well as, "Phase 2 Trails" which were identified as suggested routes. The "Phase 1 Trails" were more thoroughly evaluated for potential plan implementation.

The Lincoln Westside Bike Trail Plan is a continuation of the previous planning efforts and includes the more detailed evaluation of the "Phase 2 Trails" system on the western edge of the community.

Fiscal Impact: The Logan County Regional Planning Commission had received grant funding in the amount of \$13,638 to contract with Farnsworth Group for the preparation of the plan. The future implementation of the Lincoln Westside Bike Trail Plan would require funding support from the City and/or outside agencies.

Committee of the Whole Recommendation: Place the Lincoln Westside Bike Trail Plan on the City Council Agenda for October 2, 2017. It is appropriate that the plan would be approved as a Resolution by the City Council.

City Council Recommendation: Adopt the Lincoln Westside Bike Trail Plan.

RESOLUTION 2017- _____

RESOLUTION ADOPTING THE LINCOLN WESTSIDE BIKE TRAIL PLAN

WHEREAS, the Logan County, Illinois Bicycle & Trailway Master Plan was approved by the Logan County Regional Planning Commission in February 2013 and by the Logan County Board in May 2013; and,

WHEREAS, the Logan County, Illinois Bike Trail Plan For Cities of Lincoln and Atlanta, Illinois received approval by the City of Lincoln City Council on September 21, 2015; and,

WHEREAS, the Logan County Regional Planning Commission had received grant funding in the amount of \$13,638 to contract with Farnsworth Group for the preparation of the Lincoln Westside Bike Trail Plan; and,

WHEREAS, the City Council of the City of Lincoln has reviewed the Lincoln Westside Bike Trail Plan and desires to adopt the said plan included as EXHIBIT "A" to this Resolution.

NOW THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL, OF THE CITY OF LINCOLN TO ADOPT THE LINCOLN WESTSIDE BIKE TRAIL PLAN.

PASSED THIS _____ DAY OF OCTOBER 2017

APPROVED:

MAYOR

(SEAL)

ATTEST:

CITY CLERK



LOGAN COUNTY, ILLINOIS

LINCOLN WESTSIDE BIKE TRAIL PLAN



 **Farnsworth**
GROUP

June 29, 2017

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Introduction



In August 2015, Logan County adopted a Bicycle Master Plan to establish the County's overall vision and goal for a non-motorized transportation network and serve as a framework for implementing projects. The Bicycle Master Plan included a prioritized list of pedestrian and bicycle projects throughout the City of Lincoln. Working in partnership with intergovernmental agencies and with the support of community stakeholders, the County identified a need for an east-west bike trail to provide multi-modal connections to the west side of Lincoln.

The west side of Lincoln is defined as the area west of Lincoln Parkway (Business Route 55). This portion of the City contains destinations, such as the Abraham Lincoln Memorial Hospital, Castle Manor Senior Living facility, Kroger grocery store, Walmart Supercenter, multiple restaurants, West Lincoln-Broadwell School, apartments, and the Lincoln Soccer Complex. Most the residential areas of the City are located east of Lincoln Parkway (Business Route 55). Currently, Lincoln Parkway (Business Route 55) is a barrier to pedestrian and bicycle movement as it runs north-south with limited crossing accommodations. The one crossing at Woodlawn Road only provides access to the northwest corner of Lincoln, which does not include the destinations listed above.

An east-west bike trail connection will not only offer multi-modal transportation options to medical facilities, dining services, retail stores, and recreational areas, but also promote bicycling as a healthy leisure activity that enhances the overall quality of life for area residents. This document outlines a plan for the implementation of an east-west bike trail connection. The plan shall be referred to as the Lincoln Westside Bike Trail Plan.

In developing the Lincoln Westside Bike Trail Plan, the design team met with County staff and studied the bike trail route under consideration. Exhibits were prepared to help visualize the layout and details of the bike trail route. Budgetary costing data for the recommended options for bike trails was compiled and included in the plan. It must be noted that costs can vary widely; therefore, the cost information contained in this report should be used only for budgeting purposes and not necessarily for determining actual bid prices for a specific infrastructure project.

Federal and State bicycle design guidelines were applied in the design of the plan. Those guidelines are specified in the following publications:

- "Guide for the Development of Bicycle Facilities, 2012, Fourth Edition", issued by the American Association of State Highway and Transportation Officials, and
- "Manual on Uniform Traffic Control Devices", issued by the Federal Highway Administration
- "Bureau of Local Roads and Streets Manual" (BLR), issued by the Illinois Department of Transportation

Bike Route Types

Design recommendations for the Lincoln Westside Bike Trail Plan include on-street bicycle treatments (marked shared lanes) and off-street bicycle facilities (shared use paths). Each bike route type is used where appropriate and per Federal guidelines. The following outlines general considerations for each bike route type.

Marked Shared Lanes

Bicycles may be operated on all roadways except where prohibited by statute or regulation.

In most instances, bicyclists and motor vehicles share the same travel lanes. Shared lanes exist on most roadways and require no markings or signage. In situations where it is desirable to provide a higher level of guidance to bicyclists and motorists, shared lanes may be marked with a shared lane pavement marking symbol and/or "BICYCLES MAY USE FULL LANE" signs. Marked shared lanes reinforce the legitimacy of



Bicycles May Use Full Lane



Shared Lane Marking



bicycle traffic on the street. They are an on-road treatment option with a variety of uses to support a complete bikeway network. For example, shared lane markings are useful in locations where there is insufficient width to provide dedicated bike lanes.

