



## VILLAGE OF RIVER FOREST REGULAR VILLAGE BOARD MEETING

Monday, October 24, 2022 – 7:00 PM  
Village Hall – 400 Park Avenue – River Forest, IL 60305  
Community Room

### AGENDA

Public comments sent in advance of the meeting shared with the Village President and Board of Trustees. You may submit your written public comments via email in advance of the meeting to: [vbot@vrf.us](mailto:vbot@vrf.us). You may listen to the meeting by participating in a Zoom conference call as follows: dial-in number: 312-626-6799 with meeting ID: 891 4613 6235 and enter Passcode: 806043 or by clicking the link here: <https://us02web.zoom.us/j/89146136235?pwd=cUNtY2pFY2lGWVF5VVRQeGp4TGm5QT09>. If you would like to speak during public comment, please email [mwalsh@vrf.us](mailto:mwalsh@vrf.us) by 4:00 PM on Monday, October 24, 2022. If you would like to watch the livestream, please go to the Village website: <https://www.vrf.us/events/event/2190>.

1. Call to Order/Roll Call
2. Pledge of Allegiance
3. Citizen Comments
4. Elected Official Comments & Announcements
5. Consent Agenda
  - a. Village Board of Trustees Meeting Minutes – October 10, 2022
  - b. Village Board of Trustees Executive Meeting Minutes – October 10, 2022
  - c. A Right-of-Way Encroachment Waiver and Agreement for an Irrigation System in the Public Right-of-Way with the Property Owners at 547 William Street
  - d. Approval of Service Provider Contract Renewal Agreement with Municipal GIS Partners in the amount of \$44,550.00
  - e. Financial Report – September 2022
  - f. Village Administrator's Report
6. Consent Items for Separate Consideration
7. Recommendations of Boards, Commissions, and Committees
8. Unfinished Business
9. New Business
  - a. Approval of a Contract with Thomas Engineering for Village Wide Traffic Study for a not-to-exceed cost of \$98,644.00.
10. Executive Session
11. Adjournment

**VILLAGE OF RIVER FOREST  
REGULAR VILLAGE BOARD OF TRUSTEES MINUTES  
Monday, October 10, 2022**

A regular meeting of the Village of River Forest Board of Trustees was held on Monday, October 10, 2022, at 7:00 p.m. in the Community Room of Village Hall, 400 Park Avenue – River Forest, IL.

**1. CALL TO ORDER/ROLL CALL**

The meeting was called to order at 7:03 p.m. Upon roll call, the following persons were:

Present: President Adduci, Trustees Bachner, Gillis, Vazquez, Johnson, Brennan, O'Connell, Village Clerk Keller

Absent: None

Also Present: Village Administrator Brian Murphy, Assistant to the Village Administrator Matt Walsh, Management Analyst/Deputy Clerk Elijah Bebola, Fire Chief Thomas Gaertner, Police Chief James O'Shea, Assistant Finance Director Keke Boyer, Director of Public Works and Development Services Jeff Loster, Village Attorney Greg Smith.

**2. PLEDGE OF ALLEGIANCE**

President Adduci led the pledge of allegiance.

**3. CITIZEN COMMENTS**

President Adduci stated that citizen comments would occur during the discussion about traffic control.

**4. ELECTED OFFICIAL COMMENTS & ANNOUNCEMENTS**

Trustee O'Connell wished everyone a Happy Columbus and Indigenous Peoples' Day. Trustee O'Connell reminded the public about the Fire Department Open House scheduled for October 15, 2022.

Trustee Johnson also wished everyone happy holidays. Trustee Johnson then stated he attended the Illinois Chamber of Commerce luncheon. The focus of the luncheon discussion was about energy & sustainability, and Trustee Johnson felt that River Forest fits in with the work of many other organizations.

Trustee Brennan expressed satisfaction with the Lake Street sidewalk near Lathrop being open to the public. Trustee Brennan then asked if the Village performed the work. Village Administrator Murphy confirmed that the Village effected the work and charged the Developer. Trustee Brennan then asked what the status is on the updated work

schedule for the Lake & Lathrop project, and whether representatives for the project would attend an upcoming Board meeting. Administrator Murphy explained that the due date for the updated schedule is October 14, 2022 and that the meeting invite still stands. Trustee Brennan stated that she attended a ribbon cutting at Trinity High School for their recent renovations and complimented the improvements. Trustee Brennan also attended the Maywood Fine Arts Pumpkin Patch Parade and stated that LemonAid presented a check for \$44,000+ to the organization.

Clerk Keller had nothing to add to the permanent record.

Trustee Vazquez wished everyone a Happy Columbus Day and Indigenous Peoples' Day and acknowledged Trinity's ribbon cutting ceremony. Trustee Vazquez reminded the public about the upcoming deadline for household hazardous waste pickup registration and that residents have until October 12<sup>th</sup> for Electronic waste. Trustee Vazquez also thanked Deputy Clerk Elijah Bebora for his service and help with Village committees and wished him luck on his new job.

Trustee Gillis stated that she had attended the Tour de Proviso bike event on October 1st in Riverside and attended the Trinity High School ribbon cutting ceremony. Trustee Gillis also informed the group that she had been interviewed by CAN TV about the C4 initiative. She also spoke on solar initiatives.

Trustee Bachner began with a land acknowledgement and wished everyone a Happy Indigenous Day. Ms. Bachner also described a Powwow event in Schiller Park that she attended which was well attended by many Indigenous nations. She also mentioned that she was sorry to see Elijah leaving the village staff.

Village President Adduci wished everyone a Happy Indigenous Peoples' day and Columbus Day and thanked the Trustees for attending various events during her vacation. She noted that National Indigenous Day is September 30<sup>th</sup>. President Adduci thanked Elijah Bebora and wished him luck.

## **5. CONSENT AGENDA**

- a. Village Board of Trustees Meeting Minutes – September 26, 2022
- b. Village Board of Trustees Executive Meeting Minutes – September 26, 2022
- c. A Right-of-Way Encroachment Waiver and Agreement for an Irrigation System in the Public Right-of-Way with the Property Owners at 1431 Bonnie Brae Place
- d. Accounts Payable September 2022 - \$1,580,544.32
- e. Monthly Department Reports – September 2022
- f. Village Administrator's Report

**MOTION** by Trustee Vazquez to approve consent agenda items A-F. Second by Trustee Brennan.

Roll call:

Ayes: Bachner, Gillis, Vazquez, Brennan, Johnson, O'Connell

Absent: None

Nays: None

Motion Passes.

## **6. CONSENT ITEMS FOR SEPARATE CONSIDERATION**

None

## **7. RECOMMENDATIONS OF BOARDS, COMMISSIONS, AND COMMITTEES**

a. Traffic and Safety Commission – Recommendations for, and Action on, a Traffic Study in the Northeast Corner of the Village – Ordinances

President Adduci stated that public comments would be heard now.

Robert Armalas, from 1501 Bonnie Brae, addressed the Village Board and expressed concerns with the methods and findings of the northeast neighborhood traffic study and shared his observations of speeding and traffic violations. Mr. Armalas noted that he sent pictures to the Village Board of the traffic issues. Mr. Armalas stated that the problem is aggressive cut-through traffic and that comprehensive solutions are needed now. He felt the recommendations from the study are inconclusive and will not help the problem. He also noted that the Village is 35 years behind our neighbors in providing a solution. He recommended that Greenfield have permanent solutions, truck restrictions for the entire area, and complete street solutions.

Chris Schwartz, of the 1500 block of William Street, shared concerns about increased traffic and advocated for blocking traffic from North Avenue and Harlem Avenue. He noted that drivers are not abiding by the existing stop signs, etc. and that more stop signs likely won't help.

Todd Harangody, of the 1500 block of William Street, reiterated the concerns of increased traffic in the area and stated his support for his neighbor's requests.

Gary Kagan, of Greenfield Avenue between Bonnie Brae & William, shared his observations of traffic backups during rush hour and dangerous turns off of Harlem Avenue. His biggest concern was turns off/on Greenfield at Harlem.

**MOTION** by Trustee Vazquez to approve the recommendations for and action on a traffic study in the Northeast corner of the Village. Second by Trustee Bachner. The four motions are listed below.

- 1) Motion to restrict traffic on LeMoyne Street to one-way eastbound, between Bonnie Brae & Harlem, install a "right-out only" curb diverter and install all accompanying signage as proposed.



- 2) Motion to install a partial cul-de-sac on Bonnie Brae at the south edge of the east/west alley just south of North Avenue and install the accompanying sign as proposed.
- 3) Motion to install a partial cul-de-sac on the west half of Clinton Place at the south edge of the east/west alley just south of North Avenue and install the accompanying signage as proposed.
- 4) Motion to convert the two-way stop at the intersection of William Street/LeMoyne Street and the one-way stop at Clinton Place/Greenfield Street to all-way stop intersections and modify the all-way stop at Clinton Place/LeMoyne Street such that only the north/south legs of the intersection are required to stop.

Public Works Director Jeff Loster addressed the Village Board. Director Loster provided a brief history of the northeast neighborhood traffic study process and the Traffic and Safety Commission's discussions. At its July meeting, the Commission instructed Traffic Engineers from KLOA to provide more substantial recommendations at its September meeting. At the September Commission meeting, the Commission made the recommendations on a temporary basis in order to elicit feedback on the potential improvements from other residents. This allows the Village to gather data on how well the temporary solutions are working, and how residents respond to the changes. Additional improvements can be made in the future. Director Loster added that a Village-wide traffic study will be performed soon. He also noted that William & Monroe streets will also be taken into account in future efforts.

Trustee Gillis asked whether the Traffic and Safety Commission had tabled the Greenfield Avenue discussion, and Trustee Bachner also asked if Greenfield had been discussed. Director Loster confirmed that Greenfield had not been discussed at length.

Director Loster explained each of the recommendations using aerial photos. The first recommendation is to restrict LeMoyne Street to one-way eastbound by installing a right-only curb diverter and signage.

Trustee O'Connell asked how residents that live near LeMoyne and Bonnie Brae would get to their homes.

Trustee Bachner explained that she lives near that location and that residents would drive down Division to William and around the Priory Campus, and that it was not a large disturbance.

Trustee Vazquez also had questions about the LeMoyne & Harlem recommendation.

Trustee O'Connell stated that he had heard different feedback from residents.

Trustee Johnson also asked about parking being affected.

Trustee Gillis mentioned that each of the recommendations may have an adverse impact on other streets and that needs to be considered. Director Loster stated that the Village-wide traffic study could analyze the impacts.

Director Loster then elaborated on the second recommendation. The recommendation is to install a cul-de-sac on Bonnie Brae at the south edge of the east/west alley just south of North Avenue and install the accompanying signs. There was some discussion about potential impact on the North Avenue businesses. Director Loster explained that the access would not be blocked from North Avenue, and part of the intent is to prevent delivery trucks from residential streets.

Trustee Vazquez asked about where traffic would flow to. He also asked how Oak Park is handling North Ave traffic.

Trustee Brennan questioned the alley access for neighbors.

Director Loster presented the third recommendation, installation of a partial cul-de-sac on the west half of Clinton Place at the south edge of the east/west alley just south of North Avenue and install signage. This partial cul-de-sac prevents southbound traffic, while allowing northbound traffic.

Trustee O'Connell asked Chief O'Shea about the number of violations there are at the existing partial cul-de-sac at Forest Avenue and North Avenue.

Chief O'Shea stated that the Department does not see violations at that location, however there are regular violations at the North Avenue intersections that only have one-way signage.

The fourth recommendation regarding stop sign intersections was then presented.

Director Loster added a fifth recommendation to install a marked crosswalk on Greenfield at the intersection of Bonnie Brae. This does not require Board action.

Trustee Gillis asked if flashing crosswalk signage could be added at the location.

Director Loster stated that Greenfield is a local route and that could be implemented fairly easily.

A resident asked about locations for four-way stop signs on Greenfield.

Director Loster stated that the practice of the Traffic and Safety Commission has been to place stop signs every two blocks, to not have too many signs present. Director Loster added that KLOA offered recommendations for bump outs on Greenfield to slow down traffic.

Trustee Bachner pointed out that Greenfield had not been extensively discussed by the Commission at previous meetings. She noted that Greenfield will just pick up traffic once LeMoyne is restricted.

Trustee O'Connell stated that the Board needs to be careful to act too quickly because of the potential impact on Harlem, Lathrop and Thatcher. Mr. O'Connell recommended that permanent solutions be implemented after the Village-wide study.

President Adduci pointed out that blocking access to Greenfield from Harlem would increase traffic on William Street, especially during Fenwick baseball games.

Trustee Johnson observed that Greenfield traffic reaches faster speeds at William Street.

Clerk Keller stated that residents in that area need relief, specifically from pass-through, non-resident traffic. If the Village decreases traffic counts, that will help increase property values.

Trustees Gillis and Vazquez reminded the group that the improvements would be temporary to test the impacts beyond the specific neighborhood.

President Adduci stated that the Board wants to avoid negatively impacting other streets.

Trustee Gillis stated that the Traffic and Safety Commission's role should not be forgotten, and that the regular traffic request process should be adhered to.

Trustee O'Connell stated that there are no budgeted expenses for improvements.

President Adduci reminded the room that the traffic studies take a significant amount of time and analysis.

Administrator Murphy read the new and revised motions for the Board's consideration.

Motion number four is to be amended as follows, "Motion to approve an ordinance to convert the two-way stop at the intersection of William Street/Lemoyne Street and the two-way stop at William Street/Greenfield to all-way stop intersections."

A new motion is to be added to the omnibus motion is as follows "Motion to approve ordinances to restrict traffic on Greenfield Street to one-way eastbound between the alley and Harlem Avenue, install a "right-out only" curb diverter and install all accompanying signage as proposed."

Trustee Vazquez amended his motion and Trustee Bachner seconded.

There was some discussion about the temporary language for the motions. Trustee Brennan stated that there will be great information gathered from these improvements.

Roll call:

Ayes: Bachner, Gillis, Vazquez, Brennan, Johnson, O'Connell

Absent: None

Nays: None

Motion passes.

## **8. UNFINISHED BUSINESS**

None

## **9. NEW BUSINESS**

a. Approval of a Contract with Nova Collective, LLC. For \$50,000 and Authorize the Village Administrator to Execute the Contract

**MOTION** by Trustee Bachner to approve a contract with Nova Collective, LLC. for \$50,000 and authorize the Village Administrator to execute the contract. Second by Trustee Johnson.

Administrator Murphy provided a summary of the RFP process for a third-party Diversity, Equity and Inclusion consultant. The three Advisory Group co-chairs agreed that Nova Collective submitted the best proposal, and that Nova was received positively by the DEI group.

Trustee O'Connell asked for more information about Nova's experience working with other municipalities.

Administrator Murphy noted that Nova had worked with the Oak Park River Forest Community Foundation. Mr. Murphy deferred to Trustee Bachner.

Trustee Bachner detailed Nova's work for the Oak Park Community Foundation and Fortune 500 companies. She commented that the Village is lucky to have Nova Collective working with us.

Trustee Johnson further explained that Nova had the best understanding of the River Forest area of all the other proposals submitted, and they have a deep roster of consultants.

President Adduci complimented the work Nova performed for the Community Foundation.

Trustee Gillis requested additional information for the selection process on future contract awards. The Board agreed that more information would be helpful in the Board packet.

President Adduci explained the process for requesting RFP's and how they could be summarized for the Board moving forward.

Roll call:

Ayes: Bachner, Gillis, Vazquez, Brennan, Johnson, O'Connell

Absent: None

Nays: None

Motion Passes.

## **10. EXECUTIVE SESSION**

**MOTION** by Trustee Vazquez to enter executive session pursuant to 5 ILCS 120/2(c)(1), to discuss the appointment, employment, compensation, discipline, performance, or dismissal of specific employees of the Village, and under 5 ILCS 120/2(c)(6) to discuss the setting of a price for sale or lease of property owned by the Village, and the Village Board Meeting will adjourn after executive session and will not return to open session. Second by Trustee O'Connell.

Roll call:

Ayes: Bachner, Gillis, Vazquez, Brennan, Johnson, O'Connell

Absent: None

Nays: None

Motion Passes.

## **11. ADJOURNMENT**

The Village Board of Trustees Meeting adjourned and went into executive session at 8:44 p.m.

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Jonathan Keller, Village Clerk



Village of River Forest  
Village Administrator's Office  
400 Park Avenue  
River Forest, IL 60305  
Tel: 708-366-8500

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## MEMORANDUM

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Date: October 11, 2022

To: Catherine Adduci, Village President  
Village Board of Trustees

From: Jeff Loster, Director of Public Works and Development Services  
Seth Jansen, Management Analyst

Subj: License Agreement with Property Owners at 547 William Street for an Underground Sprinkler System in the Public Right-of-Way

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**Issue:** Samantha and Justin Winerman, owners of the property located at 547 William Street, would like to install an underground irrigation system with certain components in the Village right-of-way and needs permission from the Village Board of Trustees to do so.

**Analysis:** The Village Code does not permit obstructions nor does it allow property owners to install anything in the public right-of-way, unless permission is granted by the Village typically through an agreement. The attached agreement is the standard document that is utilized by the Village for these matters.

In an effort to minimize Village expenses for private infrastructure within the public right-of-way that may be damaged/impacted as a result of capital improvement projects in the future, staff has developed a policy that all obstructions that are proposed for installation within the public right-of-way should require a Right-of-Way Encroachment Waiver and Agreement as a condition of permit approval. This will help avoid future damage to the infrastructure by allowing the Village to document the existence of these assets. This is similar to the process followed for any other private infrastructure proposed within public space (e.g. in-pavement heating elements, fences, decorative light pole).

**Recommendation:** Authorize the Village Administrator to execute a right-of-way encroachment waiver and agreement for an irrigation system in the public right-of-way with the property owners at 547 William Street.

**Attachment:** License Agreement with Property Owners of 547 William Street.

**THIS DOCUMENT WAS  
PREPARED BY, AND AFTER  
RECORDING RETURN TO:**

Village of River Forest  
400 Park Avenue  
River Forest, Illinois 60302  
Attention: Village Administrator

[The above space for recording purposes]

**RIGHT-OF-WAY ENCROACHMENT WAIVER AND AGREEMENT**

The undersigned(s) represent that Somnath Basha Calineman is / are the legal owner ("Legal Owner") of real property commonly known as: 547 William St, River Forest, Illinois 60305 PIN(S) #: 15 17 215 004 0000 ("Benefitted Property"), and a survey with the legal description of the Benefitted Property is attached and made a part hereof as "EXHIBIT A".

1. **Ownership.** Legal Owner is undertaking the following "Project" at the above stated Benefitted Property and on adjacent Village of River Forest ("Village") public right-of-way that will encroach on the public right-of-way: Sprinkler System.

2. **Acknowledgment.** Legal Owner understands and acknowledges that the Village of River Forest Village Code does not permit any obstructions in the public right-of-way and does not allow for the placement of the Project underneath the public right-of-way without the Village's express permission.

3. **Repairs.** Legal Owner agrees that the Project placed by Legal Owner or an agent of Legal Owner for the benefit of the Benefitted Property, and which encroach upon the public right-of-way contiguous with the Benefitted Property, will be the responsibility of Legal Owner to maintain, repair, and replace if necessary, at Legal Owner's sole cost and expense, due to any damage by the Village, other public agencies or any other person, for whatever reason, including but not limited to excavation in the public right-of-way for the purposes of repairing a water main break, installation or replacement of a water main, water line, sewer main, sewer lateral line, or other utilities, replacement or reconstruction of the street, or due to normal wear and tear.

4. **Quality of Work.** Legal Owner agrees that any work to be performed on or underneath the public right-of-way shall be in a good and workmanlike manner and in accordance with all applicable federal, state, and county laws and regulations and the Village codes, ordinances, and regulations.

5. **Restoration.** Legal Owner agrees to be solely responsible for any and all costs of restoring any disturbances of the public right-of-way caused by its installation and use of the Project underneath the right-of-way, and any and all repairs or damage to the public right-of-way arising from the use, misuse or damage to same by Legal Owner, or its agents, employees, contractors, subcontractors, successors, invitees, permittees, or assigns, to the satisfaction of the Village. Upon completion of installation or any subsequent repair or maintenance of the Project, Legal Owner shall return the public right-of-way to good order, condition and repair. In the event Legal Owner fails, in a timely manner, to restore any disturbances or make any and all repairs of the public right-of-way as set forth above, the Village may make such restoration or repairs. In the event the Village makes such restorations or repairs, Legal Owner agrees to pay the costs of such restoration or repairs upon written demand, or the Village may remove the Project underneath the right-of-way and/or lien the Benefitted Property for the costs of such restoration or repair. Legal Owner waives all rights and claims of any kind against the Village arising out of the Village's restoration or repair of the public right-of-way or removal of the Project improvements.

6. **No Liens.** Legal Owner shall not place or allow any liens, mortgages, security interests, pledges, claims of others, equitable interests, or other encumbrances to attach to or to be filed against title or ownership of the public right-of-way.

7. **Removal.** If the Village, in its sole discretion, determines that further existence or use of the Project under the public right-of-way is, or will be, hazardous to the public or to the public right-of-way, Legal Owner agrees to, upon written notice by the Village, make modifications or remove the Project at Legal Owner's sole expense to make the Project and/or public right-of-way safe for, and compatible with, public use. In the event Legal Owner fails to make required modifications within a reasonable time frame, or if such modifications cannot be completed within said time frame or Legal Owner fails to begin working expeditiously to render the Project or public right-of-way safe for the public, the Village may make the necessary modifications or remove the Project. In the event the Village installs and / or makes the necessary modifications, Legal Owner shall pay the costs of such modifications or improvements upon written demand of the Village, or the Village may remove the Project underlying its right-of-way and/or lien the Benefitted Property for the costs of such modifications. Notwithstanding any term in this agreement to the contrary, the Village may remove the Project from the public right-of-way, at Legal Owner's cost and expense, in its sole discretion. Legal Owner waives all rights and claims of any kind against the Village arising out of the Village's modifications to the Project or the Public Right-of-Way or removal of the Project.

