



City of Wilmington - 1165 South Water Street - Wilmington, IL 60481

**Agenda – Committee of the Whole
Wilmington City Hall Council Chamber
August 9, 2022 at 5:30 p.m.**

In Person & Via Zoom

join by video at:

<https://us02web.zoom.us/j/87905172847?pwd=MkNHYUIDeDkwUzJXYVRqNnphOGE5UT09>

join by phone at:

1-312-626-6799

Meeting ID: 879 0517 2847 / Passcode: 747895

1. Call to Order
2. Roll Call by City Clerk
Kevin Kirwin Ryan Jeffries
Dennis Vice Ryan Knight
Leslie Allred Jonathan Mietzner
Todd Holmes Thomas Smith
3. Approve the Previous Meeting Minutes
4. Public Comment *(State your full name clearly; limit 3 minutes each per Ordinance 19-06-18-01)*
5. Administrator's Report
6. Building Inspector's Report
7. Police & ESDA
Co-Chairs Alderman Mietzner & Alderman Allred
 - Chief of Police Monthly Summary Report
 - Discussion – Consideration to Create a New Ordinance Related to Reckless Conduct
 - Director of ESDA Monthly Summary Report
 - Other Pertinent Information
8. Ordinance & License
Co-Chairs Alderman Kirwin & Alderman Knight
 - Discussion – Business License Fees
 - Direction – EV Charging Station Rates
 - Other Pertinent Information
9. Buildings, Grounds, Parks, Health & Safety
Co-Chairs Alderman Jeffries & Alderman Smith
 - Other Pertinent Information
10. Water, Sewer, Streets & Alleys
Co-Chairs Alderman Vice & Alderman Holmes
 - Director of Public Works Monthly Summary Report
 - Direction – Overnight Parking on Water Street between Baltimore and VanBuren
 - Wilmington Pavement Condition Map Presentation
11. Personnel & Collective Bargaining
Co-Chairs Alderman Mietzner & Alderman Holmes
 - Other Pertinent Information
12. Adjournment

The next Committee of the Whole meeting is scheduled for September 13, 2022 at 5:30 PM.

Minutes of the Committee of the Whole
Wilmington City Hall
1165 South Water Street
July 12, 2022

Call to Order

The Committee of the Whole meeting on July 12, 2022, was called to order at 5:30 p.m. by Mayor Dietz in the Council Chamber of Wilmington City Hall.

Roll Call

Upon Roll Call by the Clerk the following members of the corporate authorities answered "Here" or "Present":

Aldermen Present Kirwin, Jeffries, Vice, Knight, Allred, Smith, Holmes, Mietzner

Quorum

There being a sufficient number of members of the corporate authorities in attendance to constitute a quorum, the meeting was declared in order.

Other Officials in Attendance

Also, in attendance was the City Administrator Jeannine Smith, Chief of Police Joe Mitchell, Public Works Director James Gretencord, ESDA Director Dennis Housman, and Deputy City Clerk Joie Ziller.

Approve Previous Meeting Minutes

Alderman Knight made a motion and Alderman Kirwin seconded to approve the June 14, 2022 meeting minutes and have them placed on file. **Upon the voice vote, 7 yes and 1 pass by Alderman Allred, the motion carried.**

Public Comment

No public comment was made.

Administrator's Report

Administrator Smith presented her report to the Committee. Administrator Smith mentioned that an email will be sent to the local business owners with the SWOT information. Administrator Smith also presented the petition for the Aldermen to use when citizens are requesting the city leaders to take action on a specific matter.

Building Inspector's Report

The Building Inspector's report was provided in the agenda packet. No further discussion was had regarding this report.

Police & ESDA

Co-Chairs Alderman Mietzner & Alderman Allred

Chief of Police Monthly Summary Report

Chief Mitchell briefed the Council on the monthly happenings within the department. The report will be included with the approved meeting minutes for future reference.

Director of ESDA Monthly Summary Report

ESDA Director Housman reviewed the monthly summary report with the Committee. The report will be included with the approved meeting minutes for future reference.

Other Pertinent Information

No other pertinent information was discussed.

Ordinance & License Committee

Co-Chairs Alderman Kirwin & Alderman Knight

Discussion – Consider Approval of An Ordinance Declaring As Surplus Certain Equipment and Authorizing the Director of Public Works to Dispose of Said Equipment In A Manner In The Best Interest of The City of Wilmington

The Committee reviewed the draft ordinance as presented in the packet. Alderman Mietzner made a motion and Alderman Knight seconded to move the surplus ordinance to the July 19th Council meeting for full approval. All yes, the motion carried.

Discussion – Consideration to Amend Chapter 74, Operation of Golf Carts and Non-Highway Vehicles

The Committee discussed possible options for golf carts and UTVs users to cross RT 53 on one of the side streets such as Main St, Joliet St, or Daniels St. After much discussion, the majority of the Committee deemed it was not safe for these vehicles to cross RT 53 at any of these intersections and therefore the ordinance will not be amended.

Other Pertinent Information

No other pertinent information was discussed.

Buildings, Grounds, Parks, Health & Safety Committee

Co-Chairs Alderman Jeffries & Alderman Smith

Discussion – Consider Approval of Stanley Access Technologies Planned Maintenance Proposal for Entry Doors at City Hall

The Committee was in favor of moving this project along.

Other Pertinent Information

Alderman Knight requested the Public Works Director to relocate the pile of rocks located in the South Island Park to the pond area.

Water, Sewer, Streets and Alleys Committee

Co-Chairs Alderman Vice & Alderman Holmes

Director of Public Works Monthly Summary Report

Director Gretencord briefed the Council on the monthly happenings within the department. The report will be included with the approved meeting minutes for future reference.

Discussion – Consider Approval of Cummins Planned Maintenance Agreement for Generators PM's and Inspections

The Committee reviewed the quote as presented. Alderman Mietzner made a motion and Alderman Kirwin seconded to move the maintenance agreement to the July 19th Council meeting for full approval. All yes, the motion carried.

Discussion – Consider Approval of USA Blue Book Quote for Chemical Feed Pumps

The Committee reviewed the quote as presented. Alderman Knight made a motion and Alderman Jeffries seconded to move the purchase of pumps as proposed from USA Blue Book to the July 19th Council meeting for full approval. All yes, the motion carried.

Discussion – Consider Approval of Utility Pipe Sales Co Quote for Meters and Hardware

The Committee reviewed the quote as presented. Alderman Knight made a motion and Alderman Mietzner seconded to move the purchase of meters and hardware as proposed from Utility Pipe Sales Co to the July 19th Council meeting for full approval. All yes, the motion carried.

Discussion – Consider Approval of United Rentals Quote for Portable Pumps

The Committee reviewed the quote as presented. Alderman Knight made a motion and Alderman Mietzner seconded to move the quote for the rental of portable pumps to the July 19th Council meeting for full approval. All yes, the motion carried.

Discussion – Removal of Parkway Walnut Tree at 510 S Main Street

Director Gretencord provided a quote, as requested by the Committee, for tree removal. The cost was \$2,000. The tree in question is healthy but deemed a nuisance by the homeowner. After some discussion, the Committee decided that the City will not be removing the tree.

Other Pertinent Information

No other pertinent information was discussed.

Personnel & Collective Bargaining Committee

Co-Chairs Alderman Mietzner & Alderman Holmes

Other Pertinent Information

No other pertinent information was discussed.

Finance Administration & Land Acquisition

Co-Chairs Alderman Mietzner & Alderman Holmes

Discussion – Approve Hole Sponsorship for Wilmington American Legion Post 191 6th Annual Golf Outing in the Amount of \$60

The Committee reviewed the request for sponsorship. Alderman Holmes made a motion and Alderman Knight seconded to approve the \$60 hole sponsorship. All yes, the motion carried.

Discussion – City-Wide Comcast Phone and Internet Services

The Committee reviewed the memo and documentation as presented in the agenda packet. The Committee agreed to move forward with the recommendation to move forward with Comcast for phone and internet at City buildings. This will be placed on a future City Council agenda for full approval.

Discussion – Authorize City Administrator to Enter Into a Maintenance Agreement with Carbon Day EV Charging

The Committee agreed to move forward with this maintenance agreement and place it on the July 19, 2022 City Council agenda for full approval.

Discussion – Direction Regarding the Collaboration with the Wilmington Library and Park District to Create a Citywide Newsletter

The Committee was in agreement to move forward with this collaborative partnership.

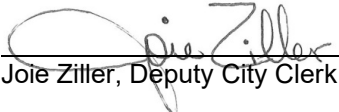
Other Pertinent Information

No other pertinent information was discussed.

Adjournment

The motion to adjourn the meeting was made by Alderman Mietzner and seconded by Alderman Jeffries. **Upon the voice vote, the motion carried.** The Committee of the Whole Meeting held on July 12, 2022, adjourned at 7:05 p.m.

Respectfully submitted,



Joie Ziller, Deputy City Clerk



MEMO

Date: August 2, 2022

To: Honorable Mayor Dietz and City Council Members

From: Jeannine Smith, City Administrator 

Cc: Joie Ziller, Deputy Clerk

Re: August Status Report

Please find following a brief synopsis of administrative activities for the month of August.

ADMINISTRATION, BUILDING AND PUBLIC WORKS

Communication

On July 7th, I met with Nancy Norton of the Grundy County Economic Development Corporation. We discussed ways in which we can partner with one another including collaborating with Grundy County municipalities along Route 66.

The SWOT exercise was emailed twice to all businesses in hopes of some feedback. While only one was returned, the respondent provided good feedback. The next step is to consolidate the results for presentation to the City Council in another workshop. The outcome of the workshop will be a set of achievable goals and objectives which will be presented to the residents for feedback before implementation.

On July 21st, the Mayor and I met with the new Supervisor at Midewin, Christina Henderson. We discussed ways in which we can collaborate on projects including trails, marketing, programming and prescribed burns. Ms. Henderson comes to Wilmington with great experience and enthusiasm for her new role.

Planning and Economic Development

The Federal Lands Access Program (FLAP) Grant application was submitted for consideration by the Federal Highway Administration. This grant was a collaboration between the City of Wilmington, Village of Elwood and Midewin. If approved, this grant will help us build a multi-use path between the Abe Lincoln Cemetery, Midewin, and the Kankakee River National Water Trail. Staff will keep you apprised of our progress.

On July 20th, the Mayor and I met with the management team at Berkots to discuss a proposed expansion of the store and façade improvements. Berkots is asking the City to consider

economic incentives for this project. If they move forward, Staff will present their request for City Council consideration.

Special Events

On July 20th, Staff met with team members who helped to make the Independence Day Festival a great success. The event recap afforded us the ability to discuss ways in which to improve the event next year including installing swing gates at the park entrances, contracting with a more regional band and providing additional activities for kids. Overall, the team was happy with the event and look forward to working together next year.

JULY

PERMIT #	DATE:	ADDRESS:	SCOPE OF WORK:	COST OF PROJECT:	PERMIT COST:	DESCRIPTION:	STATUS:	CONTRACTOR:
WI-22-107	7.7.22	770 Meadowood	Fence Replacement	\$ 3,000.00	\$ 175.00	RRC	Pd	Owner
WI-22-108	7.7.22	601 Bremer	Fence Replacement	\$ 9,500.00	\$ 250.00	RRC		Razors Edge
WI-22-109	7.13.22	1055 S Water	Equipment Upgrade	\$ 12,000.00	\$ 245.00	CRC	Pd	Service Tech
WI-22-110	7.13.22	660 W KKK	Concrete Pad	\$ 2,100.00	\$ 175.00	IRC	Pd	Kuyper
WI-22-111	7.14.22	213 N Water	Elec service	\$ 2,500.00	\$ 175.00	CRC	Pd	Ed Car Builders
WI-22-112	7.21.22	1514 Elwood	Pool	\$ 7,621.59	\$ 225.00	RRC	Pd	S&S Const
WI-22-113	7.22.22	745 Widows	Pole Barn Replacemen	\$ 434,010.00	\$ -	IRC	W	Breiser
WI-22-114	7.26.22	400 Roland	Kitchen Remodel	\$ 18,000.00	\$ 320.00	RRC	Pd	Owner
WI-22-115	7.27.22	621 S Circle	ReRoof	\$ 4,000.00	\$ 150.00	RRC	Pd	Low Cost Roofing
WI-22-116	7.28.22	403 Central	Asphalt Replacement	\$ 9,650.00	\$ 250.00	RRC	Pd	J Lucas & Sons
WI-22-117	7.28.22	1509 Marion	Solar	\$ 26,486.00	\$ 325.00	RRC	Pd	Sunrun
WI-22-118	7.28.22	909 S Water	Gutter/Soffit	\$ 5,900.00	\$ 150.00	RRC	Pd	SE Gutters
WI-22-119	7.29.22	1125 Chesson	Kitchen Remodel	\$ 52,848.00	\$ 720.00	RRC		Masterpiece
				\$ 587,615.59	\$ 3,160.00			