The shared lane pavement marking symbols may be used for any or all of the following:

- Assist bicyclists with lateral positioning in lanes that are too narrow for a motor vehicle and a bicycle to travel side by side within the same traffic lane,
- Alert road users of the lateral location bicyclists are likely to occupy within the traveled way,
- Encourage safe passing of bicyclists by motorists, and
- Reduce the incidence of wrong-way bicycling.

Shared lane pavement marking symbols should be placed immediately after intersections and spaced at intervals not greater than 250 feet thereafter. The number of markings along a street should correspond to the difficulty bicyclists experience taking the proper travel path or position. Shared lane markings should not be used on roadways with speed limits above 35 mph. When used on a street without on-street parking and with an outside travel lane that is less than 14 feet wide, the centers of the shared lane markings should be at least 4 feet from the face of curb, or from the edge of the pavement where there is no curb.

Shared lane markings can be used in conjunction with or in place of "BICYCLES MAY USE FULL LANE" signs. Conversely, "BICYCLES MAY USE FULL LANE" signs may be used in place of shared lane markings in locations where it is important to inform road users that bicyclists might occupy the travel lane. The "BICYCLES MAY USE FULL LANE" sign may be used on roadways without bicycle lanes or adjacent shoulders usable by bicyclists and where travel lanes are too narrow for bicyclists and motor vehicles to operate side by side.

Shared Use Paths

Shared use paths are bikeways that are physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way. Shared use paths are most commonly designed for two-way travel. Since nearly all shared use paths are used by pedestrians, they fall under the accessibility requirements of the Americans with Disabilities Act (ADA). Paths in a public right-of-way that function as sidewalks should be designed in accordance with the proposed Public Rights-of-Way Accessibility Guidelines (PROWAG).



Shared Use Path in Independent Right-of-Way



Shared Use Path in Roadway Right-of-Way

The minimum paved width for a two-directional shared use path is 10 feet. Wider values up to 14 feet are applicable in areas with high use and/or a wider variety of user groups. In very rare circumstances, a reduced width of 8 feet may be used where the following conditions prevail:

- Bicycle traffic is expected to be low, even on peak days or during peak hours.
- Pedestrian use of the facility is not expected to be more than occasional.
- Horizontal and vertical alignments provide frequent, well-designed passing and resting opportunities.
- The path will not be regularly subjected to maintenance vehicle loading conditions that would cause pavement edge damage.



Ideally, a graded shoulder area of at least 3 to 5 feet wide should be maintained on each side of the shared use path to accommodate users who may be forced off the path unexpectedly. In addition, a minimum 2-foot clearance should be provided from lateral obstacles, such as bushes, rocks and sign posts. If adequate clearance cannot be provided, then warning signs or object markers should be used.

Where a shared use path parallels a roadway, a minimum 5-foot side buffer area should be maintained between the face of curb and the edge of path. This area provides separation between vehicles in the roadway and bicyclists who may be inadvertently forced off the path.

The longitudinal grades along a shared use path should generally match the grade of the adjacent roadway, with a desired maximum grade of 5 percent. Grades on shared use paths in independent rights-of-way should be kept to a minimum, especially on long inclines. Grades steeper than 5 percent are undesirable because the ascents are difficult for many path users, and the descents may cause some users to exceed the speeds at which they are competent or comfortable.

Hard, all-weather pavement surfaces are generally preferred over those of crushed aggregate. Unpaved surfaces are undesirable because they require more maintenance and users may have difficulty traveling on the rough, uneven surface. Care should be taken if selecting an unpaved surface for a shared use path to ensure that surface smoothness requirements from PROWAG are still met.

The design of crossings of shared use paths and roadways has a significant impact on users' comfort and mobility. Shared use path crossings come in many configurations with many variables, such as the number of roadway lanes to be crossed, divided or undivided roadways, number of approach legs, the speeds and volumes of traffic, and traffic controls that range from uncontrolled to stop-controlled to signal-controlled.

Treatments for shared use paths at intersections include providing for curb ramps and methods to restrict motor vehicle traffic. The opening of a shared use path at the roadway



should be at least the same width as the shared use path itself. Detectable warnings should be placed across the full width of the ramp. Bollards should not be used to restrict motor vehicle traffic on shared use paths since they can be hazards to path users and slow access for emergency responders.

Trip Amenities

Features can be added along the bike trail route to improve its functionality, safety, and flavor of the community. These features may include the installation of shelters, landscaping, lighting, bike racks, benches, garbage cans, water fountains, trailheads, and wayfinding signage.



Bike racks can be provided at key destinations, and can also provide public art opportunities.



Bike repair stations allow cyclists to make needed repairs.



Benches and shelters can provide critical resting spots along the bicycle network.



Strategically located water bottle filling stations assist riders in extending their rides.



Implementing a well-planned, attractive, and effective system of wayfinding signage can promote the presence of the bike trails to existing users as well as potential users. As the community discovers the recreational and travel benefits of the bike trail, trail amenities can make the trail use experience safer and much more enjoyable. Bike racks are important considerations at convenient locations for bicyclists to secure their bikes with peace of mind as they stop to explore key destinations, such as shopping centers and parks. Destinations can also be created at places to stop along the route where shelters and benches are present.

Bike Trail Plan

The overall layout for the Lincoln Westside Bike Trail Plan is shown in the Proposed Bike Trail Plan exhibit. Additional details and the recommended options for the various segments of the route are also detailed out in the Route Inventory Table included in the study report. The following describes the existing conditions and proposed plan for each segment of the route.

Connolley Road from 5th Street to Woodlawn Road (IL Route 101)

Connolley Road is a 2-lane roadway with an overall width of 22 feet from edge of pavement to edge of pavement, except along the frontage of West Lincoln-Broadwell School where the overall width widens to 33 feet to allow for center left turn lanes. Connolley Road generally has an oil and chip surface, with the exception being the asphalt section along West Lincoln-Broadwell School. Narrow, variable width turf shoulders are provided along most the entire length on both sides of the roadway.