8. **Indemnification, Defense and Hold Harmless.** Legal Owner agrees and acknowledges that as a condition of the Village granting permission to utilize the public right-of-way abutting the Benefitted Property for the Project, Legal Owner covenants and agrees not to sue and to protect, indemnify, defend, and hold harmless the Village, and its elected officials, employees, agents, volunteers, and attorneys against any and all claims, costs, actions, losses, demands, injuries and expenses of whatever nature ("Claims"), including, but not limited to attorneys' fees, related to this agreement, the Project or the public right-of-way abutting the Benefitted Property and / or from acts or omissions by Legal Owner, its contractors, subcontractors, or agents or employees in maintaining the same and/or conjunction with the use of the public right-of-way abutting the Benefitted Property.



**LEGAL OWNER:**

Name: Evelyn Wideman

Date: 10/7/2022

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### Legal Description

LOT ELEVEN (11) AND THE NORTH HALF OF LOT TEN (10) IN SUBDIVISION OF WEST THREE HUNDRED SIXTY ONE AND FOURTY FIVE ONE HUNDRTHS (361.45) FEET OF LOTS THREE (3), FOUR (4), AND VACATED ALLEY IN THE COUNTY CLERK'S DIVISION OF BLOCK TEN (10) (EXCEPT LOTS ONE (1) AND TWO (2) THEREOF) IN QUICK'S SUBDIVISOIN OF THAT PART OF THE NORTHEAST QUARTER LYING NORTH OF LAKE STREET OF SECTION 12, TOWNSHIP 39 NORTH, RANGE 12, EAST OF THE THRID PRINCIPAL MEDIAN, IN COOK COUNTY, ILLINOIS.



## MEMORANDUM

**DATE:** October 11, 2022

**TO:** Brian Murphy, Village Administrator

**FROM:** Jeff Loster, Director of Public Works and Development Services  
Seth Jansen, Management Analyst

**SUBJECT:** Approval of the 2023 Renewal Agreement with Municipal GIS Partners

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**Issue:** The Village of River Forest joined the GIS Consortium in April of 2015. A renewal of the agreement with the service provider Municipal GIS Partners Inc. (MGP) is required on an annual basis. This agreement and supplemental statement of work is for GIS technical services to be performed in 2023.

**Analysis:** The Village's Geographic Information System (GIS) provides an accurate and interactive map which helps organize vast amounts of information. Assets such as public utilities (sewer, water main, street lights, parkway trees, etc.) can all be accurately represented in geographic space and information such as repair records, maintenance records and photos can all be stored in a manner that directly ties the information to the asset itself. This makes for a much more efficient way to store asset information. Additional information such as parking restrictions, aerial imagery, and zoning districts are also incorporated. Much of this information is shared with the general public through the Village website.

Membership within the GIS Consortium provides a professional level of data management suited to our needs as a municipality. The member agreement and supplemental statement of work is a renewal of service with MGP. The Geographic Information System Consortium (GISC) model is a best practice initiative whereby multiple municipalities collaborate to outsource their GIS technology needs with a single private sector provider. This continues through annual review by the GISC board of directors. Membership provides the Village access to resources that otherwise would be cost-prohibitive for a community of our size. Members apply their GIS investment to solutions and all intellectual property developed by the GISC belongs to its members.

Membership in the consortium resulted in several accomplishments in the past year. The accuracy of utility and infrastructure data has been improved which has allowed for a more streamlined parkway tree inventory. This, in turn, has optimized the Village's ability to track maintenance records for tree plantings, removals and trimming. MGP has also played a critical role in the implementation of the Public Works and Development Services Department's implementation of permit management software. All permits are now tracked geographically

which can allow for an enhanced level of reporting. The creation of informative exhibits and maps can also be streamlined to better define projects and provide more efficient customer service to our residents.

GIS technical service rates are broken down by MGP based on the level of expertise provided. The Village has one technician on site for one day each week. The technical service allotment amounts to an annual cost of \$44,550.00 in 2023, a 3.8% increase from 2022.

**Recommendation:** If the Village Board concurs with Staff's recommendation, the following motion would be appropriate: Motion to approve the Service Provider Contract with Municipal GIS Partners in the amount of \$44,550.00 and authorize the Village Administrator to execute the contract agreement.

## GIS CONSORTIUM SERVICE PROVIDER CONTRACT

This contract (this “**Contract**”) made and entered into this 1st day of January, 2023 (the “**Effective Date**”), by and between the Village of River Forest, an Illinois municipal corporation (hereinafter referred to as the “**Municipality**”), and Municipal GIS Partners, Incorporated, 701 Lee Street, Suite 1020, Des Plaines, Illinois 60016 (hereinafter referred to as the “**Consultant**”).

**WHEREAS**, the Municipality is a member of the Geographic Information System Consortium (“**GISC**”);

**WHEREAS**, the Consultant is a designated service provider for the members of GISC and is responsible for providing the necessary professional staffing resource support services as more fully described herein (the “**Services**”) in connection with the Municipality’s geographical information system (“**GIS**”);

**WHEREAS**, the Municipality desires to engage the Consultant to provide the Services on the terms set forth herein; and

**WHEREAS**, the Consultant hereby represents itself to be in compliance with Illinois statutes relating to professional registration applicable to individuals performing the Services hereunder and has the necessary expertise and experience to furnish the Services upon the terms and conditions set forth herein.

**NOW, THEREFORE**, in consideration of the foregoing and of the promises hereinafter set forth, it is hereby agreed by and between the Municipality and the Consultant that:

### SECTION 1 SCOPE OF SERVICES

1.1 Statement of Work. This Contract contains the basic terms and conditions that will govern the overall relationship between the Consultant and the Municipality. The Consultant will provide the Services described in the statement of work attached hereto as **Attachment 1** (“**Statement of Work**”), which shall become a part of and subject to this Contract.

1.2 Supplemental Statements of Work. Any additional services to be performed by the Consultant may be added to this Contract after the Effective Date by the mutual agreement of the parties, which agreement will be evidenced by mutual execution of a Supplemental Statement of Work which shall also be subject to the terms and conditions set forth in this Contract.

1.3 Additional Compensation. If the Consultant wishes to make a claim for additional compensation as a result of action taken by the Municipality, the Consultant shall give written notice of its claim within fifteen (15) days after occurrence of such action. Regardless of the decision of the Municipality Manager relative to a claim submitted by the Consultant, all work required under this Contract as determined by the Municipality Manager shall proceed without interruption.

1.4 Contract Governs. If there is a conflict between the terms of this Contract and the Statement of Work or any Supplemental Statement of Work, unless otherwise specified in such Statement of Work, the terms of this Contract shall supersede the conflicting provisions contained in such Statement of Work.

## **SECTION 2 PERFORMANCE OF WORK**

2.1 All work hereunder shall be performed under the direction of the Village Manager or their designee (hereinafter referred to as the “*Municipality Manager*”) in accordance with the terms set forth in this Contract and each relevant Statement of Work.

## **SECTION 3 RELATIONSHIP OF PARTIES**

3.1 Independent Contractor. The Consultant shall at all times be an independent contractor, engaged by the Municipality to perform the Services. Nothing contained herein shall be construed to constitute a partnership, joint venture or agency relationship between the parties.

3.2 Consultant and Employees. Neither the Consultant nor any of its employees shall be considered to be employees of the Municipality for any reason, including but not limited to for purposes of workers’ compensation law, Social Security, or any other applicable statute or regulation.

3.3 No Authority to Bind. Unless otherwise agreed to in writing, neither party hereto has the authority to bind the other to any third party or to otherwise act in any way as the representative of the other.

## **SECTION 4 PAYMENT TO THE CONSULTANT**

4.1 Payment Terms. The Municipality agrees to pay the Consultant in accordance with the terms and amounts set forth in the applicable Statement of Work, provided that:

(a) The Consultant shall submit invoices in a format approved by the Municipality.

(b) The Consultant shall maintain records showing actual time devoted to each aspect of the Services performed and cost incurred. The Consultant shall permit the authorized representative of the Municipality to inspect and audit all data and records of the Consultant for work done under this Contract. The Consultant shall make these records available at reasonable times during this Contract period, and for a year after termination of this Contract.

(c) The service rates and projected utilization set forth in the applicable Statement of Work shall adjust each calendar year in accordance with the annual rates approved by the Board of Directors of GISC which shall be reflected in a Supplemental Statement of Work.

(d) Payments to the Consultant shall be made pursuant to the Illinois Local Government Prompt Payment Act (50 ILCS 505/1 et seq.).

(e) The Municipality is a tax-exempt municipality and will provide Consultant with a copy of the Municipality's current sales tax exemption certificate. Consultant shall not charge the Municipality any tax incurred by the Consultant for these Services.

4.2 Service Rates. The fees and/or service rates set forth in the Statement of Work and Supplemental Statement of Work include all applicable federal, state, and local taxes of every kind and nature applicable to the Services as well as all taxes, contributions, and premiums for unemployment insurance, old age or retirement benefits, pensions, annuities, or similar benefits and all costs, royalties and fees arising from the use of, or the incorporation into, the Services, of patented or copyrighted equipment, materials, supplies, tools, appliances, devices, processes, or inventions. All claim or right to claim additional compensation by reason of the payment of any such tax, contribution, premium, costs, royalties, or fees is hereby waived and released by Consultant.

## **SECTION 5 TERM**

5.1 Initial Term. Subject to earlier termination pursuant to the terms of this Contract, the initial term of this Contract shall commence on the Effective Date and remain in effect for one (1) year (the "***Initial Term***").

5.2 Renewal Terms. The Initial Term may be extended for successive one (1) year periods or for any other period as mutually agreed to in writing and set forth in a Supplemental Statement of Work executed by both parties (each, a "***Renewal Term***").

5.3 Status of this Contract. The expiration of the Initial Term or a Renewal Term shall not terminate or affect the obligations of the Parties to each other under any existing Statement of Work or Supplemental Statement of Work issued pursuant to this Contract, and such Statement of Work or Supplemental Statement of Work shall continue in full force and effect and shall continue to be governed by the terms of this Contract until the expiration or completion of such Statement of Work or Supplement Statement of Work or until such Statement of Work or Supplemental Statement of Work is itself terminated pursuant to this Contract.

## **SECTION 6 TERMINATION OF CONTRACT**

6.1 Voluntary Termination. Notwithstanding any other provision hereof, the Municipality may terminate this Contract, any Statement of Work, or any Supplemental Statement of Work during the Initial Term or any Renewal Term, with or without cause, at any time upon ninety (90) calendar days prior written notice to the Consultant. The Consultant may terminate this Contract, any Statement of Work, or any Supplemental Statement of Work, with or without cause, at any time upon one hundred eighty (180) calendar days prior written notice to the Municipality.

6.2 Termination for Breach. Either party may terminate this Contract upon written notice to the other party following a material breach of a material provision of this Contract by the other party if the breaching party does not cure such breach within fifteen (15) days of receipt of written notice of such breach from the non-breaching party.

6.3 Payment for Services Rendered. In the event that this Contract is terminated in accordance with this Section 6, the Consultant shall be paid for services actually performed and reimbursable expenses actually incurred.

6.4 Effect of Termination. Termination of any Statement of Work or Supplemental Statement of Work will have no effect on this Contract. Termination of this Contract will serve to immediately terminate all open Statements of Work and Supplemental Statements of Work, absent a written agreement between the parties otherwise. Termination or expiration of this Contract, any Statement of Work, or any Supplemental Statement of Work will not affect any right or obligation of a party that comes into effect before, upon, or after such termination or expiration, or otherwise survives such termination or expiration, which was incurred by such party prior to such termination or expiration.

## **SECTION 7 CONSULTANT PERSONNEL AND SUBCONTRACTORS**

7.1 Adequate Staffing. The Consultant must assign and maintain during the term of this Contract and any renewal thereof, an adequate staff of competent employees, agents, or subcontractors (“**Consultant Personnel**”) that is fully equipped, licensed as appropriate and qualified to perform the Services as required by the Statement of Work or Supplemental Statement of Work.

7.2 Availability of Personnel. The Consultant shall notify the Municipality as soon as practicable prior to terminating the employment of, reassigning, or receiving notice of the resignation of, any Consultant Personnel assigned to provide the Municipality with the Services. The Consultant shall have no claim for damages and shall not bill the Municipality for additional time and materials charges as the result of any portion of the Services which must be duplicated or redone due to such termination or for any delay or extension of the time of performance as a result of any such termination, reassigning, or resignation.

7.3 Use of Subcontractors. The Consultant’s use of any subcontractor or subcontract to perform the Services shall not relieve the Consultant of full responsibility and liability for the provision, performance, and completion of the Services as required by this Contract. All Services performed under any subcontract shall be subject to all of the provisions of this Contract in the same manner as if performed by employees of the Consultant. Consultant shall be fully responsible and assumes liability for the acts and omissions of all subcontractors directly or indirectly employed by, or working at the direction of, the Consultant in the performance of the Services.

7.4 Removal of Personnel and Subcontractors. Municipality may, upon written notice to Consultant, request that any Consultant Personnel be removed or replaced. Consultant shall promptly endeavor to replace such Consultant Personnel and Municipality shall have no claim for



damages for a delay or extension of the applicable Statement of Work as a result of any such removal or replacement.

7.5 Non-Solicitation of Consultant Employees. The Municipality agrees that during the term of this Contract and for a period of one (1) year thereafter, it shall not, directly or indirectly, through any other person, firm, corporation or other entity, solicit, induce, encourage or attempt to induce or encourage any employee of the Consultant to terminate his or her employment with the Consultant or to breach any other obligation to the Consultant. The Municipality acknowledges that the aforementioned restrictive covenant contained in this Section is reasonable and properly required for the adequate protection of the Consultant's business.

## **SECTION 8**

### **ACCOMMODATION OF CONSULTANT PERSONNEL; MUNICIPAL FACILITIES**

8.1 Facilities, Equipment, and Records. The Municipality shall provide the Consultant with adequate and safe office space, furnishings, records, hardware, software and connectivity to fulfill the objectives of the GIS program. Facilities, equipment, and records include, but are not limited to, the following:

- (a) Office space for the Consultant's Personnel. This space should effectively and securely house all required GIS systems, peripherals and support tools. This space must be available during normal business hours;
- (b) Furnishings including adequate desk(s), shelving, and seating for the Consultant's Personnel;
- (c) A telephone line and phone to originate and receive outside calls;
- (d) A network connection with adequate speed and access to the internet;
- (e) Hardware, software, peripherals, and network connectivity to perform the program objectives efficiently; and
- (f) Any Municipality data or record which is necessary for carrying out the work as outlined in the Contract, Statement of Work or Supplemental Statement of Work.

8.2 Backup and Recovery Systems. The Municipality shall be responsible for installing, operating and monitoring the backup and recovery systems for all the Municipality's GIS assets that permit the Consultant to continue Services within a reasonable period of time following a disaster or outage. The Consultant shall be responsible for installing, operating and monitoring the backup and recovery systems for all Consultant's assets that permit the Municipality to continue accessing the GIS Materials and Services within a reasonable period of time following a disaster or outage.

8.3 Right of Entry; Limited Access. Consultant's Personnel performing Services shall be permitted to enter upon the Municipality's property in connection with the performance of the Services, subject to those rules established by the Municipality. Consent to enter upon a Municipality's facility given by the Municipality shall not create, nor be deemed to imply, the

creation of any additional responsibilities on the part of the Municipality. Consultant's Personnel shall have the right to use only those facilities of the Municipality that are necessary to perform the Services and shall have no right to access any other facilities of the Municipality.

## **SECTION 9**

### **CONFIDENTIAL INFORMATION; INTELLECTUAL PROPERTY; FOIA**

9.1 **Municipal Materials.** The Consultant acknowledges and agrees that all trademarks, service marks, logos, tradenames and images provided by or on behalf of the Municipality to the Consultant for use in performing the Services and the GIS database (including files created from the database) created by Consultant hereunder (the "***Municipal Materials***") are the sole and exclusive property of the Municipality. The Consultant acknowledges that this Contract is not a license to use the Municipal Materials except as needed to perform the Services hereunder.

9.2 **Third-Party Materials.** If applicable, to the extent the Consultant has agreed to obtain and/or license Third-Party Materials on behalf of Municipality, the Consultant shall obtain a license for Municipality to use the Third-Party Materials as part of the Services for the purpose specified in the applicable Statement of Work. "***Third-Party Materials***" shall include, but are not limited to, computer software, script or programming code or other materials owned by third parties and/or any software available from third parties, that is licensed by Consultant for the benefit of the Municipality.

9.3 **GISC Materials.** It is expressly understood that, excluding the Municipal Materials and Third-Party Materials, all members of GISC and the Consultant may use or share in any improvements or modifications incorporated into any computer software (in object code and source code form), script or programming code used or developed by the Consultant in providing Services hereunder (the "***GISC Materials***").

(a) The Consultant hereby grants the Municipality a limited, personal, nontransferable, non-exclusive license to use the GISC Materials solely for the purpose of and in connection with the Municipality's GIS. Upon expiration or termination of this Contract, or at such time the Municipality is no longer a member of GISC or in breach of its obligations hereunder, the Municipality shall not be entitled to or granted a license in future enhancements, improvements or modifications in the GISC Materials. The Municipality may grant a sublicense to a third party that the Municipality engages to maintain or update the GISC Materials in connection with the Municipality's GIS; provided that such third party agrees in writing to be bound by the license restrictions set forth in this Contract.

(b) The Municipality acknowledges that the Consultant is in the business of providing staffing resource support services and that the Consultant shall have the right to provide services and deliverables to third parties that are the same or similar to the services that are to be rendered under this Contract, and to use or otherwise exploit any GISC Materials in providing such services.

9.4 **Confidential Information.** In the performance of this Contract, the Consultant may have access to or receive certain information in the possession of the Municipality that is not generally known to members of the public ("***Confidential Information***"). The Consultant

acknowledges that Confidential Information includes, but is not limited to, proprietary information, copyrighted material, educational records, employee data, financial information, information relating to health records, resident account information, and other information of a personal nature. Consultant shall not use or disclose any Confidential Information without the prior written consent of the Municipality. Consultant will use appropriate administrative, technical and physical safeguards to prevent the improper use or disclosure of any Confidential Information received from or on behalf of the Municipality. Upon the expiration or termination of this Contract, Consultant shall promptly cease using and shall return or destroy (and certify in writing destruction of) all Confidential Information furnished by the Municipality along with all copies thereof in its possession including copies stored in any computer memory or storage medium. The term "Confidential Information" does not include information that (a) is or becomes generally available to the public other than as a result of a breach of this Contract by the Consultant; (b) was in the Consultant's or Consultant Personnel's possession on a non-confidential basis from any source other than the Municipality, which source, to the knowledge of the Consultant, is entitled to disclose such information without breach of any obligation of confidentiality; (c) is independently developed by the Consultant without the use of or reference to, in whole or in part, any Confidential Information; (d) required to be disclosed pursuant to a court order issued by a court having jurisdiction thereof (subject to Section 9.5); or (e) information subject to disclosure under FOIA (as defined below in Section 9.6). For avoidance of doubt, it is agreed that the GISC Materials shall not be considered Confidential Information.

9.5 Dissemination of Confidential Information. Unless directed by the Municipality, Consultant shall not disseminate any Confidential Information. If Consultant is presented with a request for documents by any administrative agency or with a subpoena *duces tecum* regarding any Confidential Information which may be in Consultant's possession as a result of Services provided under this Contract, unless prohibited by law, Consultant shall immediately give notice to the Municipality with the understanding that the Municipality shall have the opportunity to contest such process by any means available to it prior to submission of any documents to a court or other third party. Consultant shall not be obligated to withhold delivery of documents beyond the time ordered by a court of law or administrative agency, unless the request for production or subpoena is quashed or withdrawn, or the time to produce is otherwise extended. Consultant shall cause its personnel, staff and subcontractors, if any, to undertake the same obligations regarding confidentiality and dissemination of information as agreed to by Consultant under this Contract.

9.6 Freedom of Information Act Requests. Within four (4) business days after the Municipality's Notice to the Consultant of the Municipality's receipt of a request made pursuant to the Illinois Freedom of Information Act (ILCS 140/1 et seq. – herein "FOIA"), the Consultant shall furnish all requested records in the Consultant's possession which are in any manner related to this Contract or the Consultant's performance of the Services, including but not limited to any documentation related to the Municipality and associated therewith. The Consultant shall not apply any costs or charge any fees to the Municipality or any other person, firm or corporation for its procurement and retrieval of such records in the Consultant's possession which are sought to be copied or reviewed in accordance with such FOIA request or requests. The Consultant shall defend, indemnify and hold harmless the Municipality including its several departments and including its officers and employees and shall pay all of the Consultant's Costs associated with such FOIA request or requests including Costs arising from the Consultant's failure or alleged failure to timely furnish such documentation and/or arising from the Consultant's failure or alleged

failure otherwise to comply with the FOIA, whether or not associated with the Consultant's and/or the Municipality's defense of any litigation associated therewith. In addition, if the Consultant requests the Municipality to deny the FOIA request or any portion thereof by utilizing one or more of the lawful exemptions provided for in the FOIA, the Consultant shall pay all Costs in connection therewith. As used herein, "in the Consultant's possession" includes documents in the possession of any of the Consultant's officers, agents, employees and/or independent contractors; and "Costs" includes but is not limited to attorneys' fees, witness fees, filing fees and any and all other expenses — whether incurred by the Municipality or the Consultant.