RRC= RESIDENTIAL REMODELING CONSTRUCTION
 CRC=COMMERCIAL REMODELING CONSTRUCTION
 IRC=INDUSTRIAL REMODELING CONSTRUCTION

Code	Description
RNC	Residential New Construction
CNC	Commercial New Construction
INC	Industrial New Construction
RRC	Residential Remodeling
CRC	Commercial Remodeling
IRC	Industrial Remodeling
FEN	Fence
POL	Pool
SIN	Sign
RFR	Residential Roof
RFC	Commercial Roof
SHD	Shed / Detached Garage
DEM	Demolition
OW	Other Work

Inspections

FF	Foundation Footing
FB	Foundation Backfill / TOF
UP	Underground Plumbing
RF	Rough Frame
SE	Electric Service
RE	Rough Electric
RP	Rough Plumbing
RH	Rough HVAC
IN	Insulation
WI	Roof Water & Ice Barrier
HW	House Wrap Barrier
PH	Post Hole Depth
FE	Final Electric
FP	Final Plumbing
WD	Walks & Drives
FN	Final
CO	Cert of Occupancy
FP	Flatwork Prepour



City of Wilmington Police Department

Departmental Memorandum

To: Honorable Mayor Dietz and City Council Members
From: Chief Joseph P. Mitchell
Subject: Monthly Status Report – July 2022

During the month the patrol division had the following activity:

- 11 Pedestrian/Suspicious Stops were conducted
- 133 Business (Walk and Talk) Checks (officers entering businesses during normal hours)
- 9,299 Premise Checks (officer checking cursory checks of businesses after hours)
- Officers made thirteen (8) misdemeanor and/or warrant arrests
- Officers made one (1) felony arrest
- Officers issued 76 written traffic warnings
- Officers issued 40 compliance (local ordinance) tickets
- Officers issued 6 parking tickets
- Officers handled an additional 501 calls for service and wrote 71 related reports.
- Twenty-eight (28) trucks were weighed based on a suspicion of being overweight and fined accordingly

Investigations Division had the following activity:

- Closed seven (7) cases; five (5) administratively, two (2) referred to other agencies.
- Added sixteen (16) new cases for formal investigation.
- Nine (9) cases are awaiting State's Attorney review.

Training:

- Two (2) officers received firearm training (four (4) drills), and 7 range days were utilized by visiting LE agencies.
- Officers participated in a total of 24 hours of off-site training.
- Each officer participated in 22 Lexipol daily training scenarios.
- All members have completed one PLI online training course (approximately one (2) hours in length) on the topic of Landlord-Tenant Law and Dispute Resolution.
- Two recruits, Michael Pitsenberger and Brandon Warick, graduated on July 28, 2022 from the Illinois State Police Academy. They started their Field Training on August 1st.

Administration:

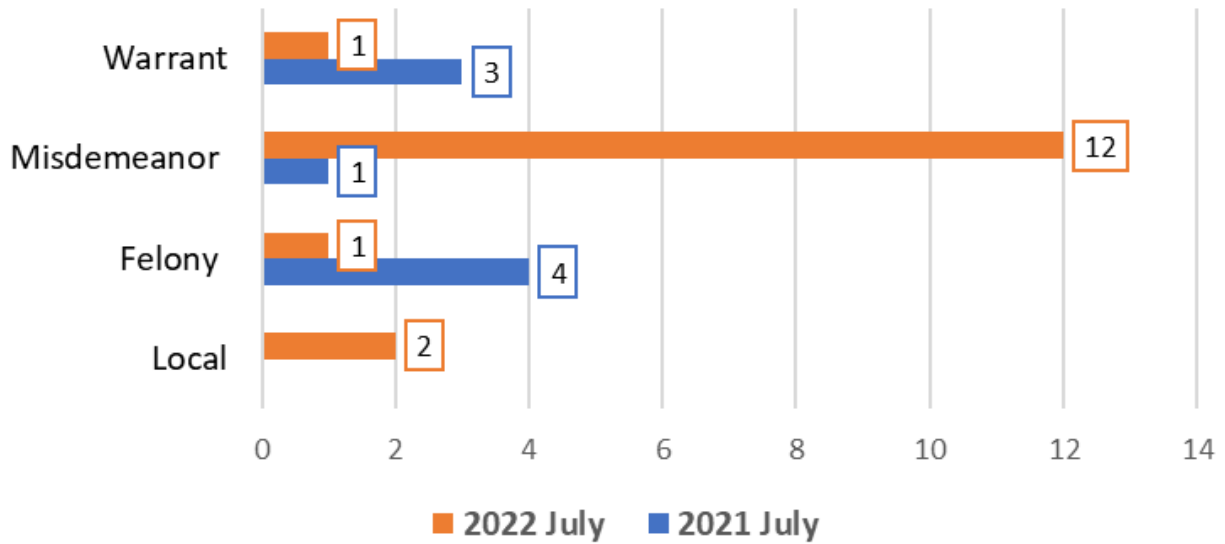
- Wrote a grant seeking funding to purchase a law enforcement drone for operations. Award decision will be made in October.
- Organized a "Cops and Kids - Back to School" Event for August 28, 2022 at Wilmington High School. The Department received over \$1800 in donations that are going towards purchasing school supplies for students and teachers.
- Met with eight (8) representatives from significant sized businesses to discuss emergency protocols and designated truck routes. Maps of the businesses were received and copies placed in each vehicles Critical Incident Response binder.

Wilmington Police Department

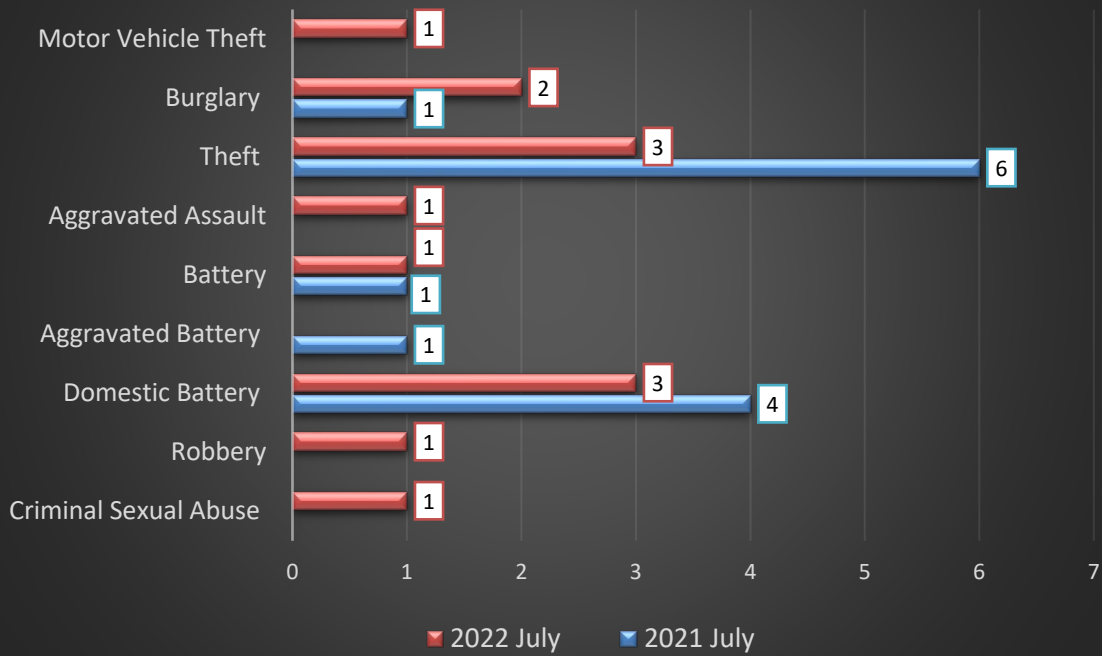
Dates: 7/1/2022 12:00:00 AM - 7/31/2022 12:00:00 AM

Reported By	Local	Misdemeanor	Felony	Warrant
Reyes, Fabian 117	0	0	0	0
Runions, Eric 102	1	4	0	0
Schwartz, Jacob 106	1	8	0	0
Soucie, David 118	0	0	1	1

Arrests

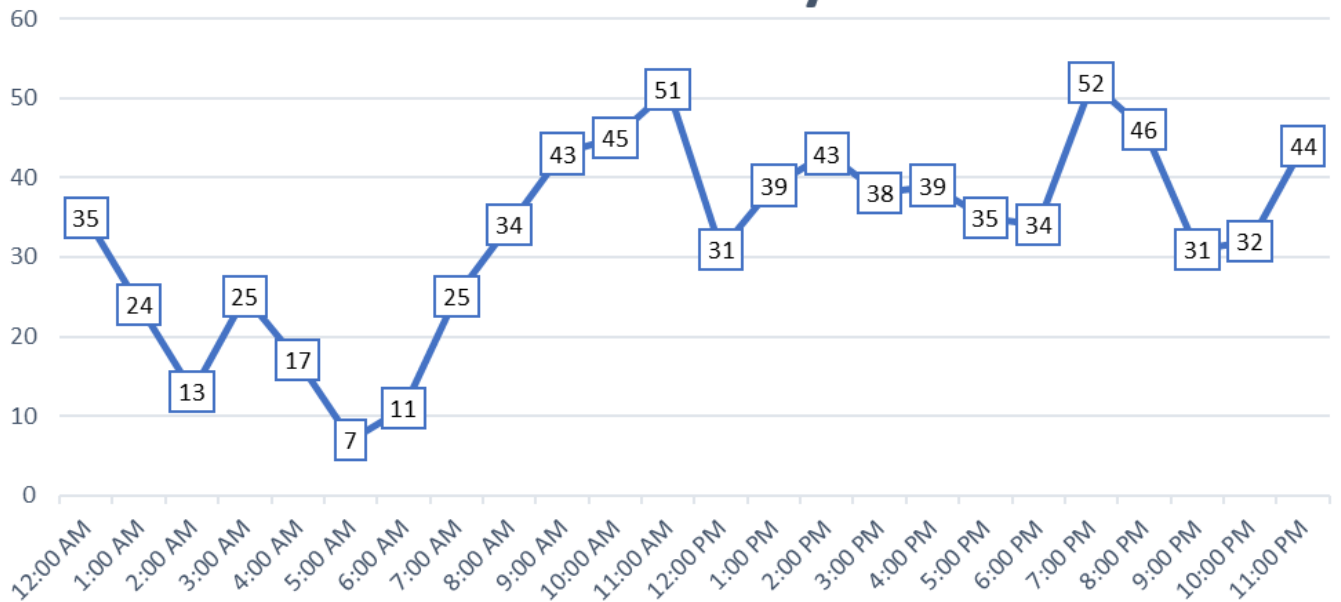


July 2021 vs July 2022



The Wilimington Police Department responded to and investigated thirteen (13) reported Index Crimes in July of 2022. The same number of crimes in 2021.

Call Volume by Hour



<u>Offense</u>	<u>Total</u>
2411 - DUI - Under the Influence of Alcohol	1
2447 - LEAVING SCENE PROPERTY DAMAGE ACCIDENT	1
2454 - Speeding - Over Statutory Limit	19
2460 - CANCELLED/SUSPENDED/REVOKED REGISTRATION	1
2461 - Operation of Uninsured Motor Vehicle	9
2462 - OPERATION VEHICLE W/SUSPENDED REGISTRATION (NO INSURANCE)	4
2470 - Operating a Motor Vehicle With No Valid License, Permit, or Restricted Driving permit	1
2480 - SUSPENDED/REVOKED DRIVERS LICENSE	7
6581 - FAILURE TO REDUCE SPEED TO AVOID ACCIDENT	5
6594 - SPEEDING: OVER 26 - 34 mph OVER POSTED LIMIT	1
6595 - SPEEDING: OVER 35+ mph OVER POSTED LIMIT	1
6607 - IMPROPER PASSING	3
6608 - IMPROPER LANE USAGE	2
6620 - FAILURE TO YIELD: STOP SIGN	1
6651 - OVERWEIGHT VIOLATION	29
6653 - IMPROPER DISPLAY OF REGISTRATION	2
6662 - VIOLATION OF DL CLASSIFICATION	1
6669 - DISOBEY TRAFFIC CONTROL DEVICE (RED LIGHT)	3
6712 - EXPIRED REGISTRATION	12
6715 - EXPIRED/INVALID REGISTRATION	2
Total	105

<u>Issuing Officer</u>	<i>Issued</i>	<u>Total</u>
Brimer, Daniel 005	2	2
Bukovic, Phillip 110	2	2
Campos, Jose 107	5	5
Jurgens, Karl 122	12	12
Knippen, Curtis 123	17	17
Liaromatis, Sean 121	11	11
Reyes, Fabian 117	12	12
Rourke, Joe 109	20	20
Runions, Eric 102	10	10
Schwartz, Jacob 106	9	9
Soucie, David 118	5	5
Total:	105	105