Since Connolley Road has low traffic volumes and a low 35 mph posted speed limit, marked shared lanes are an appropriate method to indicate the presence of a bike trail. Given the rural setting of the roadway, the placement of "BICYCLES MAY USE FULL LANE" signs are recommended without the combination of pavement markings.

At the southern end of Connolley Road is a "T" intersection with 5th Street. Improvements by others call for a new shared use path along the south side of 5th Street. A crossing should

be provided across 5th Street to connect the Connolley Road bike route with the 5th Street shared use path. The evaluation of a crossing at the intersection of Connolley Road and 5th Street is not included in the scope of this study.

Portion of the Abandoned Union Pacific Railroad Corridor

According to Logan County Title documents, ownership of the rail corridor was transferred to the City of Lincoln in 1990. Coordination with the City of Lincoln is necessary for the development of the railroad bed into a shared use path. The corridor is currently overgrown with vegetation and it is assumed that the railroad tracks and ties remains in place.

At this location, the shared use path is within an independent right-of-way. A 10-foot-wide path with graded shoulder areas would be appropriate at this location. The longitudinal grade of the railroad corridor is most likely less than 5 percent since the topography is relatively level. An asphalt trail surface is recommended since this is a relatively short segment of trail that is an extension of adjacent segments with hard surfaces.

Partial Perimeter of the Lincoln Soccer Complex Property

The Lincoln Soccer Complex property is owned by the City of Lincoln. Coordination with the City of Lincoln is necessary for the development of a bike trail route on City property. The bike trail would be a shared use path running along the west and north property lines and providing a connection between the railroad corridor and Malerich Drive. The existing terrain is relatively flat.

At this location, the shared use path is within an independent right-of-way. A 10-foot-wide path with graded shoulder areas would be appropriate at this location. An asphalt trail surface is recommended since this is a relatively short segment of trail that is an extension of adjacent segments with hard surfaces.

Malerich Drive from the Lincoln Soccer Complex Property to Castle Manor Drive

Malerich Drive is a local road with low ADT. However, traffic periodically increases when soccer games are taking place and vehicles are accessing the Lincoln Soccer Complex.



According to the Logan County GIS, the existing ROW line is along the east edge of the sidewalk. The buffer width between the roadway curb and the existing sidewalk is at least 28 feet, allowing sufficient width to install an off-road, shared use path. Since the existing sidewalk was recently constructed and assumed to be in good condition, the sidewalk can be widened to 10 feet to provide the width necessary for a shared use path. The shared use path would be within roadway right-of-way and separated from the roadway with a buffer.

Castle Manor Drive from Malenck Drive to the Abraham Lincoln Memorial Hospital

In 2017, a developer extended Castle Manor Drive to the easternmost edge of the Castle Manor property, where it will tie into the future extension of Stahlhut Drive. Castle Manor Drive is currently owned by the developer with plans to transfer jurisdiction to the City of Lincoln in 2019.

Castle Manor Drive is a 33-foot wide urban roadway with curb and gutter along both sides. A new sidewalk runs along the north side. The buffer width between the roadway curb and existing sidewalk is sufficient to install an off-road shared use path. Since the existing sidewalk was recently constructed and assumed to be in good condition, the sidewalk can be widened to 10 feet to provide the width necessary for a shared use path that is physically separated from motorized vehicular traffic. The shared use path would be within roadway right-of-way and separated from the roadway with a buffer.

At the eastern end of Castle Manor Drive, the shared use path would extend across Stahlhut Drive via a crosswalk. Advanced warning signage is needed to alert vehicular traffic of the crossing. A painted crosswalk would guide users across Stahlhut Drive.

Stahlhut Drive

Currently Stahlhut Drive provides access to the Abraham Lincoln Memorial Hospital and then terminates at the hospital property. There are future plans by others to extend Stahlhut Drive to Taylor Court. This roadway extension would run along the west and south property line of the Abraham Lincoln Memorial Hospital.

The Stahlhut Drive extension would intersect with Castle Manor Drive. As described above for Castle Manor Drive, a crosswalk would be provided to convey a shared use path to the east side of Stahlhut Drive. The shared use path would be within roadway right-of-way, but physically separated from motorized vehicular traffic with a buffer.

The shared use path would follow alongside Stahlhut Drive, connect to existing off-road paths on the hospital property, and extend to its intersection with Lincoln Parkway (Business Route 55). A crossing should be provided across Lincoln Parkway (Business Route 55) to connect to the east side of Lincoln. The evaluation of a crossing at the intersection of Stahlhut Drive and Lincoln Parkway (Business Route 55) is not included in the scope of this study.

Postville Drive from 5th Street to 21st Street

Postville Drive is a 2-lane roadway with an overall width of 22 feet from edge of pavement to edge of pavement. It is under jurisdiction and maintenance by the State of Illinois. An agreement would be required with IDOT for the installation of bike trail signs and/or pavement markings. Further study of the potential bike trail facilities would be needed to verify that their installation would not affect the operations of the roadway.

Given the low ADT, Postville Road offers a convenient and continuous north-south corridor for bicycle traffic. To define this corridor as a bike route, "BICYCLES MAY USE FULL LANE" signs are recommended. Shared lane pavement markings can also be used if it is desired to have a higher level of guidance to bicyclists and motorists.

21st Street from Postville Drive to Jefferson Street

21st Street is a 2-lane local roadway that sees low traffic volumes. The pavement width is approximately 18 feet from edge of pavement to edge of pavement and there is little to no aggregate shoulders along the entire length. Marked shared lanes would be applicable and useful along 21st Street since there is insufficient width to provide dedicated lanes or other bike facilities.