9.7 News Releases. The Consultant may not issue any news releases without prior approval from the Municipality Manager nor will the Consultant make public proposals developed under this Contract without prior written approval from the Municipality Manager.

9.8 Survive Termination. The provisions of Section 9.1 and 9.4 through and including 9.8 shall survive the termination of this Contract.

## **SECTION 10 LIMITATION OF LIABILITY**

10.1 THE REPRESENTATIONS SET FORTH IN THIS CONTRACT ARE EXCLUSIVE AND IN LIEU OF ALL OTHER REPRESENTATIONS AND WARRANTIES, EXPRESS OR IMPLIED, ARISING BY LAW OR OTHERWISE, INCLUDING BUT NOT LIMITED TO ANY FITNESS FOR A PARTICULAR PURPOSE OR ANY IMPLIED WARRANTIES ARISING FROM TRADE USAGE, COURSE OF DEALING OR COURSE OF PERFORMANCE. UNDER NO CIRCUMSTANCES SHALL EITHER THE CONSULTANT OR THE MUNICIPALITY BE LIABLE TO THE OTHER FOR ANY INDIRECT, CONSEQUENTIAL, SPECIAL OR INCIDENTAL DAMAGES, INCLUDING LOST SALES OR PROFITS, IN CONNECTION WITH THIS CONTRACT, EVEN IF IT HAS BEEN ADVISED OF THE POSSIBILITY OF SUCH DAMAGES.

## **SECTION 11 CONSULTANT WARRANTY; INDEMNIFICATION; INSURANCE**

11.1 Warranty of Services. The Consultant warrants that the Services shall be performed in accordance with industry standards of professional practice, care, and diligence practiced by recognized consulting firms in performing services of a similar nature in existence at the time of the Effective Date.

11.2 Indemnification. The Consultant shall indemnify and save harmless the Municipality and its officers, employees, and agents from and against any and all loss, liability and damages of whatever nature, including Workmen's Compensation claims by Consultant's employees, in any way resulting from or arising out of the intentional, willful and wanton, negligent and/or gross negligent actions or omissions of the Consultant, the Consultant's employees and agents.

11.3 Insurance. The Consultant must procure and maintain, for the duration of this Contract, insurance as provided in **Attachment 2** to this Contract.

11.4 No Personal Liability No official, director, officer, agent, or employee of any party shall be charged personally or held contractually liable by or to the other party under any term or provision of this Contract or because of its or their execution, approval or attempted execution of this Contract.

## SECTION 12 GENERAL PROVISIONS

12.1 Equal Employment Opportunity Clause. In the event of the Consultant's non-compliance with the provisions of this Section 12.1 or the Illinois Human Rights Act, 775 ILCS 5/1-101, *et seq.*, as it may be amended from time to time, and any successor thereto (the "**Act**"), the Consultant may be declared ineligible for future contracts or subcontracts with the State of Illinois or any of its political subdivisions or municipal corporations, and this Contract may be cancelled or voided in whole or in part, and other sanctions or penalties may be imposed or remedies invoked as provided by statute or regulation. During the performance of this Contract, the Consultant agrees as follows:

(a) The Consultant will not discriminate against any employee or applicant for employment because of race, color, religion, sex, sexual orientation, marital status, order of protection status, national origin or ancestry, citizenship status, age, physical or mental disability unrelated to ability, military status or an unfavorable discharge from military service; and, further, the Consultant will examine all job classifications to determine if minority persons or women are underutilized and will take appropriate affirmative action to rectify any underutilization.

(b) That, if the Consultant hires additional employees in order to perform this Contract or any portion of this Contract, the Consultant will determine the availability (in accordance with 44 Ill. Admin. C. 750.5, *et seq.*, as it may be amended from time to time, and any successor thereto (the "**Applicable Regulations**")) of minorities and women in the areas from which the Consultant may reasonably recruit and the Consultant will hire for each job classification for which employees are hired in a way that minorities and women are not underutilized.

(c) That, in all solicitations or advertisements for employees placed by the Consultant or on the Consultant's behalf, the Consultant will state that all applicants will be afforded equal opportunity without discrimination because of race, color, religion, sex, sexual orientation, marital status, order of protection status, national origin or ancestry, citizenship status, age, physical or mental disability unrelated to ability, military status or an unfavorable discharge from military service.

(d) That the Consultant will send to each labor organization or representative of workers with which the Consultant has or is bound by a collective bargaining or other agreement or understanding, a notice advising the labor organization or representative of the Consultant's obligations under the Act and the Applicable Regulations. If any labor organization or representative fails or refuses to cooperate with the Consultant in the Consultant's efforts to comply with the Act and the Applicable Regulations, the Consultant will promptly notify the Illinois Department of Human Rights (the "**Department**") and the Municipality and will recruit employees from other sources when necessary to fulfill its obligations under the Contract.

(e) That the Consultant will submit reports as required by the Applicable Regulations, furnish all relevant information as may from time to time be requested by the Department or the Municipality, and in all respects comply with the Act and the Applicable Regulations.

(f) That the Consultant will permit access to all relevant books, records, accounts and work sites by personnel of the Municipality and the Department for purposes of investigation to ascertain compliance with the Act and the Department's Rules and Regulations.

(g) That the Consultant will include verbatim or by reference the provisions of this Section 12.1 in every subcontract awarded under which any portion of the Contract obligations are undertaken or assumed, so that the provisions will be binding upon the subcontractor. In the same manner as with other provisions of this Contract, the Consultant will be liable for compliance with applicable provisions of this Section 12.1 by subcontractors; and further the Consultant will promptly notify the Municipality and the Department in the event any subcontractor fails or refuses to comply with the provisions. In addition, the Consultant will not utilize any subcontractor declared by the Illinois Human Rights Commission to be ineligible for contracts or subcontracts with the State of Illinois or any of its political subdivisions or municipal corporations.

12.2 No Collusion. The Consultant represents and certifies that the Consultant is not barred from contracting with a unit of state or local government as a result of (i) a delinquency in the payment of any tax administered by the Illinois Department of Revenue unless the Consultant is contesting, in accordance with the procedures established by the appropriate revenue act, its liability for the tax or the amount of the tax, as set forth in Section 11-42.1-1 *et seq.* of the Illinois Municipal Code, 65 ILCS 5/11-42.1-1 *et seq.*; or (ii) a violation of either Section 33E-3 or Section 33E-4 of Article 33E of the Criminal Code of 1961, 720 ILCS 5/33E-1 *et seq.*

12.3 Sexual Harassment Policy. The Consultant certifies that it has a written sexual harassment policy in full compliance with Section 2-105(A)(4) of the Illinois Human Rights Act, 775 ILCS 5/2-105(A)(4).

12.4 Compliance with Laws and Grants. Consultant shall give all notices, pay all fees, and take all other action that may be necessary to ensure that the Services are provided, performed, and completed in accordance with all required governmental permits, licenses, or other approvals and authorizations that may be required in connection with providing, performing, and completing the Services, and with all applicable statutes, ordinances, rules, and regulations, including without limitation the Fair Labor Standards Act; any statutes regarding qualification to do business; any statutes prohibiting discrimination because of, or requiring affirmative action based on, race, creed, color, national origin, age, sex, or other prohibited classification, including, without limitation, the Americans with Disabilities Act of 1990, 42 U.S.C. §§ 12101 *et seq.*, and the Illinois Human Rights Act, 775 ILCS 5/1-101 *et seq.* Consultant shall also comply with all conditions of any federal, state, or local grant received by Municipality or Consultant with respect to this Contract or the Services.

12.5 Assignments and Successors. This Contract and each and every portion thereof shall be binding upon the successors and the assigns of the parties hereto; provided, however, that

no assignment, delegation or subcontracting shall be made without the prior written consent of the Municipality.

12.6 Severability. The parties intend and agree that, if any paragraph, subparagraph, phrase, clause, or other provision of this Contract, or any portion thereof, shall be held to be void or otherwise unenforceable, all other portions of this Contract shall remain in full force and effect.

12.7 Third Party Beneficiary. No claim as a third party beneficiary under this Contract by any person, firm, or corporation other than the Consultant shall be made or be valid against the Municipality.

12.8 Waiver. No waiver of any provision of this Contract shall be deemed to or constitute a waiver of any other provision of this Contract (whether or not similar) nor shall any such waiver be deemed to or constitute a continuing waiver unless otherwise expressly provided in this Contract.

12.9 Governing Laws. This Contract shall be interpreted according to the internal laws, but not the conflict of laws rules, of the State of Illinois. Venue shall reside in Cook County, Illinois.

12.10 Headings. The headings of the several paragraphs of this Contract are inserted only as a matter of convenience and for reference and in no way are they intended to define, limit, or describe the scope of intent of any provision of this Contract, nor shall they be construed to affect in any manner the terms and provisions hereof or the interpretation or construction thereof.

12.11 Modification or Amendment. This Contract constitutes the entire Contract of the parties on the subject matter hereof and may not be changed, modified, discharged, or extended except by written amendment or Supplemental Statement of Work duly executed by the parties. Each party agrees that no representations or warranties shall be binding upon the other party unless expressed in writing herein or in a duly executed amendment hereof.

12.12 Attachments. Attachments 1 and 2 are attached hereto, and by this reference incorporated in and made a part of this Contract. In the event of a conflict between any Attachment and the text of this Contract, the text of this Contract shall control.

12.13 Rights Cumulative. Unless expressly provided to the contrary in this Contract, each and every one of the rights, remedies, and benefits provided by this Contract shall be cumulative and shall not be exclusive of any other such rights, remedies, and benefits allowed by law.

12.14 Good Faith Negotiation. Before commencing any legal action, the parties agree to enter into good faith negotiations to resolve any controversy, claim, or dispute (“*Dispute*”). Such good faith negotiations shall commence promptly upon a party’s receipt of notice of any Dispute from the other party and continue for a period of fourteen (14) days or any period of time as mutually agreed upon.

12.15 Notices. All notices, reports and documents required under this Contract shall be in writing (including prepaid overnight courier, electronic transmission or similar writing) and shall

be given to such party at its address or e-mail address set forth below, or at such other address or e-mail address as such party may hereafter specify from time to time. Each such notice shall be effective (i) if given by first class mail or prepaid overnight courier, when received, or (ii) if sent to an e-mail address, upon the sender's receipt of an acknowledgment from the intended recipient (such as by the "return receipt requested" function, as available, return e-mail or other written acknowledgment).

If to Municipality: Village of River Forest  
400 Park Ave  
River Forest, IL 60305  
Attention: Jeff Loster  
E-mail: jloster@vrf.us

If to Consultant: Municipal GIS Partners, Incorporated  
701 Lee Street, Suite 1020  
Des Plaines, IL 60016  
Attention: Thomas Thomey  
E-mail: tthomey@mgpinc.com

12.16 Force Majeure. No party to this Contract shall be responsible or liable for, or deemed in breach hereof because of, any delay in the performance of its respective obligations under this Contract to the extent that such delay is due substantially to circumstances beyond the party's reasonable control and without the fault or negligence of the party experiencing such delay. Such circumstances may include, but are not limited to, any act of God, fire or other casualty, epidemic, quarantine, "stay home" or similar order, epidemic, quarantine, "stay home" or similar order, strike or labor dispute, embargo, war or violence, act of terrorism, or any law, order, proclamation, ordinance, demand, requirement, action or inaction of any national, state, provincial, local, or other government or governmental agency (each, a "***Force Majeure***"). Upon the occurrence of a Force Majeure, the party experiencing the Force Majeure shall notify the other party in writing immediately following such Force Majeure, but in no case later than three (3) business days after such party becomes aware of the occurrence of the Force Majeure. The written notification shall provide a reasonably detailed explanation of the Force Majeure.

12.17 Counterpart Execution. This Contract, Statement of Work or any Supplemental Statement of Work may be executed in several counterparts, each of which, when executed, shall be deemed to be an original, but all of which together shall constitute one and the same instrument.

12.18 Tort Immunity Defenses. Nothing contained in the Contract is intended to constitute, and nothing in the Contract will constitute, a waiver of the rights, defenses, and immunities provided or available to the Municipality under the Local Governmental and Governmental Employees Tort Immunity Act, 745 ILCS 10 et seq. or any other applicable State law.

**[REMAINDER INTENTIONALLY LEFT BLANK; SIGNATURE PAGE FOLLOWS]**



**IN WITNESS WHEREOF**, the undersigned have placed their hands and seals hereto as of the date first above written.

ATTEST:

**VILLAGE OF RIVER FOREST**

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Its: \_\_\_\_\_

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Its: \_\_\_\_\_

ATTEST:

**CONSULTANT: MUNICIPAL GIS  
PARTNERS, INCORPORATED**

By: Donna J. Thomey  
Name: Donna Thomey  
Its: Management Support Specialist

By: Thomas A. Thomey  
Name: Thomas A. Thomey  
Its: President

**Attachment 1**

**Statement of Work  
to  
GIS Consortium Service Provider Contract**

(see attached)

**Attachment 2**

**Insurance  
to  
GIS Consortium Service Provider Contract**

(see attached)



## **Attachment 1 - Statement of Work**

### **To GIS Consortium Service Provider Contract**

### **About Municipal GIS Partners (MGP)**

MGP (the Consultant) is the Service Provider to the GIS Consortium (GISC). It is necessary that each GISC member enter into an annual agreement with the Consultant (GISC Service Provider) to maintain their standing as a GISC member.

GISC Membership includes:

- Complete GIS program staffing with technology cost distribution across GISC members
- User and license access to all membership solutions and products
- Access to and participation in collaborative opportunities to share ideas and solutions

The Included Services section below expands on services provided by this agreement.

### **General Purpose**

The Consultant will perform all or part of the Village of River Forest (the Municipality) geographic information system (GIS) management, development, operation, and maintenance as directed by the Municipality. In addition to supporting the GIS program, the Consultant will identify opportunities for continued program development and enhancement.

### **Program Staffing**

The Consultant provides all the requisite staffing and skillsets required to manage the Municipality program including:

- Technical professionals assigned directly to the Municipality
- Advanced technical support staff for analysis, system integration, and escalation
- Systems analysts for ensuring product, solution, and infrastructure performance
- Professional program managers for ensuring service levels

#### **Direct Program Hours**

Services related to the direct management, development, operation, and maintenance of the Municipality program required to support the system

#### **Team Access During Normal Working Hours**

The Consultant typically works Monday through Friday 8:00AM to 5:00PM. The Municipality has direct access to the staff assigned to the Municipality. Alternatively, the Municipality can call the Consultant's general telephone number or submit an email to Consultant's service desk for service.

### **Emergency Event Support**

The Consultant will support Municipality emergency events within a reasonable timeframe of notification and work to staff the event for its duration. These services are not limited to normal business hours.

The Service Level section below expands on the program staffing services included in this agreement.

### **Staffing Allocation**

Pursuant to the GISC membership agreement and bylaws all members must contract for a service level consistent with the allocation practices as prescribed by the GISC. The direct program staffing allocation for the Municipality for this agreement period is:

**Agreement Period: January 1, 2023, through December 31, 2023**

**Direct Program Hours: 330.00**

**Onsite presence: Average of 3.09 days per month**; estimated based upon 90 percent of the direct program hours, provided the Municipality and Consultant shall consult with each other in good faith from time to time on the advisability of flexible work arrangements whereby the program hours may be completed off-site, particularly in circumstances where the assigned staff and program are meeting or exceeding expectations.

### **Fees and Expenses**

The monthly fee for the staffing allocation is **\$3,712.50** per month. The total contract value for the agreement period is **\$44,550.00**.

### **Included Services**

This section identifies the professional staffing, products and solutions, and business structures included in this service agreement. The Municipality is responsible for identifying and prioritizing the aspects of the services that are most important. The Consultant is responsible for implementing those priorities and communicating progress.

### **Staffing and Program Management**

The Consultant provides the required staffing and organization with the skills and expertise to manage, develop, and maintain the system per the Municipality's priorities which includes GISC shared infrastructure, platforms, products and solutions. Services include:

1. Program consulting and reporting with all Municipality departments
2. Data creation, management, and quality control
3. Project identification, management, and delivery
4. Shared solution implementation
5. ERP and department system GIS integration
6. User training and onboarding
7. Resource management and scheduling

## **Data Management**

The Consultant is responsible for managing the GIS and related data based on priorities as directed by the Municipality.

### **Primary Layers:**

Addresses, parcels, buildings, streets, railroads, water utilities, sewer utilities, municipal boundary, zoning districts, planned unit developments, variances, TIF districts, special use permits, annexations, signs, trees, recreation areas, bike paths, water features, school districts, emergency response boundaries, refuse collection, and legislative districts.

### **Municipality Priority Layers**

The Consultant's local government data model has over 260 standard layers. Included in this service is the identification, creation, and management of layers as directed by the Municipality.

### **Data Quality**

One of the primary accountabilities of the Consultant is to ensure that Primary and Municipality Priority layers are of high-quality. Practices employed include:

1. Daily data quality reporting and alerting
2. Mistake proofing databases, processes, and productivity tools
3. Address Verification to identify discrepancies between Municipality ERP and department systems
4. Utility system integrity leveling for completeness, field accuracy and timeliness
5. Formation and support of key data stakeholder teams
6. Data management documentation for Municipality layers

## **Products and Solutions**

GISC Membership includes unlimited access to the products and solutions developed by the Consultant for the GISC and its members. The Consultant is accountable for:

1. Collaboration with third party vendors and partners
2. Deploying shared solutions for the Municipality
3. Identifying and communicating new solution opportunities
4. Managing existing solutions to agreed service levels
5. Infrastructure monitoring, alerting and mitigation
6. Patching, updating, and securing shared infrastructure
7. Researching and evaluating opportunities for development
8. Resource planning and scheduling
9. Scalability planning and right sizing
10. Technical documentation
11. Testing and quality certification

### **Solution List**

The following are the primary products and solutions provided by the Consultant through membership in the GISC:

1. **Address Pre-Check:** A tool to standardize address data in Municipality systems and workflows.

2. **Address Verification:** A product to assess and score community address quality across department systems.
3. **Asset Management and Manager Dashboards:** A solution that enables the Municipality to manage and visualize infrastructure data and maintenance
4. **Community Map Viewer:** A publicly accessible map viewer designed for residents and businesses
5. **Community-Portal:** An address-based portal that integrates and organizes department data for staff, residents, and local businesses
6. **Financial Forecasting:** A tool to project future infrastructure replacement costs
7. **Local Government Data Model:** A database standard developed for, and in partnership, with members of the GISC
8. **myGIS:** A secure staff accessible mapping system to discover and analyze all Municipality GIS data
9. **Story Maps:** A customizable web application to communicate information to the public in a simple and meaningful way
10. **Utility Leveling:** A data quality measurement system to assess the ability of utility data to support local government business processes

#### **Service Level Agreement**

The Consultant is responsible for managing the quality and availability of GISC infrastructure and solutions. These parameters are determined by GISC Board policy and included in these services.



## Attachment 2 - Insurance

### To GIS Consortium Service Provider Contract

#### Consultant's Insurance

Consultant shall procure and maintain, for the duration of this Contract, insurance against claims for injuries to persons or damages to property, which may arise from or in connection with the performance of the work hereunder by the Consultant, its agents, representatives, employees or subcontractors.

A. Minimum Scope of Insurance: Coverage shall be at least as broad as:

1. Insurance Services Office Commercial General Liability occurrence form CG 0001 with the Municipality named as additional insured, on a form at least as broad as the ISO Additional Insured Endorsement CG 2010 and CG 2026.
2. Insurance Service Office Business Auto Liability coverage form number CA 0001, Symbol 01 "Any Auto" with the Municipality named as additional insured, on a form at least as broad as the ISO Additional Insured Endorsement.
3. Workers' Compensation as required by the Labor Code of the State of Illinois and Employers' Liability insurance (the policy shall include a 'waiver of subrogation').

B. Minimum Limits of Insurance: Consultant shall maintain limits no less than:

1. Commercial General Liability: \$1,000,000 combined single limit per occurrence for bodily injury, personal injury and property damage. The general aggregate shall be twice the required occurrence limit. Minimum General Aggregate shall be no less than \$2,000,000 or a project/contract specific aggregate of \$1,000,000.
2. Business Automobile Liability: \$1,000,000 combined single limit per accident for bodily injury and property damage.
3. Workers' Compensation and Employers' Liability: Workers' Compensation coverage with statutory limits and Employers' Liability limits of \$500,000 per accident.

C. Deductibles and Self-Insured Retentions: Any deductibles or self-insured retentions must be declared to and approved by the Municipality. At the option of the Municipality, either: (1) the insurer shall reduce or eliminate such deductibles or self-insured retentions as it respects the Municipality, its officials, agents, employees and volunteers; or (2) the Consultant shall procure a bond guaranteeing payment of losses and related investigation, claim administration and defense expenses.