Local Compliance Tickets Issued:

Wilmington Police Department

CT Tickets by Officer

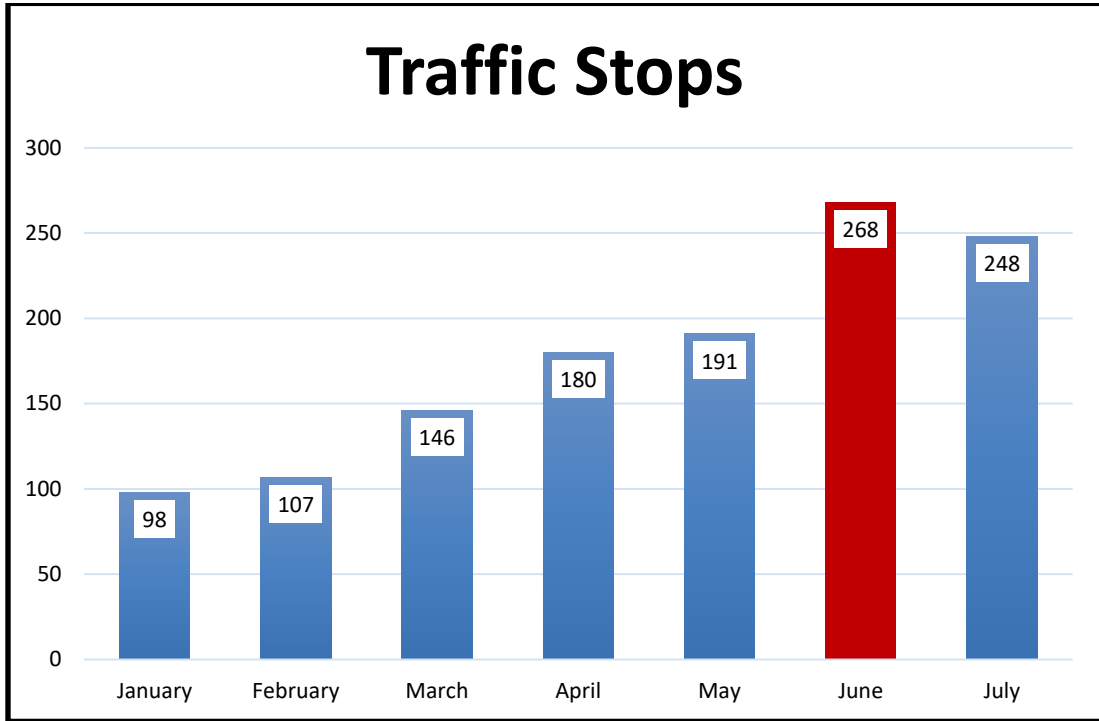
7/1/2022 12:00:00 AM - 7/31/2022 12:00:00 AM

<u>Officer</u>	<u>Counts</u>	<u>Offense Code/Description</u>
Brimer, Daniel 005	1	9154 - LOCAL ORDINANCE VIOLATION (OTHER)
	1	9907 - DOG LEASH LAW
	1	9907 - DOG LEASH LAW
	1	7003 - PROHIBITED ENTRY INTO THE KANAKEE RIVER AND EXCLUSIONARY ZONE
	1	7003 - PROHIBITED ENTRY INTO THE KANAKEE RIVER AND EXCLUSIONARY ZONE
	1	7003 - PROHIBITED ENTRY INTO THE KANAKEE RIVER AND EXCLUSIONARY ZONE
	1	9154 - LOCAL ORDINANCE VIOLATION (OTHER)
	1	9154 - LOCAL ORDINANCE VIOLATION (OTHER)
	8	
Bukovic, Phillip 110	1	2890 - Disorderly Conduct - Actions Alarm or Disturb Another Provoking Breach of Peace
	1	2890 - Disorderly Conduct - Actions Alarm or Disturb Another Provoking Breach of Peace
	2	
Campos, Jose 107	1	6300 - PARKING: ALL OTHER VIOLATIONS
	1	6300 - PARKING: ALL OTHER VIOLATIONS
	1	6300 - PARKING: ALL OTHER VIOLATIONS
	1	6300 - PARKING: ALL OTHER VIOLATIONS
	1	9230 - ANIMAL CITATION (CAT OR DOG)
	1	6300 - PARKING: ALL OTHER VIOLATIONS
	1	6300 - PARKING: ALL OTHER VIOLATIONS
	7	
Dole, Justin 008	1	6636 - SIZE, WEIGHT, LOAD, LENGTH VIOLATIONS
	1	6636 - SIZE, WEIGHT, LOAD, LENGTH VIOLATIONS
	1	6636 - SIZE, WEIGHT, LOAD, LENGTH VIOLATIONS
	1	6636 - SIZE, WEIGHT, LOAD, LENGTH VIOLATIONS
	1	6636 - SIZE, WEIGHT, LOAD, LENGTH VIOLATIONS
	1	9907 - DOG LEASH LAW
	1	9907 - DOG LEASH LAW
	1	7003 - PROHIBITED ENTRY INTO THE KANAKEE RIVER AND EXCLUSIONARY ZONE
	1	7003 - PROHIBITED ENTRY INTO THE KANAKEE RIVER AND EXCLUSIONARY ZONE
	1	6636 - SIZE, WEIGHT, LOAD, LENGTH VIOLATIONS
	1	7003 - PROHIBITED ENTRY INTO THE KANAKEE RIVER AND EXCLUSIONARY ZONE

Jurgens, Karl 122	1	6636 - SIZE, WEIGHT, LOAD, LENGTH VIOLATIONS
	1	6636 - SIZE, WEIGHT, LOAD, LENGTH VIOLATIONS
	1	6635 - NO VALID SAFETY TEST (STICKER)
	1	6636 - SIZE, WEIGHT, LOAD, LENGTH VIOLATIONS
	1	6636 - SIZE, WEIGHT, LOAD, LENGTH VIOLATIONS
	6	
Knippen, Curtis 123	1	1814 - POSSESSION OF CANNABIS 10GM OR LESS (ORDINANCE OR CIVIL VIOLATION)
	1	1814 - POSSESSION OF CANNABIS 10GM OR LESS (ORDINANCE OR CIVIL VIOLATION)
	1	6312 - PARKING: WHERE PROHIBITED (SIGN POSTED)
	1	6312 - PARKING: WHERE PROHIBITED (SIGN POSTED)
	1	6312 - PARKING: WHERE PROHIBITED (SIGN POSTED)
	1	6636 - SIZE, WEIGHT, LOAD, LENGTH VIOLATIONS
	1	6636 - SIZE, WEIGHT, LOAD, LENGTH VIOLATIONS
7		
Liaromatis, Sean 121	1	6312 - PARKING: WHERE PROHIBITED (SIGN POSTED)
	1	6312 - PARKING: WHERE PROHIBITED (SIGN POSTED)
	1	6304 - PARKING: HANDICAPPED VIOLATION
	1	6312 - PARKING: WHERE PROHIBITED (SIGN POSTED)
	1	6300 - PARKING: ALL OTHER VIOLATIONS
	1	6300 - PARKING: ALL OTHER VIOLATIONS
	1	6312 - PARKING: WHERE PROHIBITED (SIGN POSTED)
	1	6312 - PARKING: WHERE PROHIBITED (SIGN POSTED)
	1	9154 - LOCAL ORDINANCE VIOLATION (OTHER)
	1	6302 - PARKING: BLOCKING PUBLIC/PRIVATE DRIVE
	1	6302 - PARKING: BLOCKING PUBLIC/PRIVATE DRIVE
11		
Reyes, Fabian 117	1	6312 - PARKING: WHERE PROHIBITED (SIGN POSTED)
	1	6312 - PARKING: WHERE PROHIBITED (SIGN POSTED)
	1	6712 - EXPIRED REGISTRATION
	1	6712 - EXPIRED REGISTRATION
	1	1814 - POSSESSION OF CANNABIS 10GM OR LESS (ORDINANCE OR CIVIL VIOLATION)
5		
Rourke, Joe 109	1	6635 - NO VALID SAFETY TEST (STICKER)
	1	6635 - NO VALID SAFETY TEST (STICKER)
2		
Runions, Eric 102	1	6312 - PARKING: WHERE PROHIBITED (SIGN POSTED)
	1	6312 - PARKING: WHERE PROHIBITED (SIGN POSTED)
	1	7003 - PROHIBITED ENTRY INTO THE KANAKEE RIVER AND EXCLUSIONARY ZONE

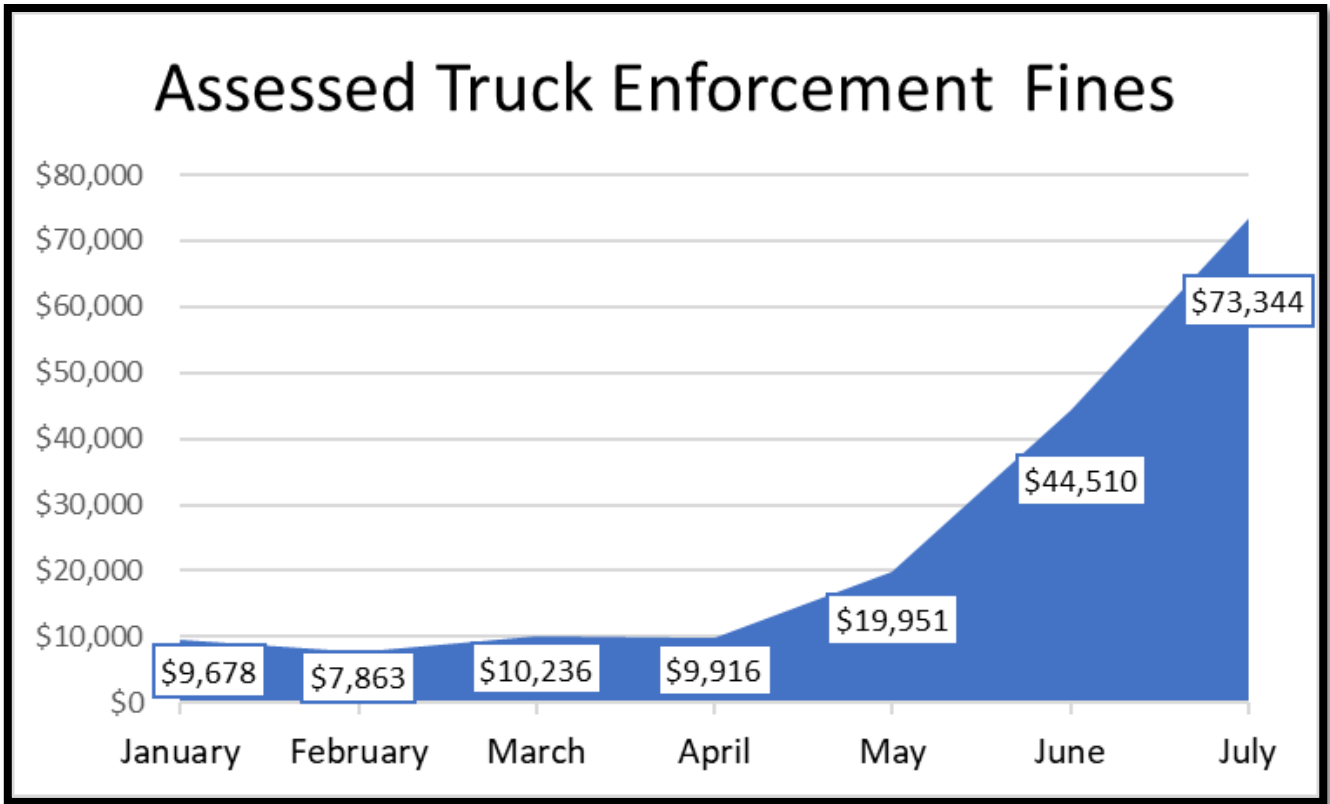
Runions, Eric 102	1	7003 - PROHIBITED ENTRY INTO THE KANAKEE RIVER AND EXCLUSIONARY ZONE
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	1	7003 - PROHIBITED ENTRY INTO THE KANAKEE RIVER AND EXCLUSIONARY ZONE
	1	7003 - PROHIBITED ENTRY INTO THE KANAKEE RIVER AND EXCLUSIONARY ZONE
	1	6636 - SIZE, WEIGHT, LOAD, LENGTH VIOLATIONS
	1	6636 - SIZE, WEIGHT, LOAD, LENGTH VIOLATIONS
		12
Schwartz, Jacob 106	1	9123 - FALSE ALARM: CHARGED
	1	6636 - SIZE, WEIGHT, LOAD, LENGTH VIOLATIONS
	1	9154 - LOCAL ORDINANCE VIOLATION (OTHER)
		3
Soucie, David 118	1	7003 - PROHIBITED ENTRY INTO THE KANAKEE RIVER AND EXCLUSIONARY ZONE
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	1	7003 - PROHIBITED ENTRY INTO THE KANAKEE RIVER AND EXCLUSIONARY ZONE
	1	6636 - SIZE, WEIGHT, LOAD, LENGTH VIOLATIONS
	1	6653 - IMPROPER DISPLAY OF REGISTRATION
	1	6653 - IMPROPER DISPLAY OF REGISTRATION
	1	6653 - IMPROPER DISPLAY OF REGISTRATION
	1	6653 - IMPROPER DISPLAY OF REGISTRATION
	1	9907 - DOG LEASH LAW
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	1	7003 - PROHIBITED ENTRY INTO THE KANAKEE RIVER AND EXCLUSIONARY ZONE
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1	1814 - POSSESSION OF CANNABIS 10GM OR LESS (ORDINANCE OR CIVIL VIOLATION)
27	