**Intersection of Lincoln Parkway (Business Route 33) and
Woodlawn Road and Intersection of Lincoln Parkway (Business
Route 33) and 5th Street**



To accommodate bike trail crossings at the above intersections, potential intersection modifications would likely include the following:

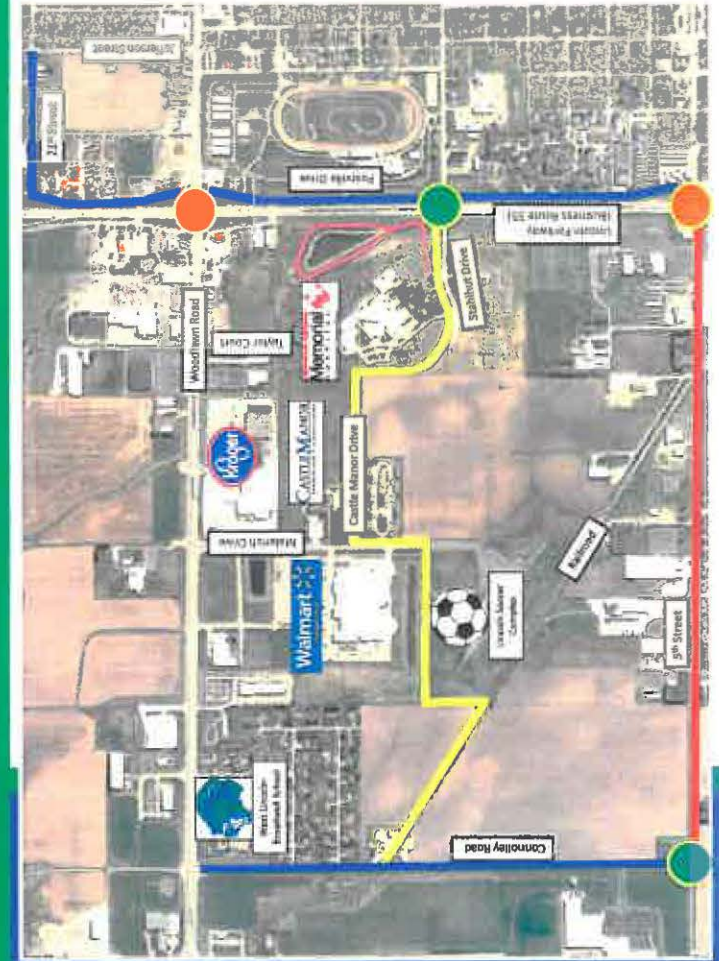
- Creation of larger right turn lane islands to allow for refuge and staging areas for bicyclists and pedestrians to navigate across the intersection. Pavement would be widened along the right turn lanes to accommodate the larger islands.
- Relocation of traffic signal equipment and adjustments to signal timing.
- Addition of pedestrian push buttons for crossings.
- Modifications to pavement markings (i.e. move stop bar locations, new painted crosswalks, etc.).
- New shared use paths connecting Postville Drive to the intersection crossings.

Conceptual exhibits showing the potential intersection modifications are included in this study report.

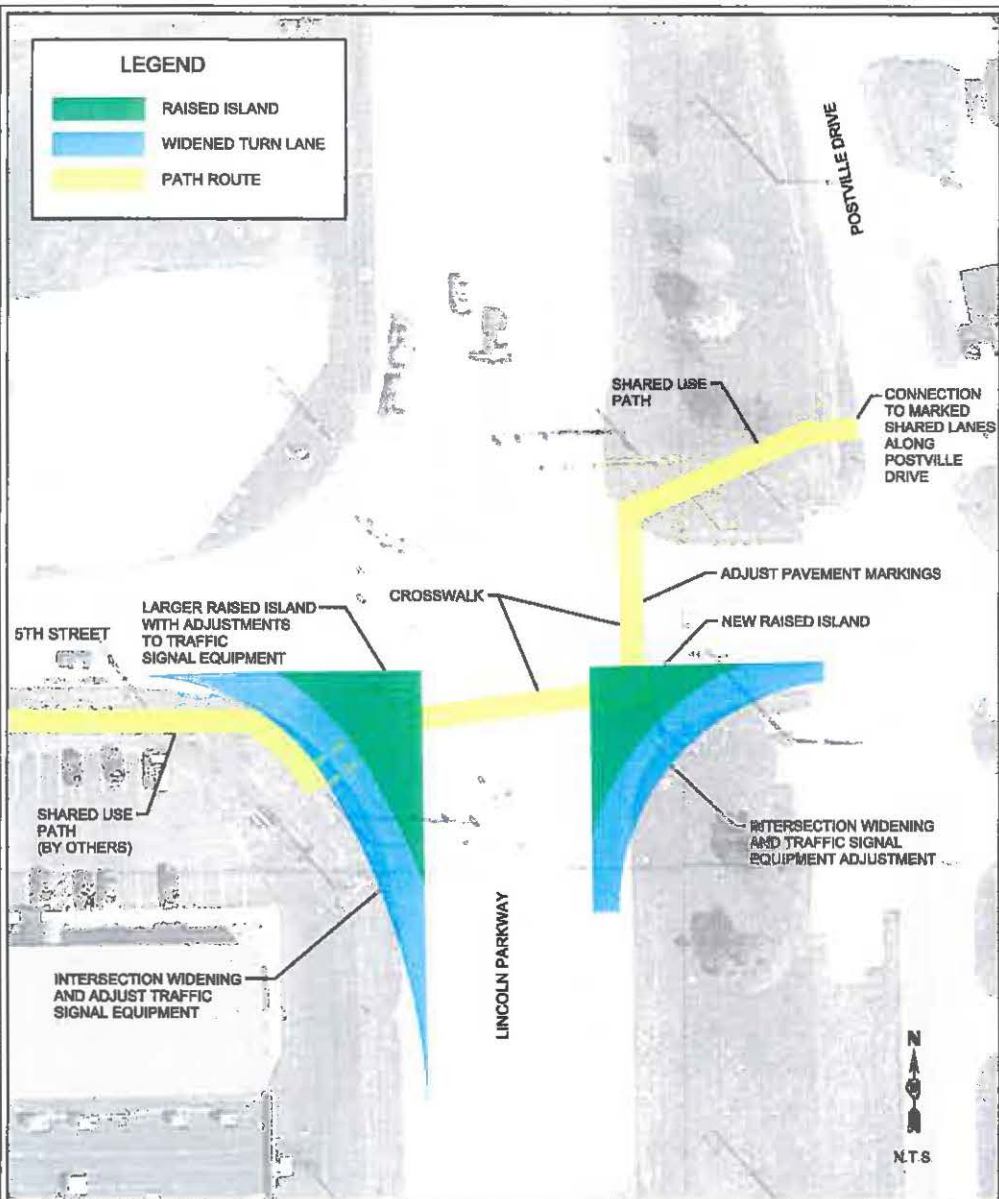
In 2017, IDOT began improvements to the Lincoln Parkway corridor that included median reconstruction, upgrades to traffic signals, and an asphalt overlay. Correspondence with IDOT was initiated during kickoff of this study and continued throughout its development. State officials in the IDOT's Programming and Planning department indicated that the crossings would be feasible pending a detailed design.