D. Other Insurance Provisions: The policies are to contain, or be endorsed to contain, the following provisions:

1. General Liability and Automobile Liability Coverages: The Municipality, its officials, agents, employees and volunteers are to be covered as insureds as respects: liability arising out of activities performed by or on behalf of the Consultant; products and completed operations of the Consultant; premises owned, leased or used by the Consultant; or automobiles owned, leased, hired or borrowed by the Consultant. The coverage shall contain no special limitations on the scope of protection afforded to the Municipality, its officials, agents, employees and volunteers.
2. The Consultant's insurance coverage shall be primary as respects the Municipality, its officials, agents, employees and volunteers. Any insurance or self-insurance maintained by the Municipality, its officials, agents, employees and volunteers shall be excess of Consultant's insurance and shall not contribute with it.
3. Any failure to comply with reporting provisions of the policies shall not affect coverage provided to the Municipality, its officials, agents, employees and volunteers.
4. The Consultant's insurance shall contain a Severability of Interests/Cross Liability clause or language stating that Consultant's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.
5. If any commercial general liability insurance is being provided under an excess or umbrella liability policy that does not "follow form," then the Consultant shall be required to name the Municipality, its officials, employees, agents and volunteers as additional insureds
6. All general liability coverages shall be provided on an occurrence policy form. Claims-made general liability policies will not be accepted.
7. The Consultant and all subcontractors hereby agree to waive any limitation as to the amount of contribution recoverable against them by the Municipality. This specifically includes any limitation imposed by any state statute, regulation, or case law including any Workers' Compensation Act provision that applies a limitation to the amount recoverable in contribution such as *Kotecki v. Cyclops Welding*. Consultant agrees to indemnify and defend the Municipality from and against all such loss, expense, damage or injury, including reasonable attorneys' fees, which the Municipality may sustain as a result of personal injury claims by Consultant's employees, except to the extent those claims arise as a result of the Municipality's own negligence.

E. All Coverages: Each insurance policy required by this paragraph shall be endorsed to state that coverage shall not be suspended, voided, cancelled, reduced in coverage or in limits except after thirty (30) days prior written notice by certified mail, return receipt requested, has been given to the Municipality.

- F. Acceptability of Insurers: Insurance is to be placed with insurers with a Best's rating of no less than A-, VII and licensed to do business in the State of Illinois.
- G. Verification of Coverage: Consultant shall furnish the Municipality with certificates of insurance naming the Municipality, its corporate authorities, officials, officers, agents, employees, and volunteers as additional insured's and with original endorsements, affecting coverage required herein. The certificates and endorsements for each insurance policy are to be signed by a person authorized by that insurer to bind coverage on its behalf. The certificates and endorsements are to be received and approved by the Municipality before any work commences. The Municipality reserves the right to request full certified copies of the insurance policies and endorsements.



## Village of River Forest

### MONTHLY FINANCE REPORT Fiscal Year 2023 through September 30, 2022

This report includes financial information for Fiscal Year 2023 through September 30, 2022 which represents 41.67% of the fiscal year. A revenue and expenditure report by fund and account and an investment report for September 2022 are attached.

#### GENERAL FUND

#### Revenues, Expenditures and Changes in Fund Balance Fiscal Year 2023 through September 30, 2022

	2023		Percent
	Budget	Actual	Rec/ Exp
<b>REVENUES</b>			
<b>Taxes</b>			
Property Taxes	\$6,931,715	\$62,629	0.90%
General Sales Taxes	2,112,388	941,040	44.55%
Non Home Rule Sales Tax	880,440	431,487	49.01%
Utility Taxes	622,519	292,162	46.93%
Restaurant Tax	172,794	68,195	39.47%
Telecommunications Tax	170,796	75,998	44.50%
Real Estate Transfer Tax	133,952	65,118	48.61%
Local Gasoline Tax	101,988	41,019	40.22%
Cannabis State Excise Tax	21,091	8,003	37.95%
<b>Intergovernmental Revenue</b>			
Personal Property Replacement Tax	272,241	186,475	68.50%
Use Tax	439,388	183,956	41.87%
State Income Taxes	1,550,159	863,852	55.73%
<b>Licenses and Permits</b>			
1,243,778	767,069	61.67%	
<b>Charges for Services</b>			
Garbage Collections	1,176,068	462,314	39.31%
Other Charges for Services	802,871	755,568	94.11%
<b>Fines</b>			
260,381	69,024	26.51%	
<b>Investment Income</b>			
76,725	(31,646)	-41.25%	
<b>Grants and Contributions</b>			
778,376	761,690	97.86%	
<b>Miscellaneous Revenues</b>			
441,436	77,595	17.58%	
<b>TOTAL REVENUES</b>	<b>\$18,189,106</b>	<b>\$6,081,548</b>	<b>33.44%</b>
<b>EXPENDITURES</b>			
Administration	\$ 1,848,735	\$ 702,705	38.01%
E911	242,694	80,606	33.21%
Boards & Commissions	212,260	18,226	8.59%
Building and Development	567,137	191,153	33.70%
Legal Services	233,000	51,844	22.25%
Police Department	7,139,367	1,982,046	27.76%
Fire Department	5,306,241	1,497,707	28.23%
Public Works	2,978,449	981,908	32.97%
<b>TOTAL EXPENDITURES</b>	<b>\$18,527,883</b>	<b>\$5,506,195</b>	<b>29.72%</b>
<b>NET CHANGE IN FUND BALANCE</b>	<b>(\$338,777)</b>	<b>\$575,353</b>	

#### Revenues

Fiscal year-to-date revenue collections are at 33.44%. Property Tax Revenue is at .90% because collections on the 2<sup>nd</sup> installment of the 2021 levy do not get collected until September or later. The assessor's office has stated that there is a delay in the issuance of second-installment bills, which in turn will delay the due date for

collections. Sales tax and non-home rule sales tax revenues are for the month of June. Inflation has reached levels that have not been seen for many years. This effects both revenues and expenditures and staff continues to monitor this and will make adjustments as needed.

Use tax is as expected and is also for the Month of June. Real Estate Transfer Tax revenues are based on the timing of real estate sales and the increase being seen in the housing market. Utility tax payments are typically elevated during the warmer summer (electric) and cooler winter (gas) months and vary based on weather conditions. The Village continues to see growth in the Cannabis State Excise taxes. These revenues are to be used for public safety initiatives.

Income tax receipts are higher than projected. This has been fueled by the rebounding labor market and extraordinary corporate income tax collections. The payment received in September is for August 2022 collections. We continue to see higher revenue collections each month. The FY 2023 State budget includes an additional .10% in LGDF payments to municipalities. Personal Property Replacement Tax revenues continue to exceed projections. In the most recent update from the Illinois Municipal League, this reflects an improving economy generating exceptionally high corporate earnings and profits. The local gasoline tax is generating what has been projected. License and permit revenue includes spring building permit activity and the 2022 vehicle license revenue collections. Vehicle licenses were due July 14<sup>th</sup>. Revenue from Ambulance billings has increased due to the Ground Emergency Medical Transportation (GEMT) reimbursement program that the Village now participates in. Grants and contributions include the second tranche payment from The American Rescue Plan Act of 2021. Allocations to communities were on a per-capita basis and were distributed in two payments.

### **Expenditures**

Expenditures are at 29.72% of the budgeted amount. Salaries and benefits, with the exception of overtime, include payment for services rendered through the end of the month. All expenditures are in line with projections or below because there is about a month lag between the time that goods are received or services are performed, and when the vendor payment is made for the goods or services. Payments made after April 30th for goods received and services performed prior to May 1st were posted to the prior fiscal year.

### **WATER AND SEWER FUND**

#### **Revenues, Expenditures and Changes in Net Position Fiscal Year 2023 through September 30, 2022**

	<b>2023</b>		<b>Percent Rec/Exp</b>
	<b>Budget</b>	<b>Actual</b>	
Operating Revenues			
Permit Fees	\$ 23,000	\$ 18,150	78.91%
Water Sales	3,520,686	1,526,156	43.35%
Sewer Sales	2,229,926	939,855	42.15%
Water Penalties	28,969	8,218	28.37%
Miscellaneous	18,453	10,849	58.79%
Total Operating Revenues	\$ 5,821,034	\$ 2,503,228	43.00%
Operating Expenses			
Salaries and Benefits	\$ 1,251,006	\$ 481,720	38.51%
Contractual Services	884,194	224,658	25.41%
Water From Chicago	1,894,725	675,324	35.64%
Materials and Supplies	260,506	26,879	10.32%
Depreciation/Debt Service	1,297,901	458,573	35.33%
Transfer to CERF	111,467	46,445	41.67%
Operating Expenses including Depreciation	\$ 5,699,799	\$ 1,913,599	33.57%
Operating Revenues over Operating Exp	\$ 121,235	\$ 589,629	
Capital Improvements	\$ (628,000)	\$ (52,649)	8.38%
Total Revenues over Expenses	\$ (506,765)	\$ 536,980	

Water and Sewer revenues are as projected and includes some summer consumption. Overall expenses are lower due to the delay in receiving and paying invoices for commodities and contractual services. There is a one-month lag in payments to the City of Chicago for FY 2023 water usage. Debt Service expenses include the May payment on the IEPA loan.

### **REVENUES AND EXPENDITURES VS. BUDGET – OTHER FUNDS**

Fund #	Fund	Revenues			Expenditures		
		2023 Budget	2023 YTD Actual	% Rec	2023 Budget	2023 YTD Actual	% Exp
03	Motor Fuel Tax	\$ 599,883	\$ 313,877	52.32%	\$ 544,826	\$ -	0.00%
05	Debt Service Fund	\$ 263,830	\$ 4,487	1.70%	\$ 278,934	\$ -	0.00%
13	Cap Equipmnt Replcmnt	\$ 963,850	\$ 318,026	33.00%	\$ 726,864	\$ 44,749	6.16%
14	Capital Improvement	\$ 1,141,857	\$ 40,012	3.50%	\$ 3,325,446	\$ 351,507	10.57%
31	TIF-Madison	\$ 672,264	\$ 7,809	1.16%	\$ 724,284	\$ 33,076	4.57%
32	TIF-North	\$ 362,018	\$ 9,285	2.56%	\$ 360,000	\$ 3,420	0.95%
35	Infrastructure Imp Bond	\$ 93	\$ 3,983	100.00%	\$ 256,590	\$ 2,073	0.81%

### **CASH AND INVESTMENTS**

Fund #	Fund	Cash and Money Markets	IMET Convenience Fund	Investments	Total
1	General	\$ 3,425,689	\$ 20,260	\$ 3,594,015	\$ 7,039,964
3	Motor Fuel Tax	\$ 932,444	\$ -	\$ 237,998	\$ 1,170,442
5	Debt Service Fund	\$ 286,076	\$ 34,648	\$ -	\$ 320,724
13	Capital Equip Replacemen	\$ 480,101	\$ 239,450	\$ 3,453,645	\$ 4,173,196
14	Capital Improvement	\$ 2,592,113	\$ -	\$ 633,723	\$ 3,225,836
31	TIF-Madison Street	\$ 1,081,006	\$ -	\$ -	\$ 1,081,006
32	TIF- North Avenue	\$ 569,549	\$ -	\$ -	\$ 569,549
35	Infrastructure Imp Bond	\$ 569,268	\$ -	\$ -	\$ 569,268
2	Water & Sewer	\$ 1,801,979	\$ 178,842	\$ 482,250	\$ 2,463,071
<b>Total</b>		<b>\$ 11,738,225</b>	<b>\$ 473,200</b>	<b>\$ 8,401,631</b>	<b>\$ 20,613,056</b>

### **SEPTEMBER 2022 FINANCE ACTIVITIES**

1. The Finance Director and the Assistant Finance Director attended the Illinois Government Finance Officer's Association annual conference in Peoria, Illinois. They participated in several sessions pertaining to the most recent updates to public accounting standards and best practices.
2. The drafts of the Police and Fire Pension Fund Annual Tax Levy Actuarial Valuations were received. Finance is in the process of reviewing and preparing the estimated tax levy for the Board.
3. The FY 2022 GEMT cost report was prepared and filed.
4. Staff continues to work with Watersmart to prepare to go live in October with the new online customer portal where customers will be able to monitor and see water usage in real time.

# General Ledger

## Village of River Forest

User: rmcadams  
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 Period 05 - 05  
 Fiscal Year 2023



Account Number	Description	Budget	Beg Bal	Debits	Credits	End Bal	Remaining	% ExpCol
<b>01</b>	<b>General Fund</b>							
<b>00</b>								
01-00-00-41-1000	Property Tax-Prior Years	3,379,362.00	62,628.65	0.00	0.00	62,628.65	3,316,733.35	1.85
01-00-00-41-1021	Property Tax-Current Year	3,552,353.00	0.00	0.00	0.00	0.00	3,552,353.00	0.00
	<b>Property Taxes</b>	<b>6,931,715.00</b>	<b>62,628.65</b>	<b>0.00</b>	<b>0.00</b>	<b>62,628.65</b>	<b>6,869,086.35</b>	<b>0.90</b>
01-00-00-41-1150	Replacement Tax	272,241.00	186,474.75	0.00	0.00	186,474.75	85,766.25	68.50
01-00-00-41-1190	Restaurant Tax	172,794.00	51,722.52	0.00	16,472.88	68,195.40	104,598.60	39.47
01-00-00-41-1200	Sales Tax	2,112,388.00	738,019.96	0.00	203,019.53	941,039.49	1,171,348.51	44.55
01-00-00-41-1205	State Use Tax	439,388.00	142,734.69	0.00	41,221.46	183,956.15	255,431.85	41.87
01-00-00-41-1210	Non-Home Rule Sales Tax	880,440.00	338,101.04	0.00	93,385.51	431,486.55	448,953.45	49.01
01-00-00-41-1250	Income Tax	1,550,159.00	760,615.87	0.00	103,236.38	863,852.25	686,306.75	55.73
01-00-00-41-1450	Transfer Tax	133,952.00	52,730.00	0.00	12,388.00	65,118.00	68,834.00	48.61
01-00-00-41-1460	Communication Tax	170,796.00	60,430.94	0.00	15,567.41	75,998.35	94,797.65	44.50
01-00-00-41-1475	Utility Tax Elec	443,382.00	149,053.41	93,385.51	141,323.11	196,991.01	246,390.99	44.43
01-00-00-41-1480	Utility Tax Gas	179,137.00	82,732.78	0.00	12,438.62	95,171.40	83,965.60	53.13
01-00-00-41-1490	Local Gasoline Tax	101,988.00	34,438.17	0.00	6,580.45	41,018.62	60,969.38	40.22
01-00-00-41-1600	Cannabis State Excise Tax	21,091.00	6,490.53	0.00	1,512.59	8,003.12	13,087.88	37.95
	<b>Other Taxes</b>	<b>6,477,756.00</b>	<b>2,603,544.66</b>	<b>93,385.51</b>	<b>647,145.94</b>	<b>3,157,305.09</b>	<b>3,320,450.91</b>	<b>48.74</b>
01-00-00-42-2115	Pet Licenses	2,000.00	770.00	0.00	50.00	820.00	1,180.00	41.00
01-00-00-42-2120	Vehicle Licenses	290,000.00	241,006.00	55.00	6,149.00	247,100.00	42,900.00	85.21
01-00-00-42-2345	Contractor's License Fees	95,000.00	49,612.50	0.00	15,000.00	64,612.50	30,387.50	68.01
01-00-00-42-2350	Business Licenses	21,000.00	5,145.00	0.00	175.00	5,320.00	15,680.00	25.33
01-00-00-42-2355	Tent Licenses	300.00	0.00	0.00	0.00	0.00	300.00	0.00
01-00-00-42-2360	Building Permits	525,000.00	236,540.15	0.00	79,269.92	315,810.07	209,189.93	60.15
01-00-00-42-2361	Plumbing Permits	35,000.00	9,950.00	0.00	4,220.00	14,170.00	20,830.00	40.49
01-00-00-42-2362	Electrical Permits	45,000.00	8,706.25	0.00	2,743.00	11,449.25	33,550.75	25.44
01-00-00-42-2364	Reinspection Fees	5,000.00	5,299.00	0.00	1,575.00	6,874.00	-1,874.00	137.48
01-00-00-42-2365	Bonfire Permits	60.00	0.00	0.00	30.00	30.00	30.00	50.00
01-00-00-42-2366	Beekeeping Permit	150.00	0.00	0.00	0.00	0.00	150.00	0.00
01-00-00-42-2368	Solicitors Permits	1,200.00	0.00	0.00	0.00	0.00	1,200.00	0.00
01-00-00-42-2369	Zoning Variation Fee	3,000.00	750.00	0.00	2,250.00	3,000.00	0.00	100.00

Account Number	Description	Budget	Beg Bal	Debits	Credits	End Bal	Remaining	% ExpCol
01-00-00-42-2370	Film Crew License	4,538.00	2,500.00	0.00	0.00	2,500.00	2,038.00	55.09
01-00-00-42-2520	Liquor Licenses	23,500.00	1,200.00	0.00	400.00	1,600.00	21,900.00	6.81
01-00-00-42-2570	CableVideo Svc Provider Fees	193,030.00	93,782.86	0.00	0.00	93,782.86	99,247.14	48.58
	<b>Licenses &amp; Permits</b>	<b>1,243,778.00</b>	<b>655,261.76</b>	<b>55.00</b>	<b>111,861.92</b>	<b>767,068.68</b>	<b>476,709.32</b>	<b>61.67</b>
01-00-00-43-3065	Police Reports	2,200.00	690.00	5.00	195.00	880.00	1,320.00	40.00
01-00-00-43-3070	Fire Reports	400.00	170.00	0.00	125.00	295.00	105.00	73.75
01-00-00-43-3180	Garbage Collection	1,176,068.00	386,870.27	94.79	75,538.56	462,314.04	713,753.96	39.31
01-00-00-43-3185	Penalties on Garbage Fees	8,408.00	2,283.12	66.66	539.33	2,755.79	5,652.21	32.78
01-00-00-43-3200	Metra Daily Parking	10,500.00	7,646.72	0.00	1,919.39	9,566.11	933.89	91.11
01-00-00-43-3220	Parking Lot Permit Fees	95,248.00	33,313.01	0.00	8,111.64	41,424.65	53,823.35	43.49
01-00-00-43-3225	Administrative Towing Fees	95,000.00	35,500.00	10.00	11,010.00	46,500.00	48,500.00	48.95
01-00-00-43-3230	Animal Release Fees	0.00	10.00	500.00	505.00	15.00	-15.00	0.00
01-00-00-43-3515	NSF Fees	200.00	0.00	0.00	25.00	25.00	175.00	12.50
01-00-00-43-3530	5050 Sidewalk Program	10,000.00	300.00	0.00	0.00	300.00	9,700.00	3.00
01-00-00-43-3536	Elevator Inspection Fees	4,450.00	50.00	0.00	0.00	50.00	4,400.00	1.12
01-00-00-43-3537	Elevator Reinspection Fees	400.00	250.00	0.00	0.00	250.00	150.00	62.50
01-00-00-43-3540	ROW Encroachment Fees	0.00	900.00	0.00	200.00	1,100.00	-1,100.00	0.00
01-00-00-43-3550	Ambulance Fees	510,000.00	480,520.89	0.00	139,104.08	619,624.97	-109,624.97	121.50
01-00-00-43-3554	CPR Fees	2,000.00	0.00	0.00	0.00	0.00	2,000.00	0.00
01-00-00-43-3557	Car Fire & Extrication Fee	500.00	0.00	0.00	0.00	0.00	500.00	0.00
01-00-00-43-3560	State Highway Maintenance	63,565.00	16,390.75	0.00	16,390.75	32,781.50	30,783.50	51.57
	<b>Charges for Services</b>	<b>1,978,939.00</b>	<b>964,894.76</b>	<b>676.45</b>	<b>253,663.75</b>	<b>1,217,882.06</b>	<b>761,056.94</b>	<b>61.54</b>
01-00-00-44-4230	Police Tickets	157,924.00	42,702.90	90.00	12,862.94	55,475.84	102,448.16	35.13
01-00-00-44-4240	Automated Traffic Enf Fines	42,282.00	0.00	0.00	0.00	0.00	42,282.00	0.00
01-00-00-44-4300	Local Ordinance Tickets	2,957.00	200.00	0.00	120.00	320.00	2,637.00	10.82
01-00-00-44-4430	Court Fines	41,325.00	10,540.28	0.00	2,487.66	13,027.94	28,297.06	31.53
01-00-00-44-4435	DUI Fines	3,976.00	0.00	0.00	0.00	0.00	3,976.00	0.00
01-00-00-44-4436	Drug Forfeiture Revenue	400.00	0.00	0.00	0.00	0.00	400.00	0.00
01-00-00-44-4439	Article 36 Forfeited Funds	1,517.00	0.00	0.00	0.00	0.00	1,517.00	0.00
01-00-00-44-4440	Building Construction Citation	10,000.00	100.00	0.00	100.00	200.00	9,800.00	2.00
	<b>Fines &amp; Forfeits</b>	<b>260,381.00</b>	<b>53,543.18</b>	<b>90.00</b>	<b>15,570.60</b>	<b>69,023.78</b>	<b>191,357.22</b>	<b>26.51</b>
01-00-00-45-5100	Interest	76,725.00	22,560.25	0.00	7,529.68	30,089.93	46,635.07	39.22
01-00-00-45-5200	Net Change in Fair Value	0.00	-23,791.60	37,944.15	0.00	-61,735.75	61,735.75	0.00
	<b>Interest</b>	<b>76,725.00</b>	<b>-1,231.35</b>	<b>37,944.15</b>	<b>7,529.68</b>	<b>-31,645.82</b>	<b>108,370.82</b>	<b>-41.25</b>
01-00-00-46-6408	Cash OverShort	0.00	5.00	0.00	0.00	5.00	-5.00	0.00
01-00-00-46-6410	Miscellaneous	10,000.00	4,810.54	302,350.95	302,059.82	4,519.41	5,480.59	45.19
01-00-00-46-6411	Miscellaneous Public	2,750.00	947.56	0.00	70.00	1,017.56	1,732.44	37.00