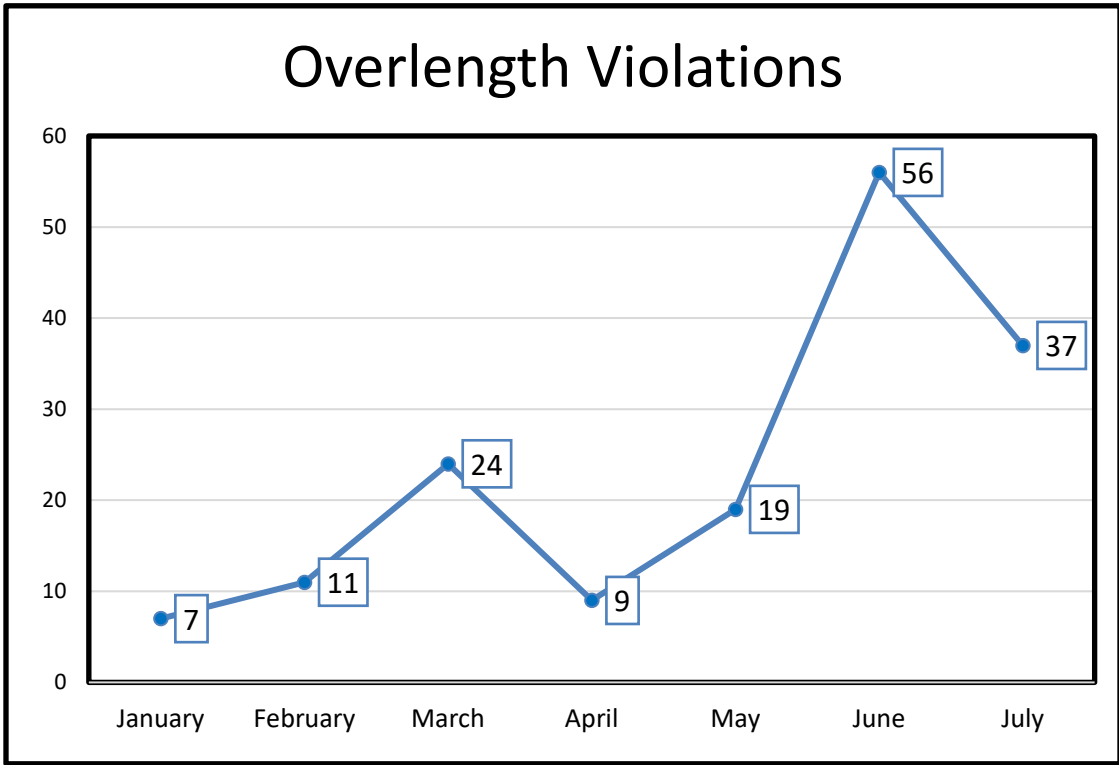


Traffic stops dropped slightly in July in part due to the *all hands on deck* approach for the four (4) day Catfish Days events and the Let Freedom Rock night.

The Wilmington Police Department wrote eighteen (18) citations for prohibited entry into the Exclusionary Zone in the month of July despite a Council approved increase in the fine amount.

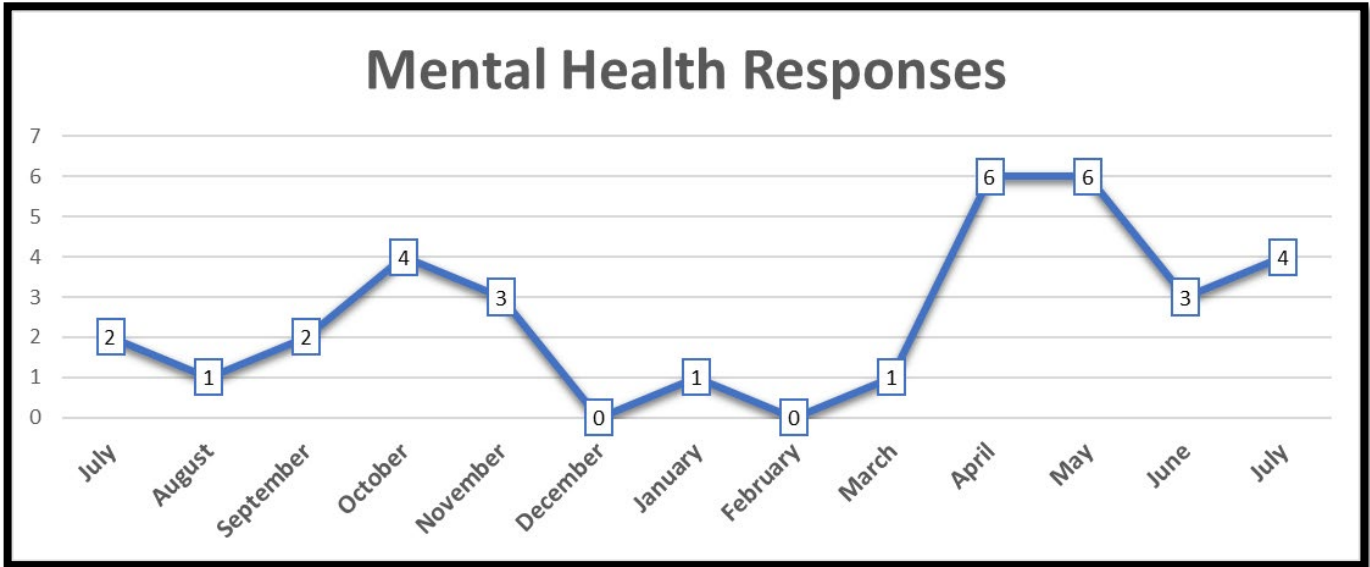


The Department continues to be aggressive in addressing truck enforcement complaints and violations. As evidenced above and below, the City of Wilmington has had a significant issue with these types of infractions. The assessed fine amount in July is the highest amount ever recorded. Eight-one (81) overweight citations have been issued since January.



The number of citations for overlength trucks travelling on non-sanctioned roadways dropped in July.

Mental Health:





MEMO

Date: 08/04/2022

To: Honorable Mayor Dietz and City Council Members

From: Joseph P. Mitchell, Chief of Police

Re: Reckless Conduct Ordinance- New

The Wilmington police department is seeking the creation of a new ordinance, Reckless Conduct, to address egregious behavior of an individual(s) that place(s) others at risk of bodily harm or causes bodily harm. If approved by the City Council, it will allow the police department to have the ability to utilize this enforcement action, based on the totality of the circumstances, as an option of citing and requiring a mandatory appearance at our local Administrative Hearing (Notice to Appear), in lieu of a full custodial arrest involving formal criminal charges.

The amended ordinance is attached for consideration.

ORDINANCE NO.

**AN ORDINANCE CREATING SECTION 130.14 OF THE CITY OF WILMINGTON
CODE OF ORDINANCES REGARDING RECKLESS CONDUCT**

NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF
THE CITY OF WILMINGTON, WILL COUNTY, ILLINOIS, AS FOLLOWS:

SECTION 1: ORDINANCE AMENDMENT

That Section 130.14 of Title XIII, Chapter 130 – Offenses Against the Person of the
Wilmington Code of Ordinances is hereby amended to state as follows:

Title VIII – General Offenses

Chapter 130 – Offenses Against the Person

130.14 – Reckless Conduct.

It is hereby declared to be unlawful for any person to engage in reckless conduct within the City
as such conduct is hereafter defined:

(A) A person commits reckless conduct when he or she, by any means lawful or unlawful,
recklessly performs an act or acts that:

(1) cause(s) bodily harm to or endanger(s) the safety of another person, or

(2) cause(s) great bodily harm or permanent disability or disfigurement to another person.

(B) The first violation of this Section shall result in a fine of no less than \$250 and not more than
\$750. A second violation of this Section shall result in a fine of no less than \$500 and not more
than \$750. A third or subsequent violation shall result in a fine of no less than \$750.

SECTION 2: SEVERABILITY

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

SECTION 3: REPEALER

All ordinances or parts of ordinances conflicting with any provisions of this ordinance are
hereby repealed.

SECTION 4: EFFECTIVE DATE

This Ordinance shall be in full force and effect from and after its passage, approval and publication as provided by law.

PASSED this ____ day of _____, 2022 with ____ members voting aye, ____ members voting nay, the Mayor voting _____, with ____ members abstaining or passing and said vote being:

Kevin Kirwin	_____	Ryan Jeffries	_____
Dennis Vice	_____	Ryan Knight	_____
Leslie Allred	_____	Jonathan Mietzner	_____
Todd Holmes	_____	Thomas Smith	_____

Approved this ____ day of _____, 2022

Ben Dietz, Mayor

Attest:

Deputy City Clerk



Wilmington Emergency Services Disaster Agency

103 North Main Street • Wilmington, IL 60481

Bus. (815) 476-2334 Fax (815) 476-5291

Wilmington ESDA

Committee Report

August 9, 2022

7-11-22	Traffic	Wires down	14 man hours
7-18-22	Rehab	Mutual aid Shorewood Fire	21 man hours
7-21-22 thru 7-24-22			
Catfish Days			223 man hours
7-29-22	Traffic		
1 tanker trucker carry diesel fuel was rear ended by a semi carrying corn causing tanker to leak diesel fuel. ESDA shut down North River Road from RTE. 53 to I- 55. Road closed approximately 9 hours.			38 man hours

-Received car from Wilmington Pd, in process of getting it ready for the K-9 team.



MEMO

Date: August 2, 2022

To: Honorable Mayor Dietz and City Council Members

From: Jeannine Smith, City Administrator

Cc: Joie Ziller, Deputy Clerk
Matt Hoffman, Finance Director

Re: Direction Regarding EV Charging Station Rates

Budget Impact: Increase in General Fund Revenue

Request: Establish Rates and Rate Structure for Water Street Parking Lot EV Charging Station

Discussion: As part of the downtown EV Charging Parking Lot project, the Engineer recommended the City lease the charging station instead of purchasing a charging station. The primary reason for this recommendation is that the City would not own the equipment and therefore would not have any maintenance expense associated with the charging station. Further, any revenue earned by user fees will be split 90% City to 10% Charge Point.

Attached you will find a form titled Billing and Payment Handling. Please refer to this form during discussion. The City may set the price for users to charge their electric vehicles at our EV Lot. "Most ChargePoint stations ...have rates between \$2 and \$3 per hour." (see attached SolarReviews article updated 8/19/21 titled ChargePoint charging stations can power your EV anywhere).

There are many different ways in which the City may structure the EV Charging Station rates. Staff is requesting lively discussion to set either: 1) a fixed rate; 2) an hourly rate; or 3) a combination rate. The City Council may also consider charging no fee; however, this is not staff's recommendation.

Direction: Staff is requesting placement of this matter on the August 16th City Council Agenda for formal approval

Billing and Payment Handling

ChargePoint handles the entire billing process from end to end. All payment processing, funds transfer and collections are handled automatically, with payments processed at the end of every month.

Station owners may set pricing using any of the following options:

- **A fixed rate for the session.** The driver pays a set fee for the entire session.
- **An hourly rate.** The driver pays per hour, similar to how a parking meter operates.
- **An energy rate.** The driver pays for the energy consumed on a per kWh basis.
- **Length-of-Stay pricing.** One price is charged during the first x hours and another price is charged for every hour afterwards.
- **Charge Complete pricing.** Set an hourly rate that applies once the vehicle has finished charging, with a configurable grace period.
- **Time-of-Day pricing.** Vary the price by time of day and day of week. For example, \$0.20/kWh 11am-8pm and \$0.08/kWh 8pm-11am Monday through Friday, \$0.08/kWh on weekends.
- **A minimum and/or a maximum fee per session.**
- **A combination of the above.** For example, a flat session fee plus an hourly rate or kWh plus charge complete, or a minimum session fee plus an hourly rate.
- **Driver groups.** Station owners may set unique policies for different classifications of drivers (e.g. employees vs. visitors) using the options above.