PROPOSED TRAILWAYS

Lincoln Westside Bike Trail Plan
Logan County, Illinois



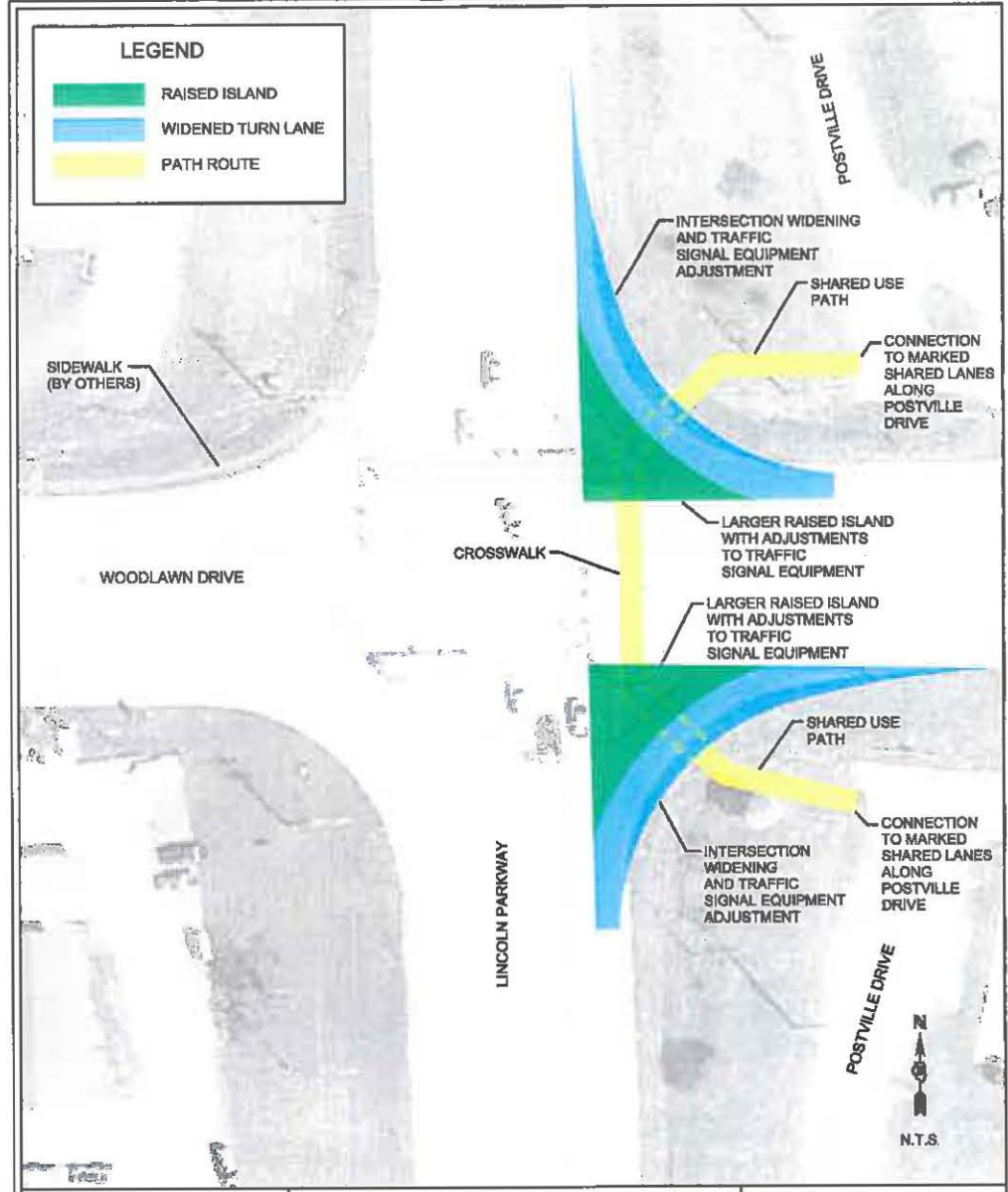
Legend	
Orange circle	Intersection Crossing
Blue line	Marked Shared Lanes
Yellow line	Shared Use Path
Red line	Future Bike Path (by Others)
Pink line	Existing Private Trail
Green circle	Future Intersection Crossing (by Others)