Account Number	Description	Budget	Beg Bal	Debits	Credits	End Bal	Remaining	% ExpCol
01-00-00-46-6412	Safety Reimbursements-Crossing Guards	81,420.00	0.00	0.00	0.00	0.00	81,420.00	0.00
01-00-00-46-6415	Reimbursement of Expenses	2,500.00	0.00	0.00	0.00	0.00	2,500.00	0.00
01-00-00-46-6417	IRMA Reimbursements	50,000.00	9,986.00	0.00	15,582.81	25,568.81	24,431.19	51.14
01-00-00-46-6510	T-Mobile Lease	36,000.00	12,000.00	0.00	6,000.00	18,000.00	18,000.00	50.00
01-00-00-46-6511	WSCDC Rental Income	57,766.00	23,736.90	0.00	4,747.38	28,484.28	29,281.72	49.31
01-00-00-46-8001	IRMA Excess	200,000.00	0.00	0.00	0.00	0.00	200,000.00	0.00
	<b>Miscellaneous</b>	<b>440,436.00</b>	<b>51,486.00</b>	<b>302,350.95</b>	<b>328,460.01</b>	<b>77,595.06</b>	<b>362,840.94</b>	<b>17.62</b>
01-00-00-46-6521	Law Enforcement Training Reimb	17,055.00	25,744.00	0.00	0.00	25,744.00	-8,689.00	150.95
01-00-00-46-6524	ISEARCH Grant	9,125.00	0.00	0.00	0.00	0.00	9,125.00	0.00
01-00-00-46-6525	Bullet Proof Vest Reimb-DOJ	4,400.00	0.00	0.00	0.00	0.00	4,400.00	0.00
01-00-00-46-6528	IDOT Traffic Safety Grant	9,609.00	0.00	0.00	0.00	0.00	9,609.00	0.00
01-00-00-46-6532	Grants	735,187.00	0.00	0.00	735,945.79	735,945.79	-758.79	100.10
01-00-00-46-6620	State Fire Marshal Training	3,000.00	0.00	0.00	0.00	0.00	3,000.00	0.00
	<b>Grants &amp; Contributions</b>	<b>778,376.00</b>	<b>25,744.00</b>	<b>0.00</b>	<b>735,945.79</b>	<b>761,689.79</b>	<b>16,686.21</b>	<b>97.86</b>
01-00-00-48-8000	Sale of Property	1,000.00	0.00	0.00	0.00	0.00	1,000.00	0.00
	<b>Other Financing Sources</b>	<b><u>1,000.00</u></b>	<b><u>0.00</u></b>	<b><u>0.00</u></b>	<b><u>0.00</u></b>	<b><u>0.00</u></b>	<b><u>1,000.00</u></b>	<b><u>0.00</u></b>
<b>00</b>		<b><u>18,189,106.00</u></b>	<b><u>4,415,871.66</u></b>	<b><u>434,502.06</u></b>	<b><u>2,100,177.69</u></b>	<b><u>6,081,547.29</u></b>	<b><u>12,107,558.71</u></b>	<b><u>33.44</u></b>
	<b>Revenue</b>	<b>18,189,106.00</b>	<b>4,415,871.66</b>	<b>434,502.06</b>	<b>2,100,177.69</b>	<b>6,081,547.29</b>	<b>12,107,558.71</b>	<b>33.44</b>
<b>10</b>	<b>Administration</b>							
01-10-00-51-0200	Salaries Regular	758,575.00	220,480.08	54,862.92	0.00	275,343.00	483,232.00	36.30
01-10-00-51-1700	Overtime	500.00	0.00	0.00	0.00	0.00	500.00	0.00
	<b>Personal Services</b>	<b>759,075.00</b>	<b>220,480.08</b>	<b>54,862.92</b>	<b>0.00</b>	<b>275,343.00</b>	<b>483,732.00</b>	<b>36.27</b>
01-10-00-52-0320	FICA	42,090.00	13,470.46	3,350.23	0.00	16,820.69	25,269.31	39.96
01-10-00-52-0325	Medicare	11,007.00	3,150.39	783.53	0.00	3,933.92	7,073.08	35.74
01-10-00-52-0330	IMRF	60,994.00	18,984.15	4,721.34	0.00	23,705.49	37,288.51	38.87
01-10-00-52-0350	Employee Assistance Program	16,910.00	0.00	0.00	0.00	0.00	16,910.00	0.00
01-10-00-52-0375	Fringe Benefits	10,188.00	2,643.00	663.00	0.00	3,306.00	6,882.00	32.45
01-10-00-52-0400	Health Insurance	99,468.00	23,954.57	7,189.42	959.24	30,184.75	69,283.25	30.35
01-10-00-52-0420	Health Insurance - Retirees	0.00	791.08	755.11	1,500.64	45.55	-45.55	0.00
01-10-00-52-0425	Life Insurance	901.00	268.18	89.74	24.10	333.82	567.18	37.05



Account Number	Description	Budget	Beg Bal	Debits	Credits	End Bal	Remaining	% ExpCol
01-10-00-52-0430	VEBA Contributions	16,792.00	7,030.38	0.00	0.00	7,030.38	9,761.62	41.87
01-10-00-52-0500	Wellness Program	1,250.00	0.00	0.00	0.00	0.00	1,250.00	0.00
	<b>Benefits</b>	<b>259,600.00</b>	<b>70,292.21</b>	<b>17,552.37</b>	<b>2,483.98</b>	<b>85,360.60</b>	<b>174,239.40</b>	<b>32.88</b>
01-10-00-53-0200	Communications	49,255.00	13,236.22	3,880.43	0.00	17,116.65	32,138.35	34.75
01-10-00-53-0300	Audit Services	24,500.00	0.00	0.00	0.00	0.00	24,500.00	0.00
01-10-00-53-0350	Actuarial Services	4,300.00	4,300.00	0.00	0.00	4,300.00	0.00	100.00
01-10-00-53-0380	Consulting Services	131,500.00	27,173.76	18,307.56	0.00	45,481.32	86,018.68	34.59
01-10-00-53-0410	IT Support	137,073.00	23,650.66	11,080.27	0.00	34,730.93	102,342.07	25.34
01-10-00-53-0429	Vehicle Sticker Program	18,850.00	13,316.66	0.00	0.00	13,316.66	5,533.34	70.65
01-10-00-53-1100	Health Inspection Services	15,915.00	2,652.00	0.00	0.00	2,652.00	13,263.00	16.66
01-10-00-53-1250	Unemployment Claims	5,000.00	0.00	0.00	0.00	0.00	5,000.00	0.00
01-10-00-53-2100	Bank Fees	18,039.00	8,472.25	1,534.98	0.00	10,007.23	8,031.77	55.48
01-10-00-53-2200	Liability Insurance	261,353.00	88,816.16	21,424.03	0.00	110,240.19	151,112.81	42.18
01-10-00-53-2250	IRMA Liability	10,000.00	0.00	53,867.37	0.00	53,867.37	-43,867.37	538.67
	Deductible							
01-10-00-53-3300	Maint of Office Equipment	10,040.00	2,384.48	1,407.19	0.00	3,791.67	6,248.33	37.77
01-10-00-53-4100	Training	7,500.00	99.00	2,000.00	0.00	2,099.00	5,401.00	27.99
01-10-00-53-4250	Travel & Meeting	11,650.00	3,755.14	1,482.87	0.00	5,238.01	6,411.99	44.96
01-10-00-53-4300	Dues & Subscriptions	34,225.00	9,202.29	13,017.35	0.00	22,219.64	12,005.36	64.92
01-10-00-53-4350	Printing	2,200.00	0.00	0.00	0.00	0.00	2,200.00	0.00
01-10-00-53-4400	Medical & Screening	1,500.00	0.00	0.00	0.00	0.00	1,500.00	0.00
01-10-00-53-5300	AdvertisingLegal Notice	2,000.00	1,941.00	50.00	0.00	1,991.00	9.00	99.55
01-10-00-53-5600	Community and Emp Programs	54,300.00	1,783.99	3,243.47	0.00	5,027.46	49,272.54	9.26
	<b>Contractual Services</b>	<b>799,200.00</b>	<b>200,783.61</b>	<b>131,295.52</b>	<b>0.00</b>	<b>332,079.13</b>	<b>467,120.87</b>	<b>41.55</b>
01-10-00-54-0100	Office Supplies	17,245.00	2,954.71	1,518.52	0.00	4,473.23	12,771.77	25.94
01-10-00-54-0150	Office Equipment	3,000.00	0.00	0.00	0.00	0.00	3,000.00	0.00
01-10-00-54-1300	Postage	10,615.00	3,449.54	1,999.23	0.00	5,448.77	5,166.23	51.33
	<b>Materials &amp; Supplies</b>	<b>30,860.00</b>	<b>6,404.25</b>	<b>3,517.75</b>	<b>0.00</b>	<b>9,922.00</b>	<b>20,938.00</b>	<b>32.15</b>
<b>10</b>	<b>Administration</b>	<b>1,848,735.00</b>	<b>497,960.15</b>	<b>207,228.56</b>	<b>2,483.98</b>	<b>702,704.73</b>	<b>1,146,030.27</b>	<b>38.01</b>
<b>14</b>	<b>E911</b>							
01-14-00-53-0380	Consulting Services	3,000.00	0.00	0.00	0.00	0.00	3,000.00	0.00
01-14-00-53-0410	IT Support	8,500.00	0.00	9,120.00	0.00	9,120.00	-620.00	107.29
01-14-00-53-3100	Maintenance of Equipment	500.00	0.00	0.00	0.00	0.00	500.00	0.00
01-14-00-53-4100	Training	1,050.00	0.00	0.00	0.00	0.00	1,050.00	0.00
01-14-00-53-4275	WSCDC Contribution	224,144.00	71,485.79	0.00	0.00	71,485.79	152,658.21	31.89
01-14-00-53-4277	Citizens Corps Council	5,000.00	0.00	0.00	0.00	0.00	5,000.00	0.00
01-14-00-53-4278	Medical Reserve Corp	500.00	0.00	0.00	0.00	0.00	500.00	0.00
	<b>Contractual Services</b>	<b>242,694.00</b>	<b>71,485.79</b>	<b>9,120.00</b>	<b>0.00</b>	<b>80,605.79</b>	<b>162,088.21</b>	<b>33.21</b>

Account Number	Description	Budget	Beg Bal	Debits	Credits	End Bal	Remaining	% ExpCol
<b>14</b>	<b>E911</b>	<b>242,694.00</b>	<b>71,485.79</b>	<b>9,120.00</b>	<b>0.00</b>	<b>80,605.79</b>	<b>162,088.21</b>	<b>33.21</b>
<b>15</b>	<b>Boards and Commissions</b>							
01-15-00-52-0320	FICA	665.00	137.51	2.79	0.00	140.30	524.70	21.10
01-15-00-52-0325	Medicare	155.00	32.16	0.65	0.00	32.81	122.19	21.17
01-15-00-52-0330	IMRF	885.00	195.39	3.96	0.00	199.35	685.65	22.53
01-15-00-52-0375	Fringe Benefits	720.00	240.00	60.00	0.00	300.00	420.00	41.67
	<b>Benefits</b>	<b>2,425.00</b>	<b>605.06</b>	<b>67.40</b>	<b>0.00</b>	<b>672.46</b>	<b>1,752.54</b>	<b>27.73</b>
01-15-00-53-0380	Consulting Services	150,000.00	0.00	0.00	0.00	0.00	150,000.00	0.00
01-15-00-53-0400	Secretarial Services	10,000.00	2,217.78	44.96	0.00	2,262.74	7,737.26	22.63
01-15-00-53-0420	Legal Services	10,000.00	4,744.00	1,548.50	0.00	6,292.50	3,707.50	62.93
01-15-00-53-4100	Training	500.00	0.00	0.00	0.00	0.00	500.00	0.00
01-15-00-53-4250	Travel & Meeting	10,175.00	0.00	0.00	0.00	0.00	10,175.00	0.00
01-15-00-53-4300	Dues & Subscriptions	385.00	0.00	0.00	0.00	0.00	385.00	0.00
01-15-00-53-4400	Medical & Screening	10,000.00	1,573.00	0.00	0.00	1,573.00	8,427.00	15.73
01-15-00-53-4450	Testing	8,000.00	652.71	0.00	0.00	652.71	7,347.29	8.16
01-15-00-53-5300	AdvertisingLegal Notice	10,650.00	2,588.76	3,562.52	0.00	6,151.28	4,498.72	57.76
	<b>Contractual Services</b>	<b>209,710.00</b>	<b>11,776.25</b>	<b>5,155.98</b>	<b>0.00</b>	<b>16,932.23</b>	<b>192,777.77</b>	<b>8.07</b>
01-15-00-54-0100	Office Supplies	100.00	620.85	0.00	0.00	620.85	-520.85	620.85
01-15-00-54-1300	Postage	25.00	0.00	0.00	0.00	0.00	25.00	0.00
	<b>Materials &amp; Supplies</b>	<b>125.00</b>	<b>620.85</b>	<b>0.00</b>	<b>0.00</b>	<b>620.85</b>	<b>-495.85</b>	<b>496.68</b>
<b>15</b>	<b>Boards and Commissions</b>	<b>212,260.00</b>	<b>13,002.16</b>	<b>5,223.38</b>	<b>0.00</b>	<b>18,225.54</b>	<b>194,034.46</b>	<b>8.59</b>
<b>20</b>	<b>Building and Development</b>							
01-20-00-51-0200	Full-Time Salaries	337,084.00	90,679.79	24,969.39	0.00	115,649.18	221,434.82	34.31
01-20-00-51-1700	Overtime	500.00	0.00	0.00	0.00	0.00	500.00	0.00
01-20-00-51-1950	Insurance Refusal Reimbursemnt	1,350.00	450.00	112.50	0.00	562.50	787.50	41.67
01-20-00-51-3000	Part-Time Salaries	0.00	611.29	114.62	0.00	725.91	-725.91	0.00
	<b>Personal Services</b>	<b>338,934.00</b>	<b>91,741.08</b>	<b>25,196.51</b>	<b>0.00</b>	<b>116,937.59</b>	<b>221,996.41</b>	<b>34.50</b>
01-20-00-52-0320	FICA	20,263.00	5,538.17	1,517.20	0.00	7,055.37	13,207.63	34.82
01-20-00-52-0325	Medicare	4,895.00	1,295.24	354.83	0.00	1,650.07	3,244.93	33.71
01-20-00-52-0330	IMRF	29,741.00	7,775.08	2,135.55	0.00	9,910.63	19,830.37	33.32
01-20-00-52-0375	Fringe Benefits	3,456.00	264.60	84.00	0.00	348.60	3,107.40	10.09
01-20-00-52-0400	Health Insurance	37,471.00	13,939.07	3,885.61	584.73	17,239.95	20,231.05	46.01
01-20-00-52-0425	Life Insurance	159.00	45.28	17.96	14.80	48.44	110.56	30.47
01-20-00-52-0430	VEBA Contributions	10,033.00	5,258.49	0.00	0.00	5,258.49	4,774.51	52.41
	<b>Benefits</b>	<b>106,018.00</b>	<b>34,115.93</b>	<b>7,995.15</b>	<b>599.53</b>	<b>41,511.55</b>	<b>64,506.45</b>	<b>39.16</b>

Account Number	Description	Budget	Beg Bal	Debits	Credits	End Bal	Remaining	% ExpCol
01-20-00-53-0370	Professional Services	13,680.00	2,500.64	1,025.24	0.00	3,525.88	10,154.12	25.77
01-20-00-53-0371	Recorder's Office Fees	1,000.00	0.00	0.00	0.00	0.00	1,000.00	0.00
01-20-00-53-1300	Inspection Services	65,000.00	10,747.50	12,800.00	0.00	23,547.50	41,452.50	36.23
01-20-00-53-1305	Plan Review Services	35,000.00	0.00	4,160.00	0.00	4,160.00	30,840.00	11.89
01-20-00-53-3200	Vehicle Maintenance	500.00	0.00	0.00	0.00	0.00	500.00	0.00
01-20-00-53-4100	Training	3,500.00	222.00	153.00	0.00	375.00	3,125.00	10.71
01-20-00-53-4300	Dues & Subscriptions	235.00	290.00	0.00	0.00	290.00	-55.00	123.40
	<b>Contractual Services</b>	<b>118,915.00</b>	<b>13,760.14</b>	<b>18,138.24</b>	<b>0.00</b>	<b>31,898.38</b>	<b>87,016.62</b>	<b>26.82</b>
01-20-00-54-0100	Office Supplies	500.00	0.00	0.00	0.00	0.00	500.00	0.00
01-20-00-54-0150	Office Equipment	150.00	0.00	0.00	0.00	0.00	150.00	0.00
01-20-00-54-0200	Gas & Oil	186.00	0.00	0.00	0.00	0.00	186.00	0.00
01-20-00-54-0600	Operating Supplies	500.00	0.00	0.00	0.00	0.00	500.00	0.00
	<b>Materials &amp; Supplies</b>	<b>1,336.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>1,336.00</b>	<b>0.00</b>
01-20-00-57-5013	Transfer to CERF	1,934.00	644.68	161.17	0.00	805.85	1,128.15	41.67
	<b>Other Financing Uses</b>	<b>1,934.00</b>	<b>644.68</b>	<b>161.17</b>	<b>0.00</b>	<b>805.85</b>	<b>1,128.15</b>	<b>41.67</b>
<b>20</b>	<b>Building and Development</b>	<b>567,137.00</b>	<b>140,261.83</b>	<b>51,491.07</b>	<b>599.53</b>	<b>191,153.37</b>	<b>375,983.63</b>	<b>33.70</b>
<b>30</b>	<b>Legal Services</b>							
01-30-00-53-0420	Labor and Employment Legal Svc	50,000.00	4,777.50	875.00	0.00	5,652.50	44,347.50	11.31
01-30-00-53-0425	Village Attorney	165,000.00	29,324.54	11,676.95	0.00	41,001.49	123,998.51	24.85
01-30-00-53-0426	Village Prosecutor	18,000.00	4,187.26	1,003.20	0.00	5,190.46	12,809.54	28.84
	<b>Contractual Services</b>	<b>233,000.00</b>	<b>38,289.30</b>	<b>13,555.15</b>	<b>0.00</b>	<b>51,844.45</b>	<b>181,155.55</b>	<b>22.25</b>
<b>30</b>	<b>Legal Services</b>	<b>233,000.00</b>	<b>38,289.30</b>	<b>13,555.15</b>	<b>0.00</b>	<b>51,844.45</b>	<b>181,155.55</b>	<b>22.25</b>
<b>40</b>	<b>Police Department</b>							
01-40-00-51-0100	Salaries Sworn	3,003,649.00	933,531.54	242,970.52	0.00	1,176,502.06	1,827,146.94	39.17
01-40-00-51-0200	Salaries Regular	135,041.00	43,972.08	14,159.02	0.00	58,131.10	76,909.90	43.05
01-40-00-51-1500	Specialist Pay	43,718.00	11,420.75	2,681.50	0.00	14,102.25	29,615.75	32.26
01-40-00-51-1600	Holiday Pay	134,842.00	4,280.73	2,395.26	0.00	6,675.99	128,166.01	4.95
01-40-00-51-1700	Overtime	252,903.00	92,287.17	10,834.02	0.00	103,121.19	149,781.81	40.77
01-40-00-51-1727	IDOT STEP Overtime	9,609.00	0.00	0.00	0.00	0.00	9,609.00	0.00
01-40-00-51-1800	Educational Incentives	30,650.00	0.00	0.00	0.00	0.00	30,650.00	0.00
01-40-00-51-1950	Insurance Refusal Reim	5,400.00	1,200.00	300.00	0.00	1,500.00	3,900.00	27.78
01-40-00-51-3000	Part-Time Salaries	80,949.00	20,592.88	5,332.43	0.00	25,925.31	55,023.69	32.03
	<b>Personal Services</b>	<b>3,696,761.00</b>	<b>1,107,285.15</b>	<b>278,672.75</b>	<b>0.00</b>	<b>1,385,957.90</b>	<b>2,310,803.10</b>	<b>37.49</b>
01-40-00-52-0320	FICA	13,391.00	3,985.81	1,196.66	0.00	5,182.47	8,208.53	38.70
01-40-00-52-0325	Medicare	53,424.00	15,324.74	3,869.65	0.00	19,194.39	34,229.61	35.93