Charging sessions are authorized at the charging station by use of a credit card, a ChargePoint account RFID card, via the ChargePoint mobile application, or over the phone 24/7 via a toll-free phone number using a credit card. Driver support is available to all drivers using any station on the ChargePoint network – whether the driver is registered with ChargePoint or not. Live phone support is available in English, French, and Spanish.

ChargePoint Driver accounts are offered as a convenience for the driver - they are not a subscription. Drivers pay no monthly fees and there is no setup fee to join ChargePoint.

ChargePoint is partnered with major Automotive OEMs, including BMW, Cadillac, Chevy, Fiat, Nissan, Volkswagen, and Smart, providing integrated electric vehicle charging station POI data for in-dash navigation systems and custom branded ChargePoint welcome kits included in the glove box. Many EV drivers in your area are already ChargePoint cardholders.





[Home](#) > [Blog](#) > ChargePoint charging stations can power your EV anywhere

ChargePoint charging stations can power your EV anywhere

Updated 08/19/2021



ChargePoint has a large charging station network that supports almost every EV on the road today. Image source: [Transportation Topics](#)

Electric vehicles (EVs) are becoming more popular each year, but some drivers are still hesitant to make the switch. Why? It's because they're afraid of being left stranded on the road without a place to charge their car.

That's where ChargePoint comes in. Based in California, ChargePoint has one of the nation's largest electric car charging infrastructure networks that allows EV owners to find the charging location closest to them - right from their phone!

[Learn about solar](#)

On this page

- [ChargePoint locations](#)
- [Cost to charge](#)
 - [How to pay](#)
- [DC fast-charging stations](#)

[... Show more](#)

Where are ChargePoint charging stations located?



ChargePoint's charging network is available in all 50 states. Image source: [ChargePoint](#)

ChargePoint facilitates the largest EV charging network in the U.S. Currently, ChargePoint's network consists of over 100,000 car charging stations that span across all 50 states. EV charger locations can be found easily through the ChargePoint app or [website](#).

ChargePoint not only tells you where the charging station is, it also lets you know:

- How much it costs to charge at each station
- Hours of operation

[Learn about solar](#)



- The type of charging connector at the station

The ChargePoint network consists of chargers that are compatible with every kind of EV on the road today - from BMWs to Jaguars - [even Teslas](#).

Businesses, municipalities, universities, and more, can all have a ChargePoint charging system installed on their property. That charging station can then be registered in ChargePoint's public charging network for EV drivers to use.

How much can you save by charging your EV with solar power?

CALCULATE NOW

How much does it cost to charge an EV at a ChargePoint station?

The rate you pay at a ChargePoint electric vehicle charging station varies, as the station owners are the ones who are responsible for determining pricing, not ChargePoint.

Some charging stations are free, while others charge per hour. Most ChargePoint stations that you have to pay for will have rates between \$2 and \$3 per hour. Some stations have a charging rate-per-minute. It just depends.

Some ChargePoint stations have additional fees in place to prevent drivers from staying parked at the stations for too long. The rates could also change throughout the day, depending on local electricity prices.

Here's an example of some rates and costs you might see at a ChargePoint station:



Price (Set by OnCue Marketing)

\$2.25 (estimate) for 0.25 hours

Price varies over time

Energy

All Days	12am - 7:15am	\$0.18/kWh
	7:15am - 9:15am	\$0.26/kWh
	9:15am - 11:45am	\$0.18/kWh
	11:45am - 1:30pm	\$0.26/kWh
	1:30pm - 4:45pm	\$0.18/kWh
	4:45pm - 6:15pm	\$0.26/kWh
	6:15pm - 12am	\$0.18/kWh

Station Parking

While charging	Free
When not charging	\$0.14/min After 5 mins grace period
Max	\$5.00 per session

Image source: ChargePoint

How do you pay to use a ChargePoint station?

When you sign up for a free ChargePoint account, you will be sent a [ChargePoint card](#). You can estimate this card via your ChargePoint account, or you can easily keep track of all your...

[Learn about solar](#)



You can either pay for your charging session through your ChargePoint card, your personal credit card at the EV charging station, or through the mobile app.

Does ChargePoint offer DC fast-charging stations?

Yes, in addition to their regular charging stations, ChargePoint does also offer public DC fast-charging stations.

DC stands for “direct current” electricity, which is the type of electricity EV batteries use to charge. Typically, a charging station provides AC, or alternating current, electricity that is converted to DC electricity by the vehicle’s “onboard charger”.

DC chargers, on the other hand, provide DC power directly to the battery, skipping the onboard charger so the battery can charge faster. The DC charging spots are powerful enough to charge your EV in under 30 minutes, making them perfect for filling up your battery when you’re on a time crunch.

ChargePoint has two different DC fast charger models:

- **The Express 250**, which can deliver 62.5 kW of power with a standalone station, or 125 kW when stations are paired together to work in tandem; they feed off one another to deliver more power
- **The Express Plus**, which can deliver 350 kW of power to a single EV and is designed to easily scale up if more stations are needed in the future

The ChargePoint mobile app allows you to filter for DC charging spots so you can easily find the one nearest you.

ChargePoint Home Flex: a residential charging station



City of Wilmington Public Works

To: Honorable Mayor Dietz and City Council Members
From: James Gretencord, Director of Public Works
Subject: Director of Public Works Monthly Summary Report
Date: August 9, 2022

The Flume Project is nearing completion — over the past month, the flume and the meter have been installed, electrical work has been completed, and the mag meters have been removed and replaced with spool pieces. During the flume installation, Sewer Operators manned the plant around the clock for four days to ensure the bypass pumps were working properly and keeping up with influent demand. The remainder of this project will be concluded once the new meter is connected to our SCADA system.

The Water Treatment Plant building replacement has begun. On Wednesday, August 3rd, Brieser Construction began the removal of the old building. Prior to this, the Water Department had process piping, gas piping, and conduit that needed to be relocated inside of the plant. This project is estimated to take six weeks total.

The City's I-Hydrant order has started to come in. To date, three of the ten I-Hydrants have been installed and are being monitored.

Utility Metering:

In July, the Water Department collected thirty residential water meters from change-outs. Ten of these meters were chosen from different locations to encompass the entire city. These meters were sent to Midwest Meter Inc. where they were tested at 3 different flow rates. The following list is an average of all ten meters at the designated flow rates:

.25 GPM	2 GPM	15 GPM	Average at all GPM
85%	98%	99%	94%

Asset Essentials:

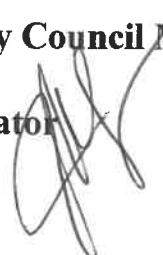
Since May, Wilmington Public Works has been working to incorporate Asset Essentials into operations — as of now, we are using the software for nearly all work being completed in the field. As we continue to expand using this program in the coming months, we will include keeping track of repairs and maintenance on vehicles, heavy equipment, and plant equipment. Taking this extra measure will be a valuable resource for tracking time, maintenance costs, and repairs. Approximately thirty work-orders were completed in July and these do not include day-to-day tasks such as mowing, street sweeping, changing garbages downtown, etc.



MEMO

Date: August 2, 2022

To: Honorable Mayor Dietz and City Council Members

From: Jeannine Smith, City Administrator 

Cc: Joie Ziller, Deputy Clerk
Joe Miller, Chief of Police

Re: Direction Regarding Overnight Parking on Water Street between Baltimore and VanBuren

Budget Impact: None

Request: Direction to allow parking on Water Street overnight except for Sunday Nights between 3:00am and 6:00am

Discussion: This past spring the Mayor and I met with the Downtown Merchants to discuss matters of importance to them with regard to owning and operating their businesses on Water Street. They asked for a number of items including resurfacing and re-stripping Water Street to allow for diagonal parking in areas where the sidewalks are raised above street level, additional parking in the lot owned by the City, downtown beautification and to change the overnight parking ban on Water Street except for Sunday nights to allow for street sweeping.

We are addressing all of their concerns as timely as possible. As you are aware, we have received a grant to build the parking lot and we have completed the road classification project which identifies Water Street as a high priority road. This will be presented at the regularly scheduled August 9, 2022 Committee of the Whole meeting.

Recently, we received a petition from the downtown property owners, residents (see attached Petition) and merchants along Water Street requesting the City Council lift the ban on overnight parking along Water Street between Baltimore and VanBuren except for Sunday nights between 3:00am and 6:00am to allow for street sweeping which takes place on Monday mornings.

On review of the Petition, Staff has identified that 5 of the merchants out of 15 did not sign the Petition. This would prove to show overwhelming support for overnight parking. Staff has discussed this request internally and has no objection to the change as it relates to matters of safety. Please


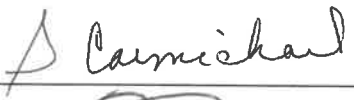




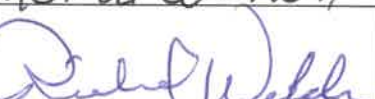

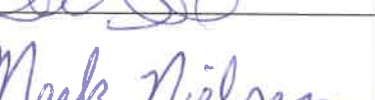
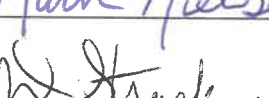
note that the ban on street parking when accumulated snowfall reaches 1” is still in place.

Direction:

Staff respectfully requests and recommends the placement of an ordinance amending Section 76.02 No-parking places (see attached) to allow for overnight parking on Water Street except for Sundays between 3:00am and 6:00am on the August 16th City Council Agenda.








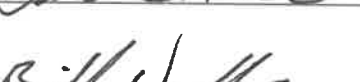

Petition to [Action Petitioned For]

Petition summary and background	[Enter the background of and reasons for this petition] PARKING WAS CHANGED TO NO OVERNIGHT PARKING 7 DAYS A WEEK
Action petitioned for	We, the undersigned, are the concerned citizens who urge our leaders to act now to [Enter action item(s) for which you are petitioning] TO CHANGE THE PARKING BACK TO NO OVERNIGHT ON SUNDAY NIGHT ONLY

Printed Name	Signature	Address	Comment	Date
Charles Jeffries		285 Deer Run Bristolwood IL	PARAPHERNAUM	7-15-22
Dani Carmichael		118 N Water	Seems no parking is allowing ^{letting} drunks to drive home	7-15-22
Kathy Gray		209 N. Water	MIMIS	7-16-22
Ryde Brown		208 N Water	WATCH SHOP	7-16-22
Robert Hayward		117 N WATER	TRINITY KNOT	7-16-22
Monica Aleman		115 N Water St.	BLUE HORSE	7-16-22
Richard Welch		116 N Water St	RICKS RECLICS	7-16-22
Geri Fox		110 N. Water St	It is ridiculous to make drunks drive instead of getting Geri's The Painter Solb the car in the morning.	7-16-22
MARK NIELSEN		108 N WATER ST	AN INCONVENIENCE beyond words	7/16-22
DIANE STRACK		210 N WATER ST		7/16/22

Petition to [Action Petitioned For]

Petition summary and background	[Enter the background of and reasons for this petition] PARKING WAS CHANGED TO NO OVERNIGHT PARKING 7 DAYS A WEEK
Action petitioned for	We, the undersigned, are the concerned citizens who urge our leaders to act now to [Enter action item(s) for which you are petitioning] TO CHANGE THE PARKING BACK TO NO OVERNIGHT ON SUNDAY ONLY

Printed Name	Signature	Address	Comment	Date
Jake Borow		112 N Water St apt C	Street parking is a must!!	7/17/22
KAYLA BROCKETT		112 N. Water Apt C	would love to be able to park in front of my home	7/17/22
JOHN THAYER		204 N WATERST	OLD FLOWER LUFT	7/18/22
Loei Whited		202 N Water St	LIONS MARK	7/18/22
Anna Draustalat		201 N. Water St	Street parking a must! CURNER	7/18/22
Seth Wake		202 N Water St	Be Safer w/o Drunk Driving	7/18/22
Duane Kane		201, 203, 205, 219 N. WATER ST.	Need parking on WATER ST. TO REDUCE congestion on Side St.	7/20/22
Bill Weidling		601 Meadowood	No Negative Impact	7/20/22
Ron Jones		351925 Wesley Kd	I have coffee @ Mimi's every day @ 6:00AM	7-20-22

76.02 - No-parking places.