BIKE TRAIL PLAN
FOR THE
WESTSIDE OF LINCOLN
LOGAN COUNTY, IL

CONCEPT INTERSECTION MODIFICATION
LINCOLN PARKWAY AND 5TH STREET

Farnsworth
GROUP
100 WALNUT ST.
PERRIS, IL 61365
309/689-0888, 309/689-0830 fax



BIKE TRAIL PLAN
FOR THE
WESTSIDE OF LINCOLN
LOGAN COUNTY, IL

CONCEPT INTERSECTION MODIFICATION
LINCOLN PARKWAY AND WOODLAWN

Farnsworth
GROUP
100 WALNUT ST.
PERRIS, IL 61365
309/689-0888, 309/689-0830 fax

**Logan County
Lincoln Westside Bike Trail Plan
Route Inventory and Recommended Option**

Roadway	From	To	Roadway Functional Classification	Roadway Speed		ADT # (A) (B) (C)	Satisfying Roadway Features	Existing Pavement Type	Segment Length Feet	Recommended Bike Route Type	Concept Budget For Recommended Option # Dollar
				MPH	Feet						
Conroy Road	5th Street	Abandoned Railroad	Local Road	35	22	2450 (2500)	No curb or gutter, No parking	Oil & Chip	2,420	On-Road (Option B)	\$3,000
Conroy Road	Abandoned Railroad	north of 25th Street	Local Road	35	22	2450 (2000)	No curb or gutter, No parking	Oil & Chip	850	On-Road (Option B)	\$3,000
Conroy Road	north of 15th Street	IL 10 / IL 121 (Woodlawn Road)	Local Road	35	30	2450 (2000)	No curb or gutter, No parking	Asphalt	850	On-Road (Option B)	\$1,000
Along Abandoned Railroad Alignment			-	-	-	-	-	-	8,550	Off-Road	\$88,000
-	RR Tracks	Soccer Field Entrance	-	-	-	-	-	-	1,700	Off-Road	\$108,320
Mahlich Drive	Soccer Field Entrance	Castle Manor Drive	Local Road	30	32	N/A	Curb, No Parking	Asphalt	550	Off-Road	\$37,080
Castle Manor Drive	Mahlich Drive	Stahlhut Drive	Local Road	25	33	N/A	Curb, No Parking	Concrete	1,550	Off-Road	\$88,310
Stahlhut Drive	Castle Manor Drive	Lincoln Parkway	Local Road	30	36	N/A	Curb, No Parking	Asphalt	1,600	Off-Road	\$208,000
Crossing @ Intersection of Lincoln Parkway & 5th Street			Urban Minor Arterial (Lincoln Parkway)	-	-	7800 (1000)	-	-	-	Intersection Crossing	\$150,000
Portville Drive	5th Street	IL 10 / IL 121 (Woodlawn Road)	Local Road	38	22	900 (2011)	No curb or gutter, No parking	Oil & Chip	1,850	On-Road (Option B)	\$4,000
Crossing @ Intersection of Lincoln Parkway & Woodlawn Road			Urban Principal Arterial (Woodlawn Road)	-	-	22500 (1015)	-	-	-	Intersection Crossing	\$150,000
Portville Drive	IL 10 / IL 121 (Woodlawn Road)	21st Street	Local Road	35	22	350 (2011)	No curb or gutter, No parking	Oil & Chip	1,250	On-Road (Option B)	\$4,000
21st Street	Portville Drive	Jefferson Street	Local Road	25	18	600 (2000)	No curb or gutter, No parking	Oil & Chip	1,120	On-Road (Option A)	\$5,600

* The concept budget does not include costs for engineering design and construction.

**Logan County
Lincoln Westside Bike Trail Plan
Breakdown of Budgeting Cost Data**

Roadway	From	To	Off-Road Facility					On-Road Treatment		
			Shared Use Path					Marked Shared Lanes		
			10-ft Wide Shared Use Path (Asphalt) Dollar	10-ft Wide Shared Use Path (Concrete) Dollar	5-ft Wide Extension Shared Use Path (Concrete) Dollar	"Bike Crossing Ahead" sign Each	Paint Marking for Crosswalks LF	"Bikes may use full lane" sign Each	"Shared Lane" paint marking symbol Each	"Bikes may use full lane" sign Each
Conroy Road	5th Street	Abandoned Railroad	-	-	-	-	-	-	-	4
Conroy Road	Abandoned Railroad	north of 25th Street	-	-	-	-	-	-	-	2
Conroy Road	north of 15th Street	IL 10 / IL 121 (Woodlawn Road)	-	-	-	-	-	-	-	2
Along Abandoned Railroad Alignment			\$88,000	-	-	-	-	-	-	-
-	RR Tracks	Soccer Field Entrance	\$102,000	-	-	2	84	-	-	-
Mahlich Drive	Soccer Field Entrance	Castle Manor Drive	-	-	\$35,750	2	66	-	-	-
Castle Manor Drive	Mahlich Drive	Stahlhut Drive	-	-	\$87,750	2	72	-	-	-
Stahlhut Drive	Castle Manor Drive	Lincoln Parkway	-	\$208,000	-	-	-	-	-	-
Crossing @ Intersection of Lincoln Parkway & 5th Street			-	-	-	-	-	-	-	-
Portville Drive	5th Street	IL 10 / IL 121 (Woodlawn Road)	-	-	-	-	-	-	-	6
Crossing @ Intersection of Lincoln Parkway & Woodlawn Road			-	-	-	-	-	-	-	-
Portville Drive	IL 10 / IL 121 (Woodlawn Road)	21st Street	-	-	-	-	-	-	-	8
21st Street	Portville Drive	Jefferson Street	-	-	-	-	-	4	8	-