Account Number	Description	Budget	Beg Bal	Debits	Credits	End Bal	Remaining	% ExpCol
01-40-00-52-0330	IMRF	17,968.00	5,775.54	1,719.03	0.00	7,494.57	10,473.43	41.71
01-40-00-52-0375	Fringe Benefits	2,640.00	640.00	160.00	0.00	800.00	1,840.00	30.30
01-40-00-52-0400	Health Insurance	419,501.00	130,591.61	40,392.32	5,649.64	165,334.29	254,166.71	39.41
01-40-00-52-0420	Health Insurance - Retirees	93,073.00	29,758.82	20,438.95	12,941.61	37,256.16	55,816.84	40.03
01-40-00-52-0425	Life Insurance	2,277.00	746.52	572.04	393.78	924.78	1,352.22	40.61
01-40-00-52-0430	VEBA Contributions	72,360.00	38,198.25	0.00	0.00	38,198.25	34,161.75	52.79
01-40-00-53-0009	Contribution to Police Pension	1,959,903.00	17,561.92	0.00	0.00	17,561.92	1,942,341.08	0.90
	<b>Benefits</b>	<b>2,634,537.00</b>	<b>242,583.21</b>	<b>68,348.65</b>	<b>18,985.03</b>	<b>291,946.83</b>	<b>2,342,590.17</b>	<b>11.08</b>
01-40-00-53-0200	Communications	3,300.00	1,169.86	327.01	0.00	1,496.87	1,803.13	45.36
01-40-00-53-0385	Administrative Adjudication	26,140.00	3,955.32	1,450.00	0.00	5,405.32	20,734.68	20.68
01-40-00-53-0410	IT Support	24,156.00	10,110.90	4,094.25	0.00	14,205.15	9,950.85	58.81
01-40-00-53-0430	Animal Control	1,775.00	650.00	0.00	0.00	650.00	1,125.00	36.62
01-40-00-53-3100	Maint of Equipment	16,631.00	1,981.00	0.00	0.00	1,981.00	14,650.00	11.91
01-40-00-53-3200	Maintenance of Vehicles	56,560.00	19,271.75	4,127.28	0.00	23,399.03	33,160.97	41.37
01-40-00-53-3600	Maintenance of Buildings	850.00	0.00	0.00	0.00	0.00	850.00	0.00
01-40-00-53-4100	Training	40,600.00	14,514.98	3,737.01	0.00	18,251.99	22,348.01	44.96
01-40-00-53-4200	Community Support Services	136,365.00	54,847.64	6,101.60	0.00	60,949.24	75,415.76	44.70
01-40-00-53-4250	Travel & Meeting	3,450.00	189.71	0.00	0.00	189.71	3,260.29	5.50
01-40-00-53-4300	Dues & Subscriptions	8,838.00	3,106.03	2,862.72	0.00	5,968.75	2,869.25	67.54
01-40-00-53-4350	Printing	5,900.00	1,966.35	0.00	0.00	1,966.35	3,933.65	33.33
01-40-00-53-4400	Medical & Screening	5,465.00	365.00	1,026.00	0.00	1,391.00	4,074.00	25.45
01-40-00-53-5400	Damage Claims	10,000.00	0.00	766.40	0.00	766.40	9,233.60	7.66
	<b>Contractual Services</b>	<b>340,030.00</b>	<b>112,128.54</b>	<b>24,492.27</b>	<b>0.00</b>	<b>136,620.81</b>	<b>203,409.19</b>	<b>40.18</b>
01-40-00-54-0100	Office Supplies	10,216.00	1,418.63	297.94	0.00	1,716.57	8,499.43	16.80
01-40-00-54-0150	Equipment	0.00	49.99	0.00	0.00	49.99	-49.99	0.00
01-40-00-54-0200	Gas & Oil	40,898.00	18,334.19	6,300.08	0.00	24,634.27	16,263.73	60.23
01-40-00-54-0300	Uniforms Sworn Personnel	36,925.00	7,521.67	0.00	0.00	7,521.67	29,403.33	20.37
01-40-00-54-0310	Uniforms Other Personnel	1,925.00	0.00	0.00	0.00	0.00	1,925.00	0.00
01-40-00-54-0400	Prisoner Care	3,650.00	889.73	0.00	0.00	889.73	2,760.27	24.38
01-40-00-54-0600	Operating Supplies	6,805.00	922.95	50.54	0.00	973.49	5,831.51	14.31
01-40-00-54-0601	Radios	8,350.00	95.00	0.00	0.00	95.00	8,255.00	1.14
01-40-00-54-0602	Firearms and Range Supplies	19,909.00	1,928.50	0.00	0.00	1,928.50	17,980.50	9.69
01-40-00-54-0603	Evidence Supplies	7,150.00	2,221.99	310.90	0.00	2,532.89	4,617.11	35.43
01-40-00-54-0605	DUI Expenditures	3,976.00	0.00	0.00	0.00	0.00	3,976.00	0.00
01-40-00-54-0610	Drug Forfeiture Expenditures	400.00	0.00	0.00	0.00	0.00	400.00	0.00
01-40-00-54-0615	Article 36 Exp	1,517.00	0.00	0.00	0.00	0.00	1,517.00	0.00
01-40-00-54-0620	Cannabis Tax Act Expenditures	21,091.00	0.00	0.00	0.00	0.00	21,091.00	0.00
	<b>Materials &amp; Supplies</b>	<b>162,812.00</b>	<b>33,382.65</b>	<b>6,959.46</b>	<b>0.00</b>	<b>40,342.11</b>	<b>122,469.89</b>	<b>24.78</b>

Account Number	Description	Budget	Beg Bal	Debits	Credits	End Bal	Remaining	% ExpCol
01-40-00-57-5013	Transfer to CERF	305,227.00	101,742.32	25,435.58	0.00	127,177.90	178,049.10	41.67
	<b>Other Financing Uses</b>	<b><u>305,227.00</u></b>	<b><u>101,742.32</u></b>	<b><u>25,435.58</u></b>	<b><u>0.00</u></b>	<b><u>127,177.90</u></b>	<b><u>178,049.10</u></b>	<b><u>41.67</u></b>
<b>40</b>	<b>Police Department</b>	<b>7,139,367.00</b>	<b>1,597,121.87</b>	<b>403,908.71</b>	<b>18,985.03</b>	<b>1,982,045.55</b>	<b>5,157,321.45</b>	<b>27.76</b>
<b>50</b>	<b>Fire Department</b>							
01-50-00-51-0100	Salaries Sworn	2,109,605.00	695,210.07	171,279.40	0.00	866,489.47	1,243,115.53	41.07
01-50-00-51-0200	Salaries Regular	90,522.00	29,956.72	7,489.18	0.00	37,445.90	53,076.10	41.37
01-50-00-51-1500	Specialist Pay	146,613.00	60,511.92	12,476.20	0.00	72,988.12	73,624.88	49.78
01-50-00-51-1600	Holiday Pay	90,703.00	0.00	0.00	0.00	0.00	90,703.00	0.00
01-50-00-51-1700	Overtime	136,000.00	53,443.21	21,091.00	0.00	74,534.21	61,465.79	54.80
01-50-00-51-1800	Educational Incentives	14,050.00	0.00	17,000.00	0.00	17,000.00	-2,950.00	121.00
01-50-00-51-3000	Part-Time Salaries	35,680.00	10,471.99	3,364.13	0.00	13,836.12	21,843.88	38.78
	<b>Personal Services</b>	<b>2,623,173.00</b>	<b>849,593.91</b>	<b>232,699.91</b>	<b>0.00</b>	<b>1,082,293.82</b>	<b>1,540,879.18</b>	<b>41.26</b>
01-50-00-51-1950	Insurance Refusal Reimb	1,500.00	500.00	125.00	0.00	625.00	875.00	41.67
01-50-00-52-0320	FICA	9,963.00	5,345.89	1,382.89	0.00	6,728.78	3,234.22	67.54
01-50-00-52-0325	Medicare	36,064.00	11,737.78	3,251.75	0.00	14,989.53	21,074.47	41.56
01-50-00-52-0330	IMRF	11,118.00	3,399.30	915.76	0.00	4,315.06	6,802.94	38.81
01-50-00-52-0375	Fringe Benefits	1,440.00	480.00	120.00	0.00	600.00	840.00	41.67
01-50-00-52-0400	Health Insurance	278,357.00	94,716.76	27,599.45	3,908.38	118,407.83	159,949.17	42.54
01-50-00-52-0420	Health Insurance - Retirees	27,177.00	8,033.81	8,452.06	6,426.53	10,059.34	17,117.66	37.01
01-50-00-52-0425	Life Insurance	1,458.00	481.70	319.30	201.44	599.56	858.44	41.12
01-50-00-52-0430	VEBA Contributions	69,284.00	33,933.64	0.00	0.00	33,933.64	35,350.36	48.98
01-50-00-53-0010	Contribution to Fire Pension	1,733,600.00	16,479.03	0.00	0.00	16,479.03	1,717,120.97	0.95
	<b>Benefits</b>	<b>2,169,961.00</b>	<b>175,107.91</b>	<b>42,166.21</b>	<b>10,536.35</b>	<b>206,737.77</b>	<b>1,963,223.23</b>	<b>9.53</b>
01-50-00-53-0200	Communications	4,000.00	1,153.26	575.94	0.00	1,729.20	2,270.80	43.23
01-50-00-53-0410	IT Support	12,695.00	0.00	0.00	0.00	0.00	12,695.00	0.00
01-50-00-53-3100	Maintenance of Equipment	7,300.00	5,629.18	123.90	10.50	5,742.58	1,557.42	78.67
01-50-00-53-3200	Maintenance of Vehicles	41,500.00	10,703.97	32,385.01	1,857.46	41,231.52	268.48	99.35
01-50-00-53-3300	Maint of Office Equipment	500.00	0.00	0.00	0.00	0.00	500.00	0.00
01-50-00-53-3600	Maintenance of Buildings	1,500.00	0.00	0.00	0.00	0.00	1,500.00	0.00
01-50-00-53-4100	Training	17,300.00	1,688.88	3,437.00	0.00	5,125.88	12,174.12	29.63
01-50-00-53-4200	Community Support Services	16,300.00	10,000.00	429.00	0.00	10,429.00	5,871.00	63.98
01-50-00-53-4250	Travel & Meeting	7,250.00	1,556.66	0.00	0.00	1,556.66	5,693.34	21.47
01-50-00-53-4300	Dues & Subscriptions	3,800.00	266.00	0.00	0.00	266.00	3,534.00	7.00
01-50-00-53-4400	Medical & Screening	15,000.00	0.00	0.00	0.00	0.00	15,000.00	0.00
01-50-00-53-5700	GEMT Expenses	50,000.00	0.00	0.00	0.00	0.00	50,000.00	0.00
	<b>Contractual Services</b>	<b>177,145.00</b>	<b>30,997.95</b>	<b>36,950.85</b>	<b>1,867.96</b>	<b>66,080.84</b>	<b>111,064.16</b>	<b>37.30</b>
01-50-00-54-0100	Office Supplies	1,500.00	128.34	198.37	0.00	326.71	1,173.29	21.78

Account Number	Description	Budget	Beg Bal	Debits	Credits	End Bal	Remaining	% ExpCol
01-50-00-54-0150	Office Equipment	600.00	0.00	0.00	0.00	0.00	600.00	0.00
01-50-00-54-0200	Gas & Oil	16,157.00	6,910.68	2,030.95	0.00	8,941.63	7,215.37	55.34
01-50-00-54-0300	Uniforms Sworn Personnel	19,650.00	489.00	9,677.00	0.00	10,166.00	9,484.00	51.74
01-50-00-54-0600	Operating Supplies	28,300.00	4,752.77	6,009.10	0.00	10,761.87	17,538.13	38.03
	<b>Materials &amp; Supplies</b>	<b>66,207.00</b>	<b>12,280.79</b>	<b>17,915.42</b>	<b>0.00</b>	<b>30,196.21</b>	<b>36,010.79</b>	<b>45.61</b>
01-50-00-57-5013	Transfer to CERF	269,755.00	89,918.32	22,479.58	0.00	112,397.90	157,357.10	41.67
	<b>Other Financing Uses</b>	<b>269,755.00</b>	<b>89,918.32</b>	<b>22,479.58</b>	<b>0.00</b>	<b>112,397.90</b>	<b>157,357.10</b>	<b>41.67</b>
<b>50</b>	<b>Fire Department</b>	<b>5,306,241.00</b>	<b>1,157,898.88</b>	<b>352,211.97</b>	<b>12,404.31</b>	<b>1,497,706.54</b>	<b>3,808,534.46</b>	<b>28.23</b>
<b>60</b>	<b>Public Works</b>							
01-60-01-51-0200	Salaries Regular	512,797.00	182,110.41	40,291.96	0.00	222,402.37	290,394.63	43.37
01-60-01-51-1500	Certification Pay	6,750.00	4,000.00	0.00	0.00	4,000.00	2,750.00	59.26
01-60-01-51-1700	Overtime	50,000.00	4,782.60	49.86	188.42	4,644.04	45,355.96	9.29
01-60-01-51-1950	Insurance Refusal Reim	250.00	0.00	0.00	0.00	0.00	250.00	0.00
01-60-01-51-3000	Part-Time Salaries	9,000.00	2,688.00	0.00	0.00	2,688.00	6,312.00	29.87
	<b>Personal Services</b>	<b>578,797.00</b>	<b>193,581.01</b>	<b>40,341.82</b>	<b>188.42</b>	<b>233,734.41</b>	<b>345,062.59</b>	<b>40.38</b>
01-60-01-52-0320	FICA	35,188.00	11,855.52	2,454.23	0.00	14,309.75	20,878.25	40.67
01-60-01-52-0325	Medicare	8,319.00	2,772.68	574.01	0.00	3,346.69	4,972.31	40.23
01-60-01-52-0330	IMRF	50,545.00	16,092.30	3,437.95	0.00	19,530.25	31,014.75	38.64
01-60-01-52-0375	Fringe Benefits	3,216.00	1,050.60	252.00	0.00	1,302.60	1,913.40	40.50
01-60-01-52-0400	Health Insurance	148,633.00	46,712.60	8,140.48	566.49	54,286.59	94,346.41	36.52
01-60-01-52-0420	Health Insurance - Retirees	15,513.00	4,454.34	3,095.23	4,961.85	2,587.72	12,925.28	16.68
01-60-01-52-0425	Life Insurance	267.00	80.99	26.65	12.69	94.95	172.05	35.56
01-60-01-52-0430	VEBA Contributions	6,433.00	4,186.05	0.00	0.00	4,186.05	2,246.95	65.07
	<b>Benefits</b>	<b>268,114.00</b>	<b>87,205.08</b>	<b>17,980.55</b>	<b>5,541.03</b>	<b>99,644.60</b>	<b>168,469.40</b>	<b>37.17</b>
01-60-01-53-0200	Communications	1,990.00	413.27	320.21	0.00	733.48	1,256.52	36.86
01-60-01-53-0380	Consulting Services	39,500.00	0.00	0.00	0.00	0.00	39,500.00	0.00
01-60-01-53-0410	IT Support	22,161.00	7,324.64	0.00	0.00	7,324.64	14,836.36	33.05
01-60-01-53-1310	Julie Notifications	1,250.00	0.00	0.00	0.00	0.00	1,250.00	0.00
01-60-01-53-3100	Maintenance of Equipment	3,500.00	502.62	267.50	0.00	770.12	2,729.88	22.00
01-60-01-53-3200	Maintenance of Vehicles	30,500.00	720.10	8,131.34	0.00	8,851.44	21,648.56	29.02
01-60-01-53-3400	Maintenance TrafficSt Lights	74,500.00	23,901.53	4,019.00	0.00	27,920.53	46,579.47	37.48
01-60-01-53-3550	Tree Maintenance	104,500.00	5,935.00	14,218.58	0.00	20,153.58	84,346.42	19.29
01-60-01-53-3600	Maintenance of Bldgs & Grounds	74,170.00	30,528.28	7,476.83	0.00	38,005.11	36,164.89	51.24
01-60-01-53-3610	Maintenance Sidewalks	55,000.00	0.00	0.00	0.00	0.00	55,000.00	0.00
01-60-01-53-3620	Maintenance Streets	59,000.00	0.00	0.00	0.00	0.00	59,000.00	0.00
01-60-01-53-4100	Training	1,200.00	759.33	0.00	0.00	759.33	440.67	63.28
01-60-01-53-4250	Travel & Meeting	6,460.00	0.00	0.00	0.00	0.00	6,460.00	0.00

Account Number	Description	Budget	Beg Bal	Debits	Credits	End Bal	Remaining	% ExpCol
01-60-01-53-4300	Dues & Subscriptions	7,120.00	6,241.35	0.00	0.00	6,241.35	878.65	87.66
01-60-01-53-4400	Medical & Screening	1,350.00	755.00	233.00	0.00	988.00	362.00	73.19
01-60-01-53-5300	AdvertisingLegal Notice	1,500.00	1,803.00	482.00	0.00	2,285.00	-785.00	152.33
01-60-01-53-5350	Dumping Fees	13,000.00	4,215.41	1,855.11	0.00	6,070.52	6,929.48	46.70
01-60-01-53-5400	Damage Claims	25,000.00	2,563.48	1,555.96	0.00	4,119.44	20,880.56	16.48
01-60-01-53-5450	St Light Electricity	29,000.00	7,283.26	2,274.40	0.00	9,557.66	19,442.34	32.96
01-60-05-53-5500	Collection & Disposal	1,176,068.00	287,970.45	96,644.97	0.00	384,615.42	791,452.58	32.70
01-60-05-53-5510	Leaf Disposal	72,000.00	0.00	0.00	0.00	0.00	72,000.00	0.00
	<b>Contractual Services</b>	<b>1,798,769.00</b>	<b>380,916.72</b>	<b>137,478.90</b>	<b>0.00</b>	<b>518,395.62</b>	<b>1,280,373.38</b>	<b>28.82</b>
01-60-01-54-0100	Office Supplies	1,000.00	25.49	0.00	0.00	25.49	974.51	2.55
01-60-01-54-0150	Equipment	0.00	38.14	0.00	0.00	38.14	-38.14	0.00
01-60-01-54-0200	Gas & Oil	13,762.00	6,003.98	2,167.13	0.00	8,171.11	5,590.89	59.37
01-60-01-54-0310	Uniforms	5,875.00	1,162.97	1,234.86	106.93	2,290.90	3,584.10	38.99
01-60-01-54-0500	Vehicle Parts	12,000.00	1,234.47	26.95	0.00	1,261.42	10,738.58	10.51
01-60-01-54-0600	Operating Supplies & Equipment	38,770.00	4,825.64	1,935.20	76.75	6,684.09	32,085.91	17.24
01-60-01-54-0800	Trees	36,000.00	17,970.00	0.00	0.00	17,970.00	18,030.00	49.92
01-60-05-54-0600	Operating Supplies	500.00	0.00	0.00	0.00	0.00	500.00	0.00
	<b>Materials &amp; Supplies</b>	<b>107,907.00</b>	<b>31,260.69</b>	<b>5,364.14</b>	<b>183.68</b>	<b>36,441.15</b>	<b>71,465.85</b>	<b>33.77</b>
01-60-01-57-5013	Transfer to CERF	224,862.00	74,954.00	18,738.50	0.00	93,692.50	131,169.50	41.67
	<b>Other Financing Uses</b>	<b><u>224,862.00</u></b>	<b><u>74,954.00</u></b>	<b><u>18,738.50</u></b>	<b><u>0.00</u></b>	<b><u>93,692.50</u></b>	<b><u>131,169.50</u></b>	<b><u>41.67</u></b>
<b>60</b>	<b>Public Works</b>	<b><u>2,978,449.00</u></b>	<b><u>767,917.50</u></b>	<b><u>219,903.91</u></b>	<b><u>5,913.13</u></b>	<b><u>981,908.28</u></b>	<b><u>1,996,540.72</u></b>	<b><u>32.97</u></b>
	<b>Expense</b>	<b><u>18,527,883.00</u></b>	<b><u>4,283,937.48</u></b>	<b><u>1,262,642.75</u></b>	<b><u>40,385.98</u></b>	<b><u>5,506,194.25</u></b>	<b><u>13,021,688.75</u></b>	<b><u>29.72</u></b>
<b>01</b>	<b>General Fund</b>	<b>338,777.00</b>	<b>-131,934.18</b>	<b>1,697,144.81</b>	<b>2,140,563.67</b>	<b>-575,353.04</b>	<b>914,130.04</b>	<b>-169.83</b>