No person shall park a vehicle, except when necessary to avoid conflict with other traffic or in compliance with the directions of a police officer or traffic-control device in any of the following places:

- (A) On a sidewalk;
- (B) In front of a public or private driveway;
- (C) Within an intersection;
- (D) Within 15 feet of a fire hydrant;
- (E) On a crosswalk;
- (F) Within 20 feet of a crosswalk at an intersection;
- (G) Within 30 feet upon approach to any flashing beacon, stop sign, or traffic-control signal located at the right side of a roadway;
- (H) Between a safety zone and the adjacent curb or within 30 feet of the points on the curb immediately opposite the ends of a safety zone;
- (I) Within 50 feet of the nearest rail of a railroad grade crossing;
- (J) Within 20 feet of the driveway entrance to any fire station and, on the side of the street opposite the entrance to any fire station, within 75 feet of the entrance when proper sign posted;
- (K) Alongside or opposite any street excavation or obstruction when parking would obstruct traffic;
- (L) On the roadway side of any vehicle parked at the edge or curb of a street;
- (M) Upon any bridge or other elevated structure upon a highway or within a highway;
- (N) At any place where the standing of a vehicle will reduce the usable width of a roadway for moving traffic to less than 18 feet; and
- (O) At any place where official signs prohibit parking.
- (P) On Grasskamp Blvd., Design Road, and Elion Way located in the Ridgeport Logistics Center.
- (Q) At or proximate to 309 Kankakee River Drive, Wilmington, Illinois, Monday through Friday between the hours of 7:30 a.m.—8:30 a.m. and 2:30 p.m.—3:30 p.m.;
- (R) On the east side of N. Water Street at or proximate to the following addresses between the hours of 3:00 a.m. and 6:00 a.m.:
 - 113 N. Water Street;
 - 119 N. Water Street;
 - 205 N. Water Street;

217 N. Water Street;

301 N. Water Street;

315 N. Water Street;

(S) On the west side of N. Water Street at or proximate to the following addresses between the hours of 3:00 a.m. and 6:00 a.m.:

108 N. Water Street;

120 N. Water Street;

204 N. Water Street;

222 N. Water Street; and

(T) On Ridge Street on the south side from S. Kankakee Street to Wildcat Court.

(U) On Wabash Street on the south side from S. Joliet Street to E. Buchanan Street.

(V) On North Joliet Street on the east side from Baltimore Street to Jackson Street.

(Ord. 636, passed 9-15-70; Am. Ord. 17-03-21-03, passed 3-21-17; Am. Ord. 17-09-05-02, passed 9-5-17; Am. Ord. 19-08-20-04, passed 8-20-19; Am. Ord. 19-11-19-02, passed 11-19-19)

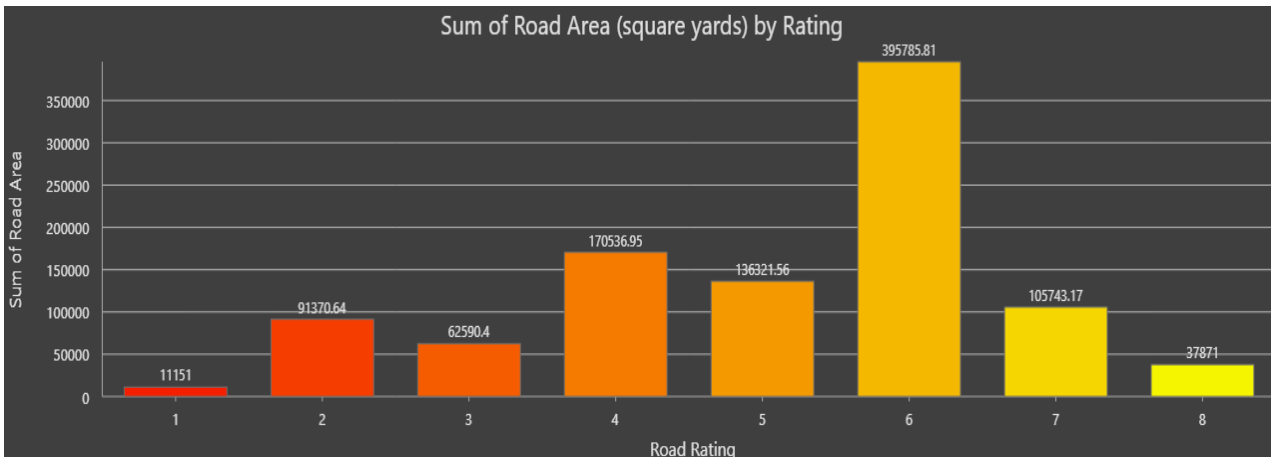


MEMO

Date: August 9, 2022
To: Honorable Mayor Dietz and City Council Members
From: James Gretencord, Director of Public Works
Cc: Jeannine Smith, City Administrator
Re: Wilmington Pavement Condition Map Presentation

Chamlin and Associates has created a Wilmington Pavement Condition Map. They have rated our roads in one block sections using the PASER scale. PASER is a scale from 1-10, 1 being the worst and 10 being the best. Attached are pictures with ratings of roads in our city as well as a manual to better help explain how the roads are rated and can best be maintained. This will be a valuable asset to the City going forward when determining capital improvement projects

Road Rating	Sum of Road Area (Sq. Yards)	% Of Total Roadway Area
1	11151.00	1.10
2	91370.64	9.03
3	62590.40	6.19
4	170536.95	16.86
5	136321.56	13.48
6	395785.81	39.13
7	105743.17	10.46
8	37871.00	3.74
Total:	1011370.53	100.00



Road Site Pavement Condition 8: Jackson St. between North Joliet St. and Washington St.



Road Site Pavement Condition 7: Jackson St. between North Kankakee St. and North Joliet St.



Road Site Pavement Condition 6: South Joliet St. between Route 53 and Jefferson St.



Road Site Pavement Condition 5: Jefferson St. between South Joliet St. and South Washington St. (Alligator Cracking, Raveling)



Road Site Pavement Condition 4: Bremer St. between South Washington St. and Milton St. (Block Cracking, Potholes)



Road Site Pavement Condition 3: South Washington St. between Rte. 53 and Jackson St. (Potholes, Cracking)



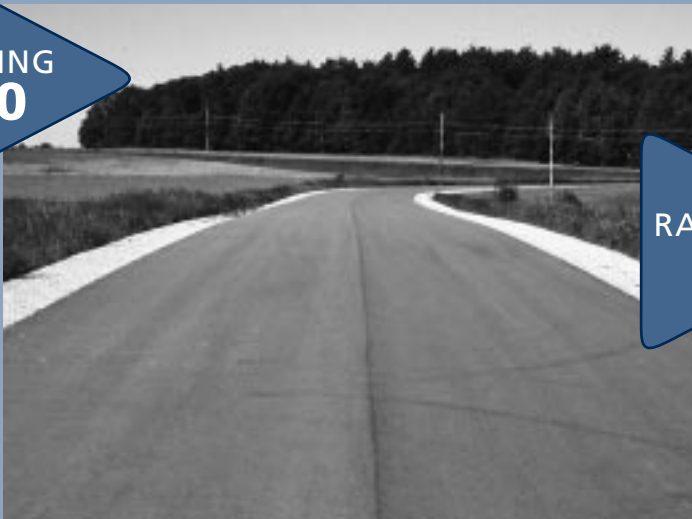
Road Site Pavement Condition 2: Water St. between Van Buren St. and Mill St. (Block Cracking, Potholes, Old Patches)



Pavement Surface Evaluation and Rating

PASER Asphalt Roads Manual

RATING
10



RATING
7



RATING
4



RATING
1



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This manual is intended to assist local officials in understanding and rating the surface condition of asphalt pavement. It describes types of defects and provides a simple system to visually rate pavement condition. The rating procedure can be used as condition data for the Wisconsin DOT local road inventory and as part of a computerized pavement management system like PASERWARE.

The PASER system described here and in other T.I.C. publications is based in part on a roadway management system originally developed by Phil Scherer, transportation planner, Northwest Wisconsin Regional Planning Commission.

Produced by the T.I.C. with support from the Federal Highway Administration, the Wisconsin Department of Transportation, and the University of Wisconsin-Extension. The T.I.C., part of the nationwide Local Technical Assistance Program (LTAP), is a Center of the College of Engineering, Department of Engineering Professional Development, University of Wisconsin–Madison.

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Printed on recycled paper.

Pavement Surface Evaluation and Rating

PASER Manual

Asphalt Roads

Donald Walker, T.I.C. Director, *author*
Lynn Entine, Entine & Associates, *editor*
Susan Kummer, Artifax, *designer*

Pavement Surface Evaluation and Rating

Asphalt PASER Manual

A local highway agency's major goal is to use public funds to provide a comfortable, safe and economical road surface—no simple task. It requires balancing priorities and making difficult decisions in order to manage pavements. Local rural and small city pavements are often managed informally, based on the staff's judgment and experience. While this process is both important and functional, using a slightly more formalized technique can make it easier to manage pavements effectively.

Experience has shown that there are three especially useful steps in managing local roads:

1. Inventory all local roads and streets.
2. Periodically evaluate the condition of all pavements.
3. Use the condition evaluations to set priorities for projects and select alternative treatments.

A comprehensive pavement management system involves collecting data and assessing several road characteristics: roughness (ride), surface distress (condition), surface skid characteristics, and structure (pavement strength and deflection). Planners can combine this condition data with economic analysis to develop short-range and long-range plans for a variety of budget levels. However, many local agencies lack the resources for such a full-scale system.

Since surface condition is the most vital element in any pavement management system, local agencies can use the simplified rating system presented in this *Asphalt PASER Manual* to evaluate their roads. The PASER ratings combined with other inventory data (width, length, shoulder, pavement type, etc.) from the WisDOT local roads inventory (WISLR) can be very helpful in planning future budgets and priorities.

WISLR inventory information and PASER ratings can be used in a computerized pavement management system, PASERWARE, developed by the T.I.C and WisDOT. Local officials can use PASERWARE to evaluate whether their annual road budgets are adequate to maintain or improve current road conditions and to select the most cost-effective strategies and priorities for annual projects.

PASER Manuals for gravel, concrete, and other road surfaces, with compatible rating systems are also available (page 29). Together they make a comprehensive condition rating method for all road types. PASER ratings are accepted for WISLR condition data.

Asphalt pavement distress

PASER uses visual inspection to evaluate pavement surface conditions. The key to a useful evaluation is identifying different types of pavement distress and linking them to a cause. Understanding the cause for current conditions is extremely important in selecting an appropriate maintenance or rehabilitation technique.

There are four major categories of common asphalt pavement surface distress:

Surface defects

Raveling, flushing, polishing.

Surface deformation

Rutting, distortion—rippling and shoving, settling, frost heave.

Cracks

Transverse, reflection, slippage, longitudinal, block, and alligator cracks.

Patches and potholes

Deterioration has two general causes: environmental due to weathering and aging, and structural caused by repeated traffic loadings.

Obviously, most pavement deterioration results from both environmental and structural causes. However, it is important to try to distinguish between the two in order to select the most effective rehabilitation techniques.

The rate at which pavement deteriorates depends on its environment, traffic loading conditions, original construction quality, and interim maintenance procedures. Poor quality materials or poor construction procedures can significantly reduce the life of a pavement. As a result, two pavements constructed at the same time may have significantly different lives, or certain portions of a pavement may deteriorate more rapidly than others. On the other hand, timely and effective maintenance can extend a pavement's life. Crack sealing and seal coating can reduce the effect of moisture in aging of asphalt pavement.

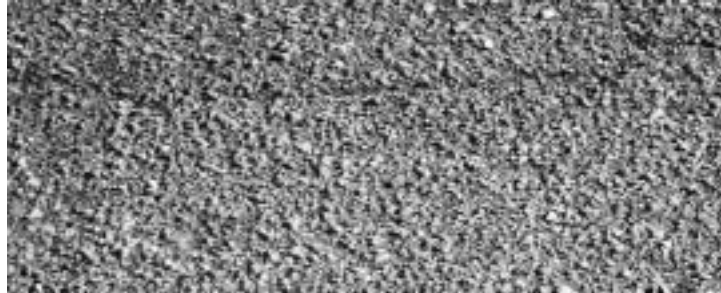
With all of these variables, it is easy to see why pavements deteriorate at various rates and why we find them in various stages of disrepair. Recognizing defects and understanding their causes helps us rate pavement condition and select cost-effective repairs. The pavement defects shown on the following pages provide a background for this process.

Periodic inspection is necessary to provide current and useful evaluation data. It is recommended that PASER ratings be updated every two years, and an annual update is even better.

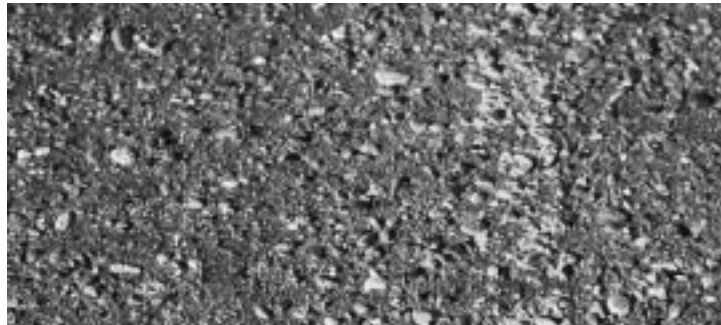
SURFACE DEFECTS

Raveling

Raveling is progressive loss of pavement material from the surface downward, caused by: stripping of the bituminous film from the aggregate, asphalt hardening due to aging, poor compaction especially in cold weather construction, or insufficient asphalt content. Slight to moderate raveling has loss of fines. Severe raveling has loss of coarse aggregate. Raveling in the wheelpaths can be accelerated by traffic. Protect pavement surfaces from the environment with a sealcoat or a thin overlay if additional strength is required.