Unit Costs for each Trail Feature							
10-ft Wide Shared Use Path (Asphalt)	10-ft Wide Shared Use Path (Concrete)	5-ft Wide Extension Shared Use Path (Concrete)	"Bike Crossing Ahead" sign	Paint Marking for Crosswalks	"Bikes may use full lane" sign	"Shared Lane" paint marking symbol	"Bikes may use full lane" sign
\$60 per Linear Foot	\$130 per Linear Foot	\$65 per Linear Foot	\$500 Each	\$5 per Linear Foot	\$500 Each	\$200 Each	\$600 Each

MEMORANDUM

TO: Mayor and Aldermen of the City of Lincoln

FROM: Bob Mahrt, Interim City Administrator *2001*

MEETING

DATE: September 26, 2017

RE: Resolution ___: Establishing Salaries and/or Pay Increases for the City

Background: For many years, the cost of living adjustment for non-contractual and hourly employees was included within the annual budget and automatically effective on May 1st of each year. The cost of living adjustments were never voted upon separately by the City Council and were generally authorized by the Mayor and/or Department Heads in accordance with the approved budget.

Over the past two fiscal years, cost of living adjustments have been approved by a Resolution of the City Council. Anticipated cost of living adjustments were built into the budget, with the City Council having final authority on approving the adjustments and determining their effective date. In FY 2016/2017, non-contractual, exempt employees received a 3% cost of living adjustment and hourly employees received a \$.50/hour raise with a retroactive date of May 1, 2016. At this time, the Interim City Administrator is recommending a 2.5% cost of living adjustment for all full-time, exempt employees and all part-time hourly employees who were employed prior to April 30, 2017. The recommended retroactive date for this cost of living adjustment is May 1, 2017.

Regardless of the method of approval or implementation, this matter has yet to be addressed by the City Administration and the City Council. In prior memoranda to the City Council, the former City Administrator raised concerns on the absence of a formal evaluation system or merit program. The City Council should recognize the need to periodically evaluate employee compensation packages to enhance organizational morale and retain its quality employees. This analysis should be undertaken prior to adoption of the fiscal year budget for 2018/2019.

Committee of the Whole Recommendation: Place Resolution ___: Establishing Salaries and/or Pay Increases for the City of Lincoln on the City Council Agenda for October 2, 2017. (Please see the attached Resolution for City Council review).

City Council Recommendation: Approve Resolution ___: Establishing Salaries and/or Pay Increases for the City of Lincoln retroactive to May 1, 2017.

RESOLUTION 2017- _____

RESOLUTION ESTABLISHING SALARIES AND/OR
PAY INCREASES FOR THE CITY OF LINCOLN

WHEREAS, the City of Lincoln establishes a salary for all appointed officials and employees for the City of Lincoln; and,

WHEREAS, the City Council will consider the performance, skill levels, and market conditions in determining the amount and type of pay increases for its employees.

NOW THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL, OF THE CITY OF LINCOLN:

SECTION 1: The following full-time, exempt positions shall receive a cost of living increase to their current annual salary in the amount of two and one half percent (2.5%) to be paid out in a manner established by City policy and shall be paid retroactive to May 1, 2017:

1. Fire Chief
2. Assistant Fire Chief(s)
3. Police Chief
4. Deputy Police Chief
5. Administrative Assistant to the Chief of Police
6. Street Superintendent
7. Deputy Building and Safety Officer
8. Deputy City Clerk
9. Sewer Clerk

SECTION 2: The following part-time positions shall receive a cost of living increase to their current hourly rate in the amount of two and one half percent (2.5%) to be paid out in a manner established by City policy and shall be paid retroactive to May 1, 2017:

1. Accounts Payable Clerk (Part-Time)
2. Sewer Clerk (Part-Time)

PASSED THIS _____ DAY OF OCTOBER 2017

APPROVED:

MAYOR

(SEAL)

ATTEST

CITY CLERK

DRAFT

2017--_____

RESOLUTION ADOPTING AMENDMENTS TO WORKING BUDGET

AMENDMENT #1—F.Y. 201702018 BUDGET

WHEREAS, the City Council has directed the City Administrator and Staff to prepare a Working Budget; and,

WHEREAS, the City Council and the Staff thereof worked diligently in the preparation of the Working Budget for the Fiscal Year beginning May 1, 2017 and ending April 30, 2018; and

WHEREAS, the City Council desires to limit the spending of the City according to those items as set forth in the Working Budget, unless approved by the council; and

WHEREAS, the total Budget expenditures for the Fiscal Year beginning May 1, 2017 and ending April 30, 2018 will not be exceeded as a result of the Budget changes, except as described herein;

NOW THEREFORE, IT IS HEREBY RESOLVED that adjustments to the Working Budget, as proposed by the City Administrator and the City Treasurer on October 2, 2017, as attached and incorporated therein, are hereby adopted as a spending limit for the items contained there and before expenditures shall be made in excess of those or for items not contained therein, it shall be necessary to apply to the City Council for amendment of the Working Budget. This Resolution shall be in effect the 2nd day of October, 2017.