Account Number	Description	Budget	Beg Bal	Debits	Credits	End Bal	Remaining	% Exp/Col
<b>02</b>	<b>Water &amp; Sewer Fund</b>							
<b>00</b>								
02-00-00-42-2360	Permit Fees	23,000.00	14,000.00	0.00	4,150.00	18,150.00	4,850.00	78.91
	<b>Licenses &amp; Permits</b>	<b>23,000.00</b>	<b>14,000.00</b>	<b>0.00</b>	<b>4,150.00</b>	<b>18,150.00</b>	<b>4,850.00</b>	<b>78.91</b>
02-00-00-43-3100	Water Sales	3,520,686.00	1,184,959.96	580.08	341,776.04	1,526,155.92	1,994,530.08	43.35
02-00-00-43-3150	Sewer Sales	2,229,926.00	727,131.78	122.05	212,845.74	939,855.47	1,290,070.53	42.15
02-00-00-43-3160	Water Penalties	28,969.00	6,900.72	526.88	1,844.13	8,217.97	20,751.03	28.37
02-00-00-43-3515	NSF Fees	200.00	125.00	0.00	50.00	175.00	25.00	87.50
	<b>Charges for Services</b>	<b>5,779,781.00</b>	<b>1,919,117.46</b>	<b>1,229.01</b>	<b>556,515.91</b>	<b>2,474,404.36</b>	<b>3,305,376.64</b>	<b>42.81</b>
02-00-00-45-5100	Interest	1,253.00	6,815.86	0.00	2,588.01	9,403.87	-8,150.87	750.51
02-00-00-45-5200	Net Change in Fair Value	0.00	-2,486.02	3,166.03	0.00	-5,652.05	5,652.05	0.00
	<b>Interest</b>	<b>1,253.00</b>	<b>4,329.84</b>	<b>3,166.03</b>	<b>2,588.01</b>	<b>3,751.82</b>	<b>-2,498.82</b>	<b>299.43</b>
02-00-00-46-6410	Miscellaneous	5,000.00	500.00	0.00	200.00	700.00	4,300.00	14.00
02-00-00-46-6417	IRMA	2,000.00	0.00	0.00	0.00	0.00	2,000.00	0.00
	Reimbursements							
02-00-00-46-6580	Sale of Meters	10,000.00	5,094.00	229.00	1,357.00	6,222.00	3,778.00	62.22
	<b>Miscellaneous</b>	<b>17,000.00</b>	<b>5,594.00</b>	<b>229.00</b>	<b>1,557.00</b>	<b>6,922.00</b>	<b>10,078.00</b>	<b>40.72</b>
<b>00</b>		<b>5,821,034.00</b>	<b>1,943,041.30</b>	<b>4,624.04</b>	<b>564,810.92</b>	<b>2,503,228.18</b>	<b>3,317,805.82</b>	<b>43.00</b>
	<b>Revenue</b>	<b>5,821,034.00</b>	<b>1,943,041.30</b>	<b>4,624.04</b>	<b>564,810.92</b>	<b>2,503,228.18</b>	<b>3,317,805.82</b>	<b>43.00</b>
<b>60</b>	<b>Public Works</b>							
02-60-06-51-0200	Salaries Regular	874,052.00	277,011.82	65,131.54	0.00	342,143.36	531,908.64	39.14
02-60-06-51-1500	Specialists Pay	0.00	1,400.00	0.00	0.00	1,400.00	-1,400.00	0.00
02-60-06-51-1700	Overtime	12,000.00	3,411.52	642.89	0.00	4,054.41	7,945.59	33.79
02-60-06-51-1950	Insurance Refusal	389.00	50.00	12.50	0.00	62.50	326.50	16.07
	Reimb							
02-60-06-51-3000	Part-Time Salaries	9,000.00	672.00	0.00	0.00	672.00	8,328.00	7.47
	<b>Personal Services</b>	<b>895,441.00</b>	<b>282,545.34</b>	<b>65,786.93</b>	<b>0.00</b>	<b>348,332.27</b>	<b>547,108.73</b>	<b>38.90</b>
02-60-06-52-0320	FICA	54,239.00	17,238.74	4,002.67	0.00	21,241.41	32,997.59	39.16
02-60-06-52-0325	Medicare	13,048.00	4,031.59	936.10	0.00	4,967.69	8,080.31	38.07
02-60-06-52-0330	IMRF	78,552.00	24,071.56	5,663.27	0.00	29,734.83	48,817.17	37.85
02-60-06-52-0375	Fringe Benefits	6,180.00	1,333.80	331.00	0.00	1,664.80	4,515.20	26.94
02-60-06-52-0400	Health Insurance	183,597.00	55,787.48	12,969.56	1,029.18	67,727.86	115,869.14	36.89
02-60-06-52-0420	Health Insurance - Retirees	3,269.00	-765.98	906.00	1,021.32	-881.30	4,150.30	-26.96
02-60-06-52-0425	Life Insurance	478.00	161.44	202.43	178.17	185.70	292.30	38.85
02-60-06-52-0430	VEBA Contributions	16,202.00	8,746.94	0.00	0.00	8,746.94	7,455.06	53.99
	<b>Benefits</b>	<b>355,565.00</b>	<b>110,605.57</b>	<b>25,011.03</b>	<b>2,228.67</b>	<b>133,387.93</b>	<b>222,177.07</b>	<b>37.51</b>



Account Number	Description	Budget	Beg Bal	Debits	Credits	End Bal	Remaining	% Exp/Col
02-60-06-53-0100	Electricity	38,004.00	10,488.34	5,537.92	0.00	16,026.26	21,977.74	42.17
02-60-06-53-0200	Communications	8,160.00	1,522.45	395.98	0.00	1,918.43	6,241.57	23.51
02-60-06-53-0300	Auditing	9,900.00	0.00	0.00	0.00	0.00	9,900.00	0.00
02-60-06-53-0380	Consulting Services	249,209.00	27,353.99	26,347.51	0.00	53,701.50	195,507.50	21.55
02-60-06-53-0410	IT Support	111,773.00	15,682.70	14,076.03	0.00	29,758.73	82,014.27	26.62
02-60-06-53-1300	Inspections	1,200.00	1,339.35	0.00	0.00	1,339.35	-139.35	111.61
02-60-06-53-1310	JULIE Participation	2,345.00	0.00	0.00	0.00	0.00	2,345.00	0.00
02-60-06-53-2100	Bank Fees	42,500.00	13,551.08	3,590.51	0.00	17,141.59	25,358.41	40.33
02-60-06-53-2200	Liability Insurance	41,978.00	13,765.52	3,441.38	0.00	17,206.90	24,771.10	40.99
02-60-06-53-2250	IRMA Deductible	9,500.00	0.00	0.00	0.00	0.00	9,500.00	0.00
02-60-06-53-3050	Water System	123,500.00	819.33	8,831.22	0.00	9,650.55	113,849.45	7.81
	Maintenance							
02-60-06-53-3055	Hydrant Maintenance	10,000.00	0.00	0.00	0.00	0.00	10,000.00	0.00
02-60-06-53-3200	Maintenance of	8,000.00	500.16	1,537.23	0.00	2,037.39	5,962.61	25.47
	Vehicles							
02-60-06-53-3300	Maint of Office	1,000.00	242.33	133.74	0.00	376.07	623.93	37.61
	Equipment							
02-60-06-53-3600	Maintenance of	14,750.00	2,783.25	237.58	0.00	3,020.83	11,729.17	20.48
	Buildings							
02-60-06-53-3620	Maintenance of	15,000.00	0.00	0.00	0.00	0.00	15,000.00	0.00
	Streets							
02-60-06-53-3630	Overhead Sewer	59,000.00	7,006.00	0.00	0.00	7,006.00	51,994.00	11.87
	Program							
02-60-06-53-3631	Lead Service Line	50,000.00	45,000.00	0.00	0.00	45,000.00	5,000.00	90.00
	Program							
02-60-06-53-3640	SewerCatch Basin	50,000.00	5,875.64	0.00	0.00	5,875.64	44,124.36	11.75
	Repair							
02-60-06-53-4100	Training	1,150.00	0.00	0.00	0.00	0.00	1,150.00	0.00
02-60-06-53-4250	Travel & Meeting	3,740.00	0.00	666.91	0.00	666.91	3,073.09	17.83
02-60-06-53-4300	Dues & Subscriptions	1,490.00	597.00	0.00	0.00	597.00	893.00	40.07
02-60-06-53-4350	Printing	3,205.00	447.23	265.20	0.00	712.43	2,492.57	22.23
02-60-06-53-4400	Medical & Screening	700.00	0.00	0.00	0.00	0.00	700.00	0.00
02-60-06-53-4480	Water Testing	3,590.00	448.00	150.80	0.00	598.80	2,991.20	16.68
02-60-06-53-5300	AdvertisingLegal	500.00	0.00	0.00	0.00	0.00	500.00	0.00
	Notice							
02-60-06-53-5350	Dumping Fees	20,000.00	11,139.48	884.50	0.00	12,023.98	7,976.02	60.12
02-60-06-53-5400	Damage Claims	4,000.00	0.00	0.00	0.00	0.00	4,000.00	0.00
	<b>Contractual</b>	<b>884,194.00</b>	<b>158,561.85</b>	<b>66,096.51</b>	<b>0.00</b>	<b>224,658.36</b>	<b>659,535.64</b>	<b>25.41</b>
	<b>Services</b>							
02-60-06-54-0100	Office Supplies	500.00	0.00	0.00	0.00	0.00	500.00	0.00
02-60-06-54-0200	Gas & Oil	17,509.00	5,448.64	1,917.26	0.00	7,365.90	10,143.10	42.07
02-60-06-54-0310	Uniforms	1,525.00	553.01	289.75	0.00	842.76	682.24	55.26
02-60-06-54-0500	Vehicle Parts	10,000.00	1,867.51	2.39	0.00	1,869.90	8,130.10	18.70
02-60-06-54-0600	Operating Supplies	222,994.00	11,565.08	2,903.80	0.00	14,468.88	208,525.12	6.49
02-60-06-54-1300	Postage	7,978.00	1,579.85	751.62	0.00	2,331.47	5,646.53	29.22
02-60-06-54-2200	Water from Chicago	1,894,725.00	477,561.29	197,762.61	0.00	675,323.90	1,219,401.10	35.64
	<b>Materials &amp;</b>	<b>2,155,231.00</b>	<b>498,575.38</b>	<b>203,627.43</b>	<b>0.00</b>	<b>702,202.81</b>	<b>1,453,028.19</b>	<b>32.58</b>
	<b>Supplies</b>							

Account Number	Description	Budget	Beg Bal	Debits	Credits	End Bal	Remaining	% Exp/Col
02-60-06-55-1150	Sewer System Improvements	225,000.00	4,550.00	0.00	0.00	4,550.00	220,450.00	2.02
02-60-06-55-1300	Water System Improvements	333,000.00	48,098.80	0.00	0.00	48,098.80	284,901.20	14.44
02-60-06-55-9100	Street Improvements	70,000.00	0.00	0.00	0.00	0.00	70,000.00	0.00
	<b>Capital Outlay</b>	<b>628,000.00</b>	<b>52,648.80</b>	<b>0.00</b>	<b>0.00</b>	<b>52,648.80</b>	<b>575,351.20</b>	<b>8.38</b>
02-60-06-55-0010	Depreciation Expense	380,756.00	0.00	0.00	0.00	0.00	380,756.00	0.00
	<b>Depreciation</b>	<b>380,756.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>380,756.00</b>	<b>0.00</b>
02-60-06-56-0104	IEPA Loan Principal	677,949.00	337,112.34	0.00	0.00	337,112.34	340,836.66	49.73
02-60-06-56-0105	IEPA Loan Interest	239,196.00	121,460.56	0.00	0.00	121,460.56	117,735.44	50.78
	<b>Debt Service</b>	<b>917,145.00</b>	<b>458,572.90</b>	<b>0.00</b>	<b>0.00</b>	<b>458,572.90</b>	<b>458,572.10</b>	<b>50.00</b>
02-60-06-57-5013	Transfer to CERF	111,467.00	37,155.68	9,288.92	0.00	46,444.60	65,022.40	41.67
	<b>Other Financing Uses</b>	<b><u>111,467.00</u></b>	<b><u>37,155.68</u></b>	<b><u>9,288.92</u></b>	<b><u>0.00</u></b>	<b><u>46,444.60</u></b>	<b><u>65,022.40</u></b>	<b><u>41.67</u></b>
<b>60</b>	<b>Public Works</b>	<b><u>6,327,799.00</u></b>	<b><u>1,598,665.52</u></b>	<b><u>369,810.82</u></b>	<b><u>2,228.67</u></b>	<b><u>1,966,247.67</u></b>	<b><u>4,361,551.33</u></b>	<b><u>31.07</u></b>
	<b>Expense</b>	<b><u>6,327,799.00</u></b>	<b><u>1,598,665.52</u></b>	<b><u>369,810.82</u></b>	<b><u>2,228.67</u></b>	<b><u>1,966,247.67</u></b>	<b><u>4,361,551.33</u></b>	<b><u>31.07</u></b>
<b>02</b>	<b>Water &amp; Sewer Fund</b>	<b>506,765.00</b>	<b>-344,375.78</b>	<b>374,434.86</b>	<b>567,039.59</b>	<b>-536,980.51</b>	<b>1,043,745.51</b>	<b>-105.96</b>

Account Number	Description	Budget	Beg Bal	Debits	Credits	End Bal	Remaining	% Exp/Col
<b>03</b>	<b>Motor Fuel Tax Fund</b>							
<b>00</b>								
03-00-00-45-5100	Interest	874.00	3,391.28	0.00	3,630.80	7,022.08	-6,148.08	803.44
03-00-00-45-5200	Net Change in Fair Value	0.00	-1,743.57	2,864.71	0.00	-4,608.28	4,608.28	0.00
	<b>Interest</b>	<b>874.00</b>	<b>1,647.71</b>	<b>2,864.71</b>	<b>3,630.80</b>	<b>2,413.80</b>	<b>-1,539.80</b>	<b>276.18</b>
03-00-00-47-7100	State Allotment	278,865.00	88,025.69	0.00	20,247.10	108,272.79	170,592.21	38.83
03-00-00-47-7200	State Renewal Allotment	197,431.00	64,122.24	0.00	16,355.27	80,477.51	116,953.49	40.76
03-00-00-47-7250	State Rebuild Bond Fund Disb	122,713.00	0.00	0.00	122,713.13	122,713.13	-0.13	100.00
	<b>Intergovernmental</b>	<b>599,009.00</b>	<b>152,147.93</b>	<b>0.00</b>	<b>159,315.50</b>	<b>311,463.43</b>	<b>287,545.57</b>	<b>52.00</b>
<b>00</b>		<b>599,883.00</b>	<b>153,795.64</b>	<b>2,864.71</b>	<b>162,946.30</b>	<b>313,877.23</b>	<b>286,005.77</b>	<b>52.32</b>
	<b>Revenue</b>	<b>599,883.00</b>	<b>153,795.64</b>	<b>2,864.71</b>	<b>162,946.30</b>	<b>313,877.23</b>	<b>286,005.77</b>	<b>52.32</b>
<b>00</b>								
03-00-00-53-2100	Bank Fees	60.00	0.00	0.00	0.00	0.00	60.00	0.00
03-00-00-53-3620	Street Maintenance	140,000.00	0.00	0.00	0.00	0.00	140,000.00	0.00
	<b>Contractual Services</b>	<b>140,060.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>140,060.00</b>	<b>0.00</b>
03-00-00-54-2100	Snow & Ice Control	54,766.00	0.00	0.00	0.00	0.00	54,766.00	0.00
	<b>Materials &amp; Supplies</b>	<b>54,766.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>54,766.00</b>	<b>0.00</b>
03-00-00-55-9100	Street Improvement	350,000.00	0.00	0.00	0.00	0.00	350,000.00	0.00
	<b>Capital Outlay</b>	<b>350,000.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>350,000.00</b>	<b>0.00</b>
<b>00</b>		<b>544,826.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>544,826.00</b>	<b>0.00</b>
	<b>Expense</b>	<b>544,826.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>544,826.00</b>	<b>0.00</b>
<b>03</b>	<b>Motor Fuel Tax Fund</b>	<b>-55,057.00</b>	<b>-153,795.64</b>	<b>2,864.71</b>	<b>162,946.30</b>	<b>-313,877.23</b>	<b>258,820.23</b>	<b>570.10</b>

Account Number	Description	Budget	Beg Bal	Debits	Credits	End Bal	Remaining	% Exp/Col
<b>05</b>	<b>Debt Service Fund</b>							
<b>00</b>								
05-00-00-41-1000	Prior Yrs Taxes	123,722.00	2,280.00	0.00	0.00	2,280.00	121,442.00	1.84
05-00-00-41-1021	Property Taxes Current	139,953.00	0.00	0.00	0.00	0.00	139,953.00	0.00
	<b>Property Taxes</b>	<b>263,675.00</b>	<b>2,280.00</b>	<b>0.00</b>	<b>0.00</b>	<b>2,280.00</b>	<b>261,395.00</b>	<b>0.86</b>
05-00-00-45-5100	Interest	155.00	1,552.80	0.00	654.27	2,207.07	-2,052.07	1,423.92
	<b>Interest</b>	<b><u>155.00</u></b>	<b><u>1,552.80</u></b>	<b><u>0.00</u></b>	<b><u>654.27</u></b>	<b><u>2,207.07</u></b>	<b><u>-2,052.07</u></b>	<b><u>1,423.92</u></b>
<b>00</b>		<b><u>263,830.00</u></b>	<b><u>3,832.80</u></b>	<b><u>0.00</u></b>	<b><u>654.27</u></b>	<b><u>4,487.07</u></b>	<b><u>259,342.93</u></b>	<b><u>1.70</u></b>
	<b>Revenue</b>	<b>263,830.00</b>	<b>3,832.80</b>	<b>0.00</b>	<b>654.27</b>	<b>4,487.07</b>	<b>259,342.93</b>	<b>1.70</b>
<b>00</b>								
05-00-00-53-2100	Bank Fees	500.00	0.00	0.00	0.00	0.00	500.00	0.00
	<b>Contractual Services</b>	<b>500.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>500.00</b>	<b>0.00</b>
05-00-00-56-0037	2022 GO Bond Principal	275,000.00	0.00	0.00	0.00	0.00	275,000.00	0.00
	<b>Debt Service</b>	<b>275,000.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>275,000.00</b>	<b>0.00</b>
05-00-00-56-0038	2022 GO Bond Interest	3,434.00	0.00	0.00	0.00	0.00	3,434.00	0.00
	<b>Interest on Debt</b>	<b><u>3,434.00</u></b>	<b><u>0.00</u></b>	<b><u>0.00</u></b>	<b><u>0.00</u></b>	<b><u>0.00</u></b>	<b><u>3,434.00</u></b>	<b><u>0.00</u></b>
<b>00</b>		<b><u>278,934.00</u></b>	<b><u>0.00</u></b>	<b><u>0.00</u></b>	<b><u>0.00</u></b>	<b><u>0.00</u></b>	<b><u>278,934.00</u></b>	<b><u>0.00</u></b>
	<b>Expense</b>	<b><u>278,934.00</u></b>	<b><u>0.00</u></b>	<b><u>0.00</u></b>	<b><u>0.00</u></b>	<b><u>0.00</u></b>	<b><u>278,934.00</u></b>	<b><u>0.00</u></b>
<b>05</b>	<b>Debt Service Fund</b>	<b>15,104.00</b>	<b>-3,832.80</b>	<b>0.00</b>	<b>654.27</b>	<b>-4,487.07</b>	<b>19,591.07</b>	<b>-29.71</b>

Account Number	Description	Budget	Beg Bal	Debits	Credits	End Bal	Remaining	% Exp/Col
<b>09</b>	<b>Police Pension Fund</b>							
<b>00</b>								
09-00-00-45-5100	Interest	560,000.00	101,413.36	0.00	0.00	101,413.36	458,586.64	18.11
09-00-00-45-5200	Net Change in Fair Value	2,023,653.00	-1,225,839.68	0.00	0.00	-1,225,839.68	3,249,492.68	-60.58
	<b>Interest</b>	<b>2,583,653.00</b>	<b>-1,124,426.32</b>	<b>0.00</b>	<b>0.00</b>	<b>-1,124,426.32</b>	<b>3,708,079.32</b>	<b>-43.52</b>
09-00-00-41-1100	Employer Contribution	1,959,903.00	17,561.92	0.00	0.00	17,561.92	1,942,341.08	0.90
09-00-00-46-7350	Employee Contribution	310,063.00	95,196.45	0.00	24,315.63	119,512.08	190,550.92	38.54
	<b>Grants &amp; Contributions</b>	<b>2,269,966.00</b>	<b>112,758.37</b>	<b>0.00</b>	<b>24,315.63</b>	<b>137,074.00</b>	<b>2,132,892.00</b>	<b>6.04</b>
<b>00</b>		<b>4,853,619.00</b>	<b>-1,011,667.95</b>	<b>0.00</b>	<b>24,315.63</b>	<b>-987,352.32</b>	<b>5,840,971.32</b>	<b>-20.34</b>
	<b>Revenue</b>	<b>4,853,619.00</b>	<b>-1,011,667.95</b>	<b>0.00</b>	<b>24,315.63</b>	<b>-987,352.32</b>	<b>5,840,971.32</b>	<b>-20.34</b>
<b>00</b>								
09-00-00-52-6100	Pensions	2,813,266.00	442,068.84	0.00	0.00	442,068.84	2,371,197.16	15.71
09-00-00-52-6150	Pension Refund	50,000.00	554.07	0.00	0.00	554.07	49,445.93	1.11
	<b>Benefits</b>	<b>2,863,266.00</b>	<b>442,622.91</b>	<b>0.00</b>	<b>0.00</b>	<b>442,622.91</b>	<b>2,420,643.09</b>	<b>15.46</b>
09-00-00-53-0300	Audit Services	2,310.00	0.00	0.00	0.00	0.00	2,310.00	0.00
09-00-00-53-0350	Actuarial Services	4,205.00	0.00	0.00	0.00	0.00	4,205.00	0.00
09-00-00-53-0360	Payroll Services	30,550.00	0.00	0.00	0.00	0.00	30,550.00	0.00
09-00-00-53-0380	Consulting Services	0.00	8,375.00	0.00	0.00	8,375.00	-8,375.00	0.00
09-00-00-53-0420	Legal Services	18,000.00	1,500.00	0.00	0.00	1,500.00	16,500.00	8.33
09-00-00-53-2100	Bank Fees	100.00	105.25	0.00	0.00	105.25	-5.25	105.25
09-00-00-53-4100	Training	1,000.00	0.00	0.00	0.00	0.00	1,000.00	0.00
09-00-00-53-4250	Travel & Meeting	1,000.00	0.00	0.00	0.00	0.00	1,000.00	0.00
09-00-00-53-4300	Dues & Subscriptions	795.00	0.00	0.00	0.00	0.00	795.00	0.00
09-00-00-53-4400	Medical & Screening	1,800.00	0.00	0.00	0.00	0.00	1,800.00	0.00
09-00-00-54-3100	Misc Expenditures	14,377.00	0.00	0.00	0.00	0.00	14,377.00	0.00
	<b>Contractual Services</b>	<b>74,137.00</b>	<b>9,980.25</b>	<b>0.00</b>	<b>0.00</b>	<b>9,980.25</b>	<b>64,156.75</b>	<b>13.46</b>
<b>00</b>		<b>2,937,403.00</b>	<b>452,603.16</b>	<b>0.00</b>	<b>0.00</b>	<b>452,603.16</b>	<b>2,484,799.84</b>	<b>15.41</b>
	<b>Expense</b>	<b>2,937,403.00</b>	<b>452,603.16</b>	<b>0.00</b>	<b>0.00</b>	<b>452,603.16</b>	<b>2,484,799.84</b>	<b>15.41</b>
<b>09</b>	<b>Police Pension Fund</b>	<b>-1,916,216.00</b>	<b>1,464,271.11</b>	<b>0.00</b>	<b>24,315.63</b>	<b>1,439,955.48</b>	<b>-3,356,171.48</b>	<b>-75.15</b>