◀ Slight raveling. Small aggregate particles have worn away exposing tops of large aggregate.



◀ Moderate to severe raveling. Erosion further exposes large aggregate.

Flushing

Flushing is excess asphalt on the surface caused by a poor initial asphalt mix design or by paving or sealcoating over a flushed surface. Repair by blotting with sand or by overlaying with properly designed asphalt mix.



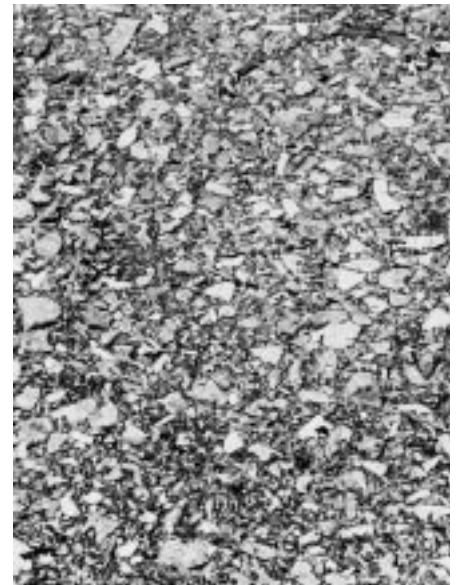
◀ Severe raveling and loss of surface material.

Polishing

Polishing is a smooth slippery surface caused by traffic wearing off sharp edges of aggregates. Repair with sealcoat or thin bituminous overlay using skid-resistant aggregate.

Polished, worn aggregate needs repair. ▼

▶ Flushing. Dark patches show where asphalt has worked to surface.



SURFACE DEFORMATION*Rutting*

Rutting is displacement of material, creating channels in wheelpaths. It is caused by traffic compaction or displacement of unstable material. Severe rutting (over 2") may be caused by base or subgrade consolidation. Repair minor rutting with overlays. Severe rutting requires milling the old surface or reconstructing the roadbed before resurfacing.

◀
Even slight rutting is evident after a rain.



◀
Severe rutting over 2" caused by poor mix design.



◀
Severe rutting caused by poor base or subgrade.

Distortion

Shoving or rippling is surfacing material displaced crossways to the direction of traffic. It can develop into washboarding when the asphalt mixture is unstable because of poor quality aggregate or improper mix design. Repair by milling smooth and overlaying with stable asphalt mix.

Other pavement distortions may be caused by settling, frost heave, etc. Patching may provide temporary repair. Permanent correction usually involves removal of unsuitable subgrade material and reconstruction.

▼ Heavy traffic has shoved pavement into washboard ripples and bumps.



► Severe settling from utility trench.



► Frost heave damage from spring break-up.

▼ Widely spaced, well-sealed cracks.



CRACKS

Transverse cracks

A crack at approximately right angles to the center line is a transverse crack. They are often regularly spaced. The cause is movement due to temperature changes and hardening of the asphalt with aging.

Transverse cracks will initially be widely spaced (over 50'). Additional cracking will occur with aging until they are closely spaced (within several feet). These usually begin as hairline or very narrow cracks; with aging they widen. If not properly sealed and maintained, secondary or multiple cracks develop parallel to the initial crack. The crack edges can further deteriorate by raveling and eroding the adjacent pavement.

Prevent water intrusion and damage by sealing cracks which are more than 1/4" wide.

◀ Sealed cracks, a few feet apart.



▲ Tight cracks less than 1/4" in width.



▲ Open crack – 1/2" or more in width.



▲ Water enters unsealed cracks softening pavement and causing secondary cracks.



▲ Pavement ravels and erodes along open cracks causing deterioration.

Reflection cracks

Cracks in overlays reflect the crack pattern in the pavement underneath. They are difficult to prevent and correct. Thick overlays or reconstruction is usually required.

►
Concrete joints reflected through bituminous overlay.



Slippage cracks

Crescent or rounded cracks in the direction of traffic, caused by slippage between an overlay and an underlying pavement. Slippage is most likely to occur at intersections where traffic is stopping and starting. Repair by removing the top surface and resurfacing using a tack coat.

►
Crescent-shaped cracks characteristic of slippage.



►
Loss of bond between pavement layers allows traffic to break loose pieces of surface.



Centerline crack (still tight). ▶



Edge cracking from weakened subbase and traffic loads. ▼



Longitudinal cracks

Cracks running in the direction of traffic are longitudinal cracks. Center line or lane cracks are caused by inadequate bonding during construction or reflect cracks in underlying pavement. Longitudinal cracks in the wheel path indicate fatigue failure from heavy vehicle loads. Cracks within one foot of the edge are caused by insufficient shoulder support, poor drainage, or frost action. Cracks usually start as hairline or vary narrow and widen and erode with age. Without crack filling, they can ravel, develop multiple cracks, and become wide enough to require patching.

Filling and sealing cracks will reduce moisture penetration and prevent further subgrade weakening. Multiple longitudinal cracks in the wheel path or pavement edge indicate a need for strengthening with an overlay or reconstruction.

▶
First stage of wheelpath cracking caused by heavy traffic loads.



Load-related cracks in wheel path plus centerline cracking. ▼



Multiple open cracks at center line, wheelpaths and lane center. ▼



Block cracks

Block cracking is interconnected cracks forming large blocks. Cracks usually intersect at nearly right angles. Blocks may range from one foot to approximately 10' or more across. The closer spacing indicates more advanced aging caused by shrinking and hardening of the asphalt over time. Repair with sealcoating during early stages to reduce weathering of the asphalt. Overlay or reconstruction required in the advanced stages.

▶
Large blocks, approximately 10' across.



▶
Intermediate-size block cracking, 1'-5' across with open cracks.



▲ **Extensive block cracking in an irregular pattern.**

▶
Severe block cracking – 1' or smaller blocks. Tight cracks with no raveling.



Alligator cracks

Interconnected cracks forming small pieces ranging in size from about 1" to 6". This is caused by failure of the surfacing due to traffic loading (fatigue) and very often also due to inadequate base or subgrade support. Repair by excavating localized areas and replacing base and surface. Large areas require reconstruction. Improvements in drainage may often be required.

◀
Alligator crack pattern. Tight cracks and one patch.

◀
Characteristic "chicken wire" crack pattern shows smaller pavement pieces and patching.

◀
Open raveled alligator cracking with settlement along lane edge most likely due to very soft subgrade.



PATCHES AND POTHOLES

Patches

Original surface repaired with new asphalt patch material. This indicates a pavement defect or utility excavation which has been repaired. Patches with cracking, settlement or distortions indicate underlying causes still remain. Recycling or reconstruction are required when extensive patching shows distress.

►
Typical repair of utility excavation. Patch in fair to good condition.



►
Edge wedging. Pavement edges strengthened with wedges of asphalt. Patch is in very good condition.



►
Extensive patching in very poor condition.





Potholes

Holes and loss of pavement material caused by traffic loading, fatigue and inadequate strength. Often combined with poor drainage. Repair by excavating or rebuilding localized potholes. Reconstruction required for extensive defects.



Small pothole where top course has broken away.



Multiple potholes show pavement failure, probably due to poor subgrade soils, frost heave, and bad drainage.



Large, isolated pothole, extends through base. Note adjacent alligator cracks which commonly deteriorate into potholes.

Rating pavement surface condition

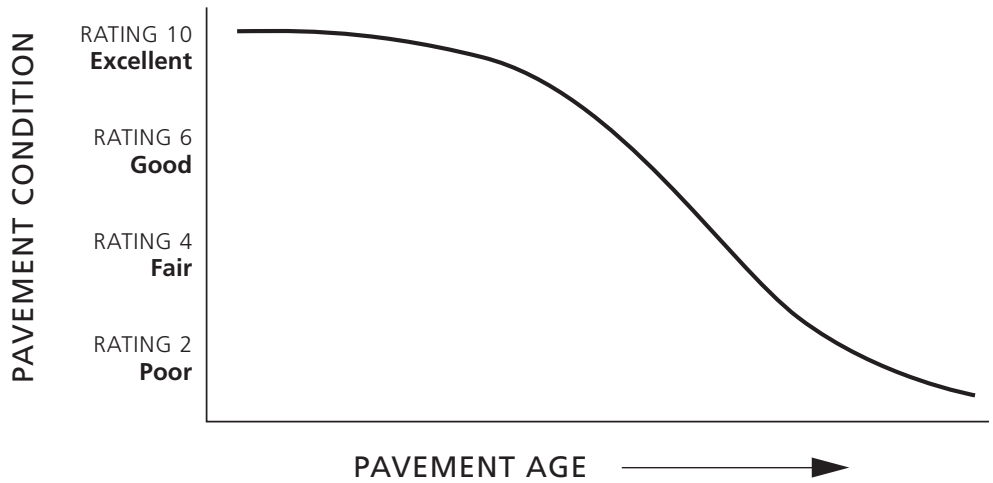
With an understanding of surface distress, you can evaluate and rate asphalt pavement surfaces. The rating scale ranges from **10—excellent** condition to **1—failed**. Most pavements will deteriorate through the phases listed in the rating scale. The time it takes to go from excellent condition (10) to complete failure (1) depends largely on the quality of the original construction and the amount of heavy traffic loading.

Once significant deterioration begins, it is common to see pavement decline rapidly. This is usually due to a combination of loading and the effects of additional moisture. As a pavement ages and additional cracking develops, more moisture can enter the pavement and accelerate the rate of deterioration.

Look at the photographs in this section to become familiar with the descriptions of the individual rating categories. To evaluate an individual pavement segment, first determine its general condition. Is it relatively new,

toward the top end of the scale? In very poor condition and at the bottom of the scale? Or somewhere in between? Next, think generally about the appropriate maintenance method. Use the rating categories outlined below.

Finally, review the individual pavement distress and select the appropriate surface rating. Individual pavements will **not** have all of the types of distress listed for any particular rating. They may have only one or two types.



In addition to indicating the surface condition of a road, a given rating also includes a recommendation for needed maintenance or repair. This feature of the rating system facilitates its use and enhances its value as a tool in ongoing road maintenance.

RATINGS ARE RELATED TO NEEDED MAINTENANCE OR REPAIR

Rating 9 & 10	No maintenance required
Rating 8	Little or no maintenance
Rating 7	Routine maintenance, cracksealing and minor patching
Rating 5 & 6	Preservative treatments (sealcoating)
Rating 3 & 4	Structural improvement and leveling (overlay or recycling)
Rating 1 & 2	Reconstruction

Rating system

Surface rating	Visible distress*	General condition/ treatment measures
10 Excellent	None.	New construction.
9 Excellent	None.	Recent overlay. Like new.
8 Very Good	No longitudinal cracks except reflection of paving joints. Occasional transverse cracks, widely spaced (40' or greater). All cracks sealed or tight (open less than 1/4").	Recent sealcoat or new cold mix. Little or no maintenance required.
7 Good	Very slight or no raveling, surface shows some traffic wear. Longitudinal cracks (open 1/4") due to reflection or paving joints. Transverse cracks (open 1/4") spaced 10' or more apart, little or slight crack raveling. No patching or very few patches in excellent condition.	First signs of aging. Maintain with routine crack filling.
6 Good	Slight raveling (loss of fines) and traffic wear. Longitudinal cracks (open 1/4"–1/2"), some spaced less than 10'. First sign of block cracking. Slight to moderate flushing or polishing. Occasional patching in good condition.	Shows signs of aging. Sound structural condition. Could extend life with sealcoat.
5 Fair	Moderate to severe raveling (loss of fine and coarse aggregate). Longitudinal and transverse cracks (open 1/2") show first signs of slight raveling and secondary cracks. First signs of longitudinal cracks near pavement edge. Block cracking up to 50% of surface. Extensive to severe flushing or polishing. Some patching or edge wedging in good condition.	Surface aging. Sound structural condition. Needs sealcoat or thin non-structural overlay (less than 2")
4 Fair	Severe surface raveling. Multiple longitudinal and transverse cracking with slight raveling. Longitudinal cracking in wheel path. Block cracking (over 50% of surface). Patching in fair condition. Slight rutting or distortions (1/2" deep or less).	Significant aging and first signs of need for strengthening. Would benefit from a structural overlay (2" or more).
3 Poor	Closely spaced longitudinal and transverse cracks often showing raveling and crack erosion. Severe block cracking. Some alligator cracking (less than 25% of surface). Patches in fair to poor condition. Moderate rutting or distortion (1" or 2" deep). Occasional potholes.	Needs patching and repair prior to major overlay. Milling and removal of deterioration extends the life of overlay.
2 Very Poor	Alligator cracking (over 25% of surface). Severe distortions (over 2" deep) Extensive patching in poor condition. Potholes.	Severe deterioration. Needs reconstruction with extensive base repair. Pulverization of old pavement is effective.
1 Failed	Severe distress with extensive loss of surface integrity.	Failed. Needs total reconstruction.