Approved this 2nd day of October, 2017

DRAFT

Mayor, City of Lincoln
Logan County, Illinois

ATTESTED and filed in my office this 2nd day of October, 2017

City Clerk

SUPPLEMENTAL REVENUE PROJECTIONS 2017-2018

Fund No.	Fund Name	Revenue Source	Amount
60	Capital Projects	Alt. Rev. Bond Proceeds	\$ 3,400.00
70	Equipment Fund	Loan Proceeds	\$ 1,200.00

DRAFT

F.Y. 2017-2018 Budget Amendment and Supplemental Appropriation Ordinance

City of Lincoln

CAPITAL PROJECTS FUND

Revenues:

		F.Y. 2017-18 Budget	F.Y. 2017-18 Appropriation
60-00-09-	Alternate Revenue Bond Proceeds	\$3,400,000	\$3,400,000

Expenditures:

60-00-02-7820	Public Safety Bldg. Financing	\$3,400,000	\$3,400,000
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EQUIPMENT FUND

70-00-01-	Fire Truck Loan Proceeds	\$1,200,000	\$1,200,000
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Expenditures:

70-09-06-7850	Fire Truck Loan Payments	\$1,212,500	\$1,212,500
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DRAFT

CERTIFIED ESTIMATE OF SUPPLEMENTAL REVENUES BY SOURCE

CITY OF LINCOLN

The undersigned, City Treasurer of the City of Lincoln, Logan County, Illinois, does hereby certify that the estimate of Supplemental Revenues by source, and anticipated to be received by said taxing district, is attached hereto by separate document and is a true and correct copy of said anticipated additional revenues for the fiscal year beginning May 1, 2017 and ending April 30, 2018.

This certification is made and filed pursuant to the requirement of Public Act 88-455 (35ILCS 200/18-50) and on behalf of the City of Lincoln, Logan County, Illinois.

This certification must be filed within thirty (30) days after the adoption of the Appropriation Ordinance.

Dated this ____ day of October, 2017

Charles N. Conzo, City Treasurer

DRAFT

Filed this ____ day of October , 2017

Sally J. Turner, County Clerk

SUPPLEMENTAL REVENUE PROJECTIONS 2017-2018

Fund No.	Fund Name	Revenue Source	Amount
60	Capital Projects	Alt. Rev. Bond Proceeds	\$ 3,400.00
70	Equipment Fund	Loan Proceeds	\$ 1,200.00

DRAFT

CERTIFICATION OF SUPPLEMENTAL APPROPRIATION ORDINANCE

CITY OF LINCOLN

The undersigned, duly elected, qualified and acting Clerk of the City of Lincoln, Logan County, Illinois, does hereby certify that attached hereto is a true and correct copy of the Supplemental Appropriation Ordinance of said City for the fiscal year beginning May 1, 2017, and ending April 30, 2018, as adopted on October 2, 2017.

This certification is made and filed pursuant to the requirement of Public Act 88-455 (35ILCS 200/18-50) and on behalf of the City of Lincoln, Logan County, Illinois.

This certification must be filed within thirty (30) days after the adoption of the Supplemental Appropriation Ordinance.

Dated this _____ day of October, 2017

Peggy Bateman, City Clerk

Filed this _____ day of October, 2017

Sally J. Turner, County Clerk

DRAFT

CITY OF LINCOLN

"A Supplemental Ordinance Appropriating For All Corporate Purposes Council Of The City Of Lincoln, Lincoln, Logan County, Illinois, For The Fiscal Year Beginning May 1, 2017 And Ending April 30, 2018."

Be It ordained by the Mayor And The City Council Of The City of Lincoln, Logan County, Illinois;

SECTION 1: That the amount hereinafter set forth, by or so much thereof as may be authorized by law, and as may be needed or deemed necessary to defray expenses and liabilities of the municipality be and the same are hereby appropriated for the corporate purposes of the City of Lincoln, Logan County, Illinois, as hereinafter specified for the fiscal year beginning May 1, 2017 and ending April 30, 2018.

SECTION 2: That the supplemental appropriation herein made for any purpose shall be regarded as the maximum amounts to be expended under the respective appropriation accounts and shall not be construed as a commitment, agreement, obligation or liability of the City of Lincoln, and such supplemental appropriation begin subject to further approval as to expenditure thereof by the City Council.

SECTION 3: That the amount appropriated for each object and purpose shall be as follows:

DRAFT

F.Y. 2017-2018 Budget Amendment and Supplemental Appropriation Ordinance

City of Lincoln

CAPITAL PROJECTS FUND

Revenues:

		F.Y. 2017-18 Budget	F.Y. 2017-18 Appropriation
60-00-09-	Alternate Revenue Bond Proceeds	\$3,400,000	\$3,400,000

Expenditures:

60-00-02-7820	Public Safety Bldg. Financing	\$3,400,000	\$3,400,000
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EQUIPMENT FUND

70-00-01-	Fire Truck Loan Proceeds	\$1,200,000	\$1,200,000
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Expenditures:

70-09-06-7850	Fire Truck Loan Payments	\$1,212,500	\$1,212,500
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DRAFT

SECTION 4: That if any section, subdivision or sentence of this ordinance shall for any reason be held invalid or unconstitutional, such decision shall not affect the validity of the remaining portion of this ordinance.

SECTION 5: That a certified copy of this ordinance shall be filed with the County Clerk within thirty (30) days after adoption.

SECTION 6: That this ordinance shall be in full force and effect after its passage, approval and publication in Pamphlet Form as provided by law.

The vote on the adoption of this Ordinance was as follows:

Ald. Parrott	_____	Ald. Welch	_____
Ald. Horn	_____	Ald. Bauer	_____
Ald. Keller	_____	Ald. Browne	_____
Ald. Hoinacki	_____	Ald. Hoefle	_____

Ayes: _____

Nays: _____

Absent: _____

Abstentions: _____

DRAFT

Passed and approved this _____ day of _____, 20__.

CITY OF LINCOLN

By: _____

Seth Goodman, Mayor
City of Lincoln,
Logan County, Illinois

Attest: _____ (SEAL)

Peggy Batemean, City Clerk
City of Lincoln,
Logan County, Illinois

DRAFT