* Individual pavements will not have all of the types of distress listed for any particular rating. They may have only one or two types.

RATING 10 & 9

**EXCELLENT —
No maintenance required**

Newly constructed or recently overlaid roads are in excellent condition and require no maintenance.



▶
RATING 10
New construction.



▶
RATING 9
Recent overlay,
rural.



▶
RATING 9
Recent overlay,
urban.



RATING 8

VERY GOOD —

Little or no maintenance required

This category includes roads which have been recently sealcoated or overlaid with new cold mix. It also includes recently constructed or overlaid roads which may show longitudinal or transverse cracks. All cracks are tight or sealed.



Recent
chip seal.



Recent
slurry seal.

▼ Widely spaced,
sealed cracks.



▲ New cold mix surface.



RATING 7

GOOD —

Routine sealing recommended

Roads show first signs of aging, and they may have very slight raveling. Any longitudinal cracks are along paving joint. Transverse cracks may be approximately 10' or more apart. All cracks are 1/4" or less, with little or no crack erosion. Few if any patches, all in very good condition. Maintain a crack sealing program.

► **Tight and sealed transverse and longitudinal cracks. Maintain crack sealing program.**



► **Tight and sealed transverse and longitudinal cracks.**



► **Transverse cracks about 10' or more apart. Maintain crack sealing program.**





RATING 6

GOOD —
Consider preservative treatment

Roads are in sound structural condition but show definite signs of aging. Seal-coating could extend their useful life. There may be slight surface raveling. Transverse cracks can be frequent, less than 10' apart. Cracks may be 1/4-1/2" and sealed or open. Pavement is generally sound adjacent to cracks. First signs of block cracking may be evident. May have slight or moderate bleeding or polishing. Patches are in good condition.

◀ **Slight surface raveling with tight cracks, less than 10' apart.**

◀ **Transverse cracking less than 10' apart; cracks well-sealed.**



▼ **Large blocks, early signs of raveling and block cracking.**

▼ **Open crack, 1/2" wide; adjoining pavement sound.**

▼ **Moderate flushing.**



RATING 5

FAIR —

Preservative maintenance treatment required

Roads are still in good structural condition but clearly need sealcoating or overlay. They may have moderate to severe surface raveling with significant loss of aggregate. First signs of longitudinal cracks near the edge. First signs of raveling along cracks. Block cracking up to 50% of surface. Extensive to severe flushing or polishing. Any patches or edge wedges are in good condition.

▼ Block cracking with open cracks.



► Moderate to severe raveling in wheel paths.



▼ Severe flushing.



▲ Wedges and patches extensive but in good condition.

Severe raveling with
▼ extreme loss of aggregate.



Load cracking and slight
▼ rutting in wheel path.



RATING 4

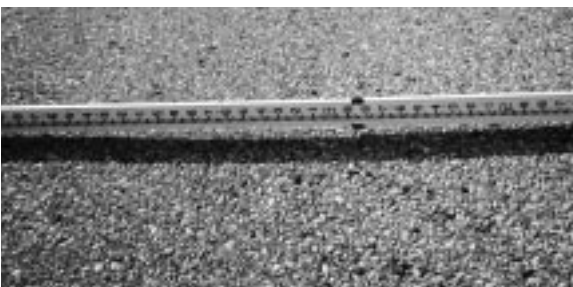
FAIR —
Structural improvement required

Roads show first signs of needing strengthening by overlay. They have very severe surface raveling which should no longer be sealed. First longitudinal cracking in wheel path. Many transverse cracks and some may be raveling slightly. Over 50% of the surface may have block cracking. Patches are in fair condition. They may have rutting less than 1/2" deep or slight distortion.



◀ **Longitudinal cracking; early load-related distress in wheel path. Strengthening needed.**

▼ **Slight rutting; patch in good condition.**



▼ **Extensive block cracking. Blocks tight and sound.**
◀ **Slight rutting in wheel path.**

RATING 3

POOR—

Structural improvement required

Roads must be strengthened with a structural overlay (2" or more). Will benefit from milling and very likely will require pavement patching and repair beforehand. Cracking will likely be extensive. Raveling and erosion in cracks may be common. Surface may have severe block cracking and show first signs of alligator cracking. Patches are in fair to poor condition. There is moderate distortion or rutting (1-2") and occasional potholes.

►
Many wide and raveled cracks indicate need for milling and overlay.



►
2" ruts need mill and overlay.



►
Open and raveled block cracks.



**RATING 3**

POOR — (continued)

Structural improvement required

◀ **Alligator cracking.**
Edge needs repair
and drainage needs
improvement prior
to rehabilitation.

▼ **Distortion with patches**
in poor condition. Repair
and overlay.



RATING 2

**VERY POOR—
Reconstruction required**

Roads are severely deteriorated and need reconstruction. Surface pulverization and additional base may be cost-effective. These roads have more than 25% alligator cracking, severe distortion or rutting, as well as potholes or extensive patches in poor condition.



▶
Extensive alligator cracking. Pulverize and rebuild.



▲ **Severe rutting. Strengthen base and reconstruct.**

▲ **Patches in poor condition, wheelpath rutting. Pulverize, strengthen and reconstruct.**



▶
Severe frost damage. Reconstruct.

RATING 1

**FAILED —
Reconstruction required**

Roads have failed, showing severe distress and extensive loss of surface integrity.



◀
Potholes from frost damage. Reconstruct.



◀
Potholes and severe alligator cracking. Failed pavement. Reconstruct.



◀
Extensive loss of surface. Rebuild.

Practical advice on rating roads

Inventory and field inspection

Most agencies routinely observe roadway conditions as a part of their normal work and travel. However, an actual inspection means looking at the entire roadway system as a whole and preparing a written summary of conditions. This inspection has many benefits over casual observations. It can be helpful to compare segments, and ratings decisions are likely to be more consistent because the roadway system is considered as a whole within a relatively short time.

An inspection also encourages a review of specific conditions important in roadway maintenance, such as drainage, adequate strength, and safety.

A simple written inventory is useful in making decisions where other people are involved. You do not have to trust your memory, and you can usually answer questions in more detail. Having a written record and objective information also improves your credibility with the public.

Finally, a written inventory is very useful in documenting changing roadway conditions. Without records over several years it is impossible to know if road conditions are improving, holding their own, or declining.

Annual budgets and long range planning are best done when based on actual needs as documented with a written inventory.

The Wisconsin DOT local road inventory (WISLR) is a valuable resource for managing your local roads. Adding PASER surface condition ratings is an important improvement.

Averaging and comparing sections

For evaluation, divide the local road system into individual segments which are similar in construction and condition. Rural segments may vary from

1/2 mile to a mile long, while sections in urban areas will likely be 1-4 blocks long or more. If you are starting with the WISLR Inventory, the segments have already been established. You may want to review them for consistent road conditions.

Obviously, no roadway segment is entirely consistent. Also, surfaces in one section will not have all of the types of distress listed for any particular rating. They may have only one or two types. Therefore, some averaging is necessary.

The objective is to rate the condition that represents the majority of the roadway. Small or isolated conditions should not influence the rating. It is useful to note these special conditions on the inventory form so this information can be used in planning specific improvement projects. For example, some spot repairs may be required.

Occasionally surface conditions vary significantly within a segment. For example, short sections of good condition may be followed by sections of poor surface conditions. In these cases, it is best to rate the segment according to the worst conditions and note the variation on the form.

The overall purpose of condition rating is to be able to compare each

segment relative to all the other segments in your roadway system. On completion you should be able to look at any two pavement segments and find that the better surface has a higher rating.

Within a given rating, say 6, not all pavements will be exactly the same. However, they should all be considered to be in better condition than those with lower ratings, say 5. Sometimes it is helpful in rating a difficult segment to compare it to other previously rated segments. For example, if it is better than one you rated 5 and worse than a typical 7, then a rating of 6 is appropriate. Having all pavement segments rated in the proper relative order is most important and useful.

Assessing drainage conditions

Moisture and poor pavement drainage are significant factors in pavement deterioration. Some assessment of drainage conditions during pavement rating is highly recommended. While you should review drainage in detail at the project level, at this stage simply include an overview drainage evaluation at the same time as you evaluate surface condition.



Urban drainage.
RATING:
Excellent

Good rural ditch and driveway culvert. Culvert end needs cleaning.

RATING: Good



Consider both pavement surface drainage and lateral drainage (ditches or storm sewers). Pavement should be able to quickly shed water off the surface into the lateral ditches. Ditches should be large and deep enough to drain the pavement and remove the surface water efficiently into adjacent waterways.

Look at the roadway crown and check for low surface areas that permit ponding. Paved surfaces should have approximately a 2% cross slope or crown across the roadway. This will provide approximately 3" of fall on a 12' traffic lane. Shoulders should have a greater slope to improve surface drainage.

A pavement's ability to carry heavy traffic loads depends on both the pavement materials (asphalt surfacing and granular base) and the strength of the underlying soils. Most soils lose strength when they are very wet. Therefore, it is important to provide drainage to the top layer of the subgrade supporting the pavement structure.

In rural areas, drainage is provided most economically by open ditches that allow soil moisture to drain laterally. As a rule of thumb, the bottom of the ditch ought to be at least one foot below the base course of the pavement in order to drain the soils. This means that minimum ditch depth should be about 2' below the center of the pavement. Deeper ditches, of course, are required to accommodate roadway culverts and maintain the flow line to adjacent drainage channels or streams.

You should also check culverts and storm drain systems. Storm drainage systems that are silted in, have a large accumulation of debris, or are in poor structural condition will also degrade pavement performance.

The T.I.C. publication, *Drainage Manual: Local Road Assessment and Improvement*, describes the elements of drainage systems, depicts them in detailed photographs, and explains how to rate their condition. Copies are available from the Transportation Information Center.

High shoulder and no ditch lead to pavement damage. Needs major ditch improvement for a short distance.

RATING: Fair



No drainage leads to failed pavement.

RATING: Poor



Planning annual maintenance and repair budgets

We have found that relating a normal maintenance or rehabilitation procedure to the surface rating scheme helps local officials use the rating system. However, an individual surface rating should not automatically dictate the final maintenance or rehabilitation technique.

You should consider future traffic projections, original construction, and

pavement strength since these may dictate a more comprehensive rehabilitation than the rating suggests. On the other hand, it may be appropriate under special conditions to do nothing and let the pavement fully deteriorate, then rebuild when funds are available.

Summary

Using local road funds most efficiently requires good planning and accurate identification of appropriate rehabili-

tation projects. Assessing roadway conditions is an essential first step in this process. This asphalt pavement surface condition rating procedure has proved effective in improving decision making and using highway funds more efficiently. It can be used directly by local officials and staff. It may be combined with additional testing and data collection in a more comprehensive pavement management system.

**Transportation
Information
Center
Publications**

Pavement Surface Evaluation and Rating (PASER) Manuals

Asphalt PASER Manual, 2002, 28 pp.

Brick and Block PASER Manual, 2001, 8 pp.

Concrete PASER Manual, 2002, 28 pp.

Gravel PASER Manual, 2002, 20 pp.

Sealcoat PASER Manual, 2000, 16 pp.

Unimproved Roads PASER Manual, 2001, 12 pp.

Drainage Manual

Local Road Assessment and Improvement, 2000, 16 pp.

SAFER Manual

Safety Evaluation for Roadways, 1996, 40 pp.

Flagger's Handbook (pocket-sized guide), 1998, 22 pp.

Work Zone Safety, Guidelines for Construction, Maintenance, and Utility Operations, (pocket-sized guide), 1999, 55 pp.

Wisconsin Transportation Bulletins

- #1 Understanding and Using Asphalt
- #2 How Vehicle Loads Affect Pavement Performance
- #3 LCC—Life Cycle Cost Analysis
- #4 Road Drainage
- #5 Gravel Roads
- #6 Using Salt and Sand for Winter Road Maintenance
- #7 Signing for Local Roads
- #8 Using Weight Limits to Protect Local Roads
- #9 Pavement Markings
- #10 Seal Coating and Other Asphalt Surface Treatments
- #11 Compaction Improves Pavement Performance
- #12 Roadway Safety and Guardrail
- #13 Dust Control on Unpaved Roads
- #14 Mailbox Safety
- #15 Culverts-Proper Use and Installation
- #16 Geotextiles in Road Construction/Maintenance and Erosion Control
- #17 Managing Utility Cuts
- #18 Roadway Management and Tort Liability in Wisconsin
- #19 The Basics of a Good Road
- #20 Using Recovered Materials in Highway Construction
- #21 Setting Speed Limits on Local Roads