Account Number	Description	Budget	Beg Bal	Debits	Credits	End Bal	Remaining	% Exp/Col
<b>10</b>	<b>Fire Pension Fund</b>							
<b>00</b>								
10-00-00-45-5100	InterestDividends	253,565.00	25,782.98	0.00	0.00	25,782.98	227,782.02	10.17
10-00-00-45-5200	Net Change in Fair Value	1,222,440.00	-971,657.41	0.00	0.00	-971,657.41	2,194,097.41	-79.49
	<b>Interest</b>	<b>1,476,005.00</b>	<b>-945,874.43</b>	<b>0.00</b>	<b>0.00</b>	<b>-945,874.43</b>	<b>2,421,879.43</b>	<b>-64.08</b>
10-00-00-41-1100	Employer Contribution	1,733,600.00	16,479.03	0.00	0.00	16,479.03	1,717,120.97	0.95
10-00-00-46-7350	Employee Contribution	217,664.00	92,295.64	0.00	18,165.90	110,461.54	107,202.46	50.75
	<b>Grants &amp; Contributions</b>	<b>1,951,264.00</b>	<b>108,774.67</b>	<b>0.00</b>	<b>18,165.90</b>	<b>126,940.57</b>	<b>1,824,323.43</b>	<b>6.51</b>
<b>00</b>		<b>3,427,269.00</b>	<b>-837,099.76</b>	<b>0.00</b>	<b>18,165.90</b>	<b>-818,933.86</b>	<b>4,246,202.86</b>	<b>-23.89</b>
	<b>Revenue</b>	<b>3,427,269.00</b>	<b>-837,099.76</b>	<b>0.00</b>	<b>18,165.90</b>	<b>-818,933.86</b>	<b>4,246,202.86</b>	<b>-23.89</b>
<b>00</b>								
10-00-00-52-6100	Pensions Benefits	2,239,929.00	359,653.80	0.00	0.00	359,653.80	1,880,275.20	16.06
		<b>2,239,929.00</b>	<b>359,653.80</b>	<b>0.00</b>	<b>0.00</b>	<b>359,653.80</b>	<b>1,880,275.20</b>	<b>16.06</b>
10-00-00-53-0300	Audit Services	2,310.00	0.00	0.00	0.00	0.00	2,310.00	0.00
10-00-00-53-0350	Actuarial Services	3,815.00	0.00	0.00	0.00	0.00	3,815.00	0.00
10-00-00-53-0360	Payroll Services	15,595.00	2,030.00	0.00	0.00	2,030.00	13,565.00	13.02
10-00-00-53-0420	Legal Services	6,000.00	1,587.50	0.00	0.00	1,587.50	4,412.50	26.46
10-00-00-53-2100	Bank Fees	2,200.00	189.59	0.00	0.00	189.59	2,010.41	8.62
10-00-00-53-4100	Training	500.00	0.00	0.00	0.00	0.00	500.00	0.00
10-00-00-53-4250	Travel & Meeting	500.00	0.00	0.00	0.00	0.00	500.00	0.00
10-00-00-53-4300	Dues & Subscriptions	795.00	0.00	0.00	0.00	0.00	795.00	0.00
10-00-00-53-4400	Medical & Screening	1,000.00	0.00	0.00	0.00	0.00	1,000.00	0.00
10-00-00-54-1300	Postage	50.00	0.00	0.00	0.00	0.00	50.00	0.00
10-00-00-54-3100	Misc Expenditures	18,210.00	1,760.00	0.00	0.00	1,760.00	16,450.00	9.67
	<b>Contractual Services</b>	<b>50,975.00</b>	<b>5,567.09</b>	<b>0.00</b>	<b>0.00</b>	<b>5,567.09</b>	<b>45,407.91</b>	<b>10.92</b>
<b>00</b>		<b>2,290,904.00</b>	<b>365,220.89</b>	<b>0.00</b>	<b>0.00</b>	<b>365,220.89</b>	<b>1,925,683.11</b>	<b>15.94</b>
	<b>Expense</b>	<b>2,290,904.00</b>	<b>365,220.89</b>	<b>0.00</b>	<b>0.00</b>	<b>365,220.89</b>	<b>1,925,683.11</b>	<b>15.94</b>
<b>10</b>	<b>Fire Pension Fund</b>	<b>-1,136,365.00</b>	<b>1,202,320.65</b>	<b>0.00</b>	<b>18,165.90</b>	<b>1,184,154.75</b>	<b>-2,320,519.75</b>	<b>-104.21</b>

Account Number	Description	Budget	Beg Bal	Debits	Credits	End Bal	Remaining	% Exp/Col
<b>13</b>	<b>Capital Equip Replacement Fund</b>							
<b>00</b>								
13-00-00-45-5100	Interest	25,605.00	9,122.41	0.00	2,000.30	11,122.71	14,482.29	43.44
13-00-00-45-5200	Net Change in Fair Value	0.00	-33,223.38	40,392.10	0.00	-73,615.48	73,615.48	0.00
	<b>Interest</b>	<b>25,605.00</b>	<b>-24,100.97</b>	<b>40,392.10</b>	<b>2,000.30</b>	<b>-62,492.77</b>	<b>88,097.77</b>	<b>-244.06</b>
13-00-00-47-7001	From General Fund	801,778.00	267,259.32	0.00	66,814.83	334,074.15	467,703.85	41.67
13-00-00-47-7002	Transfer from Water and Sewer	111,467.00	37,155.68	0.00	9,288.92	46,444.60	65,022.40	41.67
13-00-00-48-8000	Sale of Property	25,000.00	0.00	0.00	0.00	0.00	25,000.00	0.00
	<b>Other Financing Sources</b>	<b>938,245.00</b>	<b>304,415.00</b>	<b>0.00</b>	<b>76,103.75</b>	<b>380,518.75</b>	<b>557,726.25</b>	<b>40.56</b>
<b>00</b>		<b>963,850.00</b>	<b>280,314.03</b>	<b>40,392.10</b>	<b>78,104.05</b>	<b>318,025.98</b>	<b>645,824.02</b>	<b>33.00</b>
	<b>Revenue</b>	<b>963,850.00</b>	<b>280,314.03</b>	<b>40,392.10</b>	<b>78,104.05</b>	<b>318,025.98</b>	<b>645,824.02</b>	<b>33.00</b>
<b>00</b>								
13-00-00-53-2100	Bank Fees	100.00	0.00	0.00	0.00	0.00	100.00	0.00
	<b>Contractual Services</b>	<b>100.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>100.00</b>	<b>0.00</b>
13-00-00-55-0500	Building Improvements	33,477.00	0.00	0.00	0.00	0.00	33,477.00	0.00
13-00-00-55-8700	Police Vehicles	103,176.00	44,749.00	0.00	0.00	44,749.00	58,427.00	43.37
13-00-00-55-8720	Police Equipment	40,411.00	0.00	0.00	0.00	0.00	40,411.00	0.00
13-00-00-55-8800	Fire Dept Vehicle	263,500.00	0.00	0.00	0.00	0.00	263,500.00	0.00
13-00-00-55-8850	Fire Dept Equipment	45,000.00	0.00	0.00	0.00	0.00	45,000.00	0.00
13-00-00-55-8910	PW Vehicles	241,200.00	0.00	0.00	0.00	0.00	241,200.00	0.00
	<b>Capital Outlay</b>	<b>726,764.00</b>	<b>44,749.00</b>	<b>0.00</b>	<b>0.00</b>	<b>44,749.00</b>	<b>682,015.00</b>	<b>6.16</b>
<b>00</b>		<b>726,864.00</b>	<b>44,749.00</b>	<b>0.00</b>	<b>0.00</b>	<b>44,749.00</b>	<b>682,115.00</b>	<b>6.16</b>
	<b>Expense</b>	<b>726,864.00</b>	<b>44,749.00</b>	<b>0.00</b>	<b>0.00</b>	<b>44,749.00</b>	<b>682,115.00</b>	<b>6.16</b>
<b>13</b>	<b>Capital Equip Replacement Fund</b>	<b>-236,986.00</b>	<b>-235,565.03</b>	<b>40,392.10</b>	<b>78,104.05</b>	<b>-273,276.98</b>	<b>36,290.98</b>	<b>115.31</b>

Account Number	Description	Budget	Beg Bal	Debits	Credits	End Bal	Remaining	% Exp/Col
<b>14</b>	<b>Capital Improvement Fund</b>							
<b>00</b>								
14-00-00-43-3200	Metra Daily Parking Fees	3,500.00	0.00	0.00	0.00	0.00	3,500.00	0.00
14-00-00-43-3220	Parking Lot Permit Fees	31,749.00	0.00	0.00	0.00	0.00	31,749.00	0.00
	<b>Charges for Services</b>	<b>35,249.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>35,249.00</b>	<b>0.00</b>
14-00-00-44-4240	Automated Traffic Enf Fines	850,000.00	12,686.78	135.25	16,502.31	29,053.84	820,946.16	3.42
	<b>Fines &amp; Forfeits</b>	<b>850,000.00</b>	<b>12,686.78</b>	<b>135.25</b>	<b>16,502.31</b>	<b>29,053.84</b>	<b>820,946.16</b>	<b>3.42</b>
14-00-00-45-5100	Interest	18.00	14,517.76	0.00	7,438.28	21,956.04	-21,938.04	121,978.00
14-00-00-45-5200	Net Change in Fair Value	0.00	-5,994.36	5,003.22	0.00	-10,997.58	10,997.58	0.00
	<b>Interest</b>	<b>18.00</b>	<b>8,523.40</b>	<b>5,003.22</b>	<b>7,438.28</b>	<b>10,958.46</b>	<b>-10,940.46</b>	<b>60,880.33</b>
14-00-00-47-7018	Transfer From Infrast Imp BF	256,590.00	0.00	0.00	0.00	0.00	256,590.00	0.00
	<b>Other Financing Sources</b>	<b><u>256,590.00</u></b>	<b><u>0.00</u></b>	<b><u>0.00</u></b>	<b><u>0.00</u></b>	<b><u>0.00</u></b>	<b><u>256,590.00</u></b>	<b><u>0.00</u></b>
<b>00</b>		<b><u>1,141,857.00</u></b>	<b><u>21,210.18</u></b>	<b><u>5,138.47</u></b>	<b><u>23,940.59</u></b>	<b><u>40,012.30</u></b>	<b><u>1,101,844.70</u></b>	<b><u>3.50</u></b>
	<b>Revenue</b>	<b>1,141,857.00</b>	<b>21,210.18</b>	<b>5,138.47</b>	<b>23,940.59</b>	<b>40,012.30</b>	<b>1,101,844.70</b>	<b>3.50</b>
<b>00</b>								
14-00-00-53-0370	Professional Services	0.00	3,700.00	4,034.00	0.00	7,734.00	-7,734.00	0.00
14-00-00-53-0380	Consulting Services	25,000.00	0.00	0.00	0.00	0.00	25,000.00	0.00
14-00-00-53-4290	License Fees	12,000.00	12,000.00	0.00	0.00	12,000.00	0.00	100.00
	<b>Contractual Services</b>	<b>37,000.00</b>	<b>15,700.00</b>	<b>4,034.00</b>	<b>0.00</b>	<b>19,734.00</b>	<b>17,266.00</b>	<b>53.34</b>
14-00-00-55-0500	Building Improvements	78,000.00	0.00	0.00	0.00	0.00	78,000.00	0.00
14-00-00-55-1205	Streetscape Improvements	46,000.00	0.00	0.00	0.00	0.00	46,000.00	0.00
14-00-00-55-1210	Parking Lot Improvements	150,000.00	0.00	0.00	0.00	0.00	150,000.00	0.00
14-00-00-55-1250	Alley Improvements	2,522,582.00	296,734.76	35,402.91	1,752.50	330,385.17	2,192,196.83	13.10
14-00-00-55-8620	Information Technology Equipme	491,864.00	1,387.36	0.00	0.00	1,387.36	490,476.64	0.28
	<b>Capital Outlay</b>	<b><u>3,288,446.00</u></b>	<b><u>298,122.12</u></b>	<b><u>35,402.91</u></b>	<b><u>1,752.50</u></b>	<b><u>331,772.53</u></b>	<b><u>2,956,673.47</u></b>	<b><u>10.09</u></b>



<u>Account Number</u>	<u>Description</u>	<u>Budget</u>	<u>Beg Bal</u>	<u>Debits</u>	<u>Credits</u>	<u>End Bal</u>	<u>Remaining</u>	<u>% Exp/Col</u>
00		<u>3,325,446.00</u>	<u>313,822.12</u>	<u>39,436.91</u>	<u>1,752.50</u>	<u>351,506.53</u>	<u>2,973,939.47</u>	<u>10.57</u>
	Expense	<u>3,325,446.00</u>	<u>313,822.12</u>	<u>39,436.91</u>	<u>1,752.50</u>	<u>351,506.53</u>	<u>2,973,939.47</u>	<u>10.57</u>
14	Capital Improvement Fund	2,183,589.00	292,611.94	44,575.38	25,693.09	311,494.23	1,872,094.77	14.27

Account Number	Description	Budget	Beg Bal	Debits	Credits	End Bal	Remaining	% Exp/Col
<b>31</b>	<b>TIF-Madison Street</b>							
<b>00</b>								
31-00-00-41-1000	Property Taxes-Prior Years	332,503.00	0.00	0.00	0.00	0.00	332,503.00	0.00
31-00-00-41-1021	Property Taxes-Current Year	339,153.00	0.00	0.00	0.00	0.00	339,153.00	0.00
	<b>Property Taxes</b>	<b>671,656.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>671,656.00</b>	<b>0.00</b>
31-00-00-45-5100	Interest	608.00	5,557.37	0.00	2,251.57	7,808.94	-7,200.94	1,284.37
	<b>Interest</b>	<b>608.00</b>	<b>5,557.37</b>	<b>0.00</b>	<b>2,251.57</b>	<b>7,808.94</b>	<b>-7,200.94</b>	<b>1,284.37</b>
<b>00</b>		<b>672,264.00</b>	<b>5,557.37</b>	<b>0.00</b>	<b>2,251.57</b>	<b>7,808.94</b>	<b>664,455.06</b>	<b>1.16</b>
	<b>Revenue</b>	<b>672,264.00</b>	<b>5,557.37</b>	<b>0.00</b>	<b>2,251.57</b>	<b>7,808.94</b>	<b>664,455.06</b>	<b>1.16</b>
<b>00</b>								
31-00-00-53-0100	Electricity & Natural Gas	0.00	603.83	162.01	0.00	765.84	-765.84	0.00
31-00-00-53-0300	Audit Services	1,000.00	0.00	0.00	0.00	0.00	1,000.00	0.00
31-00-00-53-0380	Consulting Services	11,000.00	11,975.00	16,200.00	0.00	28,175.00	-17,175.00	256.14
31-00-00-53-0425	Village Attorney	10,000.00	1,245.05	2,565.00	0.00	3,810.05	6,189.95	38.10
31-00-00-53-3600	Maintenance of Buildings	750.00	0.00	0.00	0.00	0.00	750.00	0.00
31-00-00-53-5300	AdvertisingLegal Notice	0.00	325.00	0.00	0.00	325.00	-325.00	0.00
	<b>Contractual Services</b>	<b>22,750.00</b>	<b>14,148.88</b>	<b>18,927.01</b>	<b>0.00</b>	<b>33,075.89</b>	<b>-10,325.89</b>	<b>145.39</b>
31-00-00-55-4300	Other Improvements	645,000.00	0.00	0.00	0.00	0.00	645,000.00	0.00
	<b>Capital Outlay</b>	<b>645,000.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>645,000.00</b>	<b>0.00</b>
31-00-00-56-0081	Interest on Interfund Loan	56,534.00	0.00	0.00	0.00	0.00	56,534.00	0.00
	<b>Debt Service</b>	<b>56,534.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>56,534.00</b>	<b>0.00</b>
<b>00</b>		<b>724,284.00</b>	<b>14,148.88</b>	<b>18,927.01</b>	<b>0.00</b>	<b>33,075.89</b>	<b>691,208.11</b>	<b>4.57</b>
	<b>Expense</b>	<b>724,284.00</b>	<b>14,148.88</b>	<b>18,927.01</b>	<b>0.00</b>	<b>33,075.89</b>	<b>691,208.11</b>	<b>4.57</b>
<b>31</b>	<b>TIF-Madison Street</b>	<b>52,020.00</b>	<b>8,591.51</b>	<b>18,927.01</b>	<b>2,251.57</b>	<b>25,266.95</b>	<b>26,753.05</b>	<b>48.57</b>

Account Number	Description	Budget	Beg Bal	Debits	Credits	End Bal	Remaining	% Exp/Col
<b>32</b>	<b>Tif - North Avenue</b>							
<b>00</b>								
32-00-00-41-1000	Property Taxes-Prior Years	179,046.00	5,290.33	0.00	0.00	5,290.33	173,755.67	2.95
32-00-00-41-1021	Property Taxes-Current Year	182,627.00	0.00	0.00	0.00	0.00	182,627.00	0.00
	<b>Property Taxes</b>	<b>361,673.00</b>	<b>5,290.33</b>	<b>0.00</b>	<b>0.00</b>	<b>5,290.33</b>	<b>356,382.67</b>	<b>1.46</b>
32-00-00-45-5100	Interest	345.00	2,816.28	0.00	1,178.50	3,994.78	-3,649.78	1,157.91
	<b>Interest</b>	<b><u>345.00</u></b>	<b><u>2,816.28</u></b>	<b><u>0.00</u></b>	<b><u>1,178.50</u></b>	<b><u>3,994.78</u></b>	<b><u>-3,649.78</u></b>	<b><u>1,157.91</u></b>
<b>00</b>		<b><u>362,018.00</u></b>	<b><u>8,106.61</u></b>	<b><u>0.00</u></b>	<b><u>1,178.50</u></b>	<b><u>9,285.11</u></b>	<b><u>352,732.89</u></b>	<b><u>2.56</u></b>
	<b>Revenue</b>	<b>362,018.00</b>	<b>8,106.61</b>	<b>0.00</b>	<b>1,178.50</b>	<b>9,285.11</b>	<b>352,732.89</b>	<b>2.56</b>
<b>00</b>								
32-00-00-53-0300	Audit Services	1,000.00	0.00	0.00	0.00	0.00	1,000.00	0.00
32-00-00-53-0380	Consulting Services	71,000.00	0.00	2,500.00	0.00	2,500.00	68,500.00	3.52
32-00-00-53-0425	Village Attorney	10,000.00	528.00	67.50	0.00	595.50	9,404.50	5.96
32-00-00-53-5300	AdvertisingLegal	0.00	325.00	0.00	0.00	325.00	-325.00	0.00
	<b>Contractual Services</b>	<b>82,000.00</b>	<b>853.00</b>	<b>2,567.50</b>	<b>0.00</b>	<b>3,420.50</b>	<b>78,579.50</b>	<b>4.17</b>
32-00-00-55-4300	Other Improvements	278,000.00	0.00	0.00	0.00	0.00	278,000.00	0.00
	<b>Capital Outlay</b>	<b><u>278,000.00</u></b>	<b><u>0.00</u></b>	<b><u>0.00</u></b>	<b><u>0.00</u></b>	<b><u>0.00</u></b>	<b><u>278,000.00</u></b>	<b><u>0.00</u></b>
<b>00</b>		<b><u>360,000.00</u></b>	<b><u>853.00</u></b>	<b><u>2,567.50</u></b>	<b><u>0.00</u></b>	<b><u>3,420.50</u></b>	<b><u>356,579.50</u></b>	<b><u>0.95</u></b>
	<b>Expense</b>	<b><u>360,000.00</u></b>	<b><u>853.00</u></b>	<b><u>2,567.50</u></b>	<b><u>0.00</u></b>	<b><u>3,420.50</u></b>	<b><u>356,579.50</u></b>	<b><u>0.95</u></b>
<b>32</b>	<b>Tif - North Avenue</b>	<b>-2,018.00</b>	<b>-7,253.61</b>	<b>2,567.50</b>	<b>1,178.50</b>	<b>-5,864.61</b>	<b>3,846.61</b>	<b>290.61</b>

Account Number	Description	Budget	Beg Bal	Debits	Credits	End Bal	Remaining	% Exp/Col
<b>35</b>	<b>Infrastructure Imp</b>							
	<b>Bond Fund</b>							
<b>00</b>								
35-00-00-45-5100	Interest	93.00	2,808.07	0.00	1,175.30	3,983.37	-3,890.37	4,283.19
	<b>Interest</b>	<b><u>93.00</u></b>	<b><u>2,808.07</u></b>	<b><u>0.00</u></b>	<b><u>1,175.30</u></b>	<b><u>3,983.37</u></b>	<b><u>-3,890.37</u></b>	<b><u>4,283.19</u></b>
<b>00</b>		<b><u>93.00</u></b>	<b><u>2,808.07</u></b>	<b><u>0.00</u></b>	<b><u>1,175.30</u></b>	<b><u>3,983.37</u></b>	<b><u>-3,890.37</u></b>	<b><u>4,283.19</u></b>
	<b>Revenue</b>	<b>93.00</b>	<b>2,808.07</b>	<b>0.00</b>	<b>1,175.30</b>	<b>3,983.37</b>	<b>-3,890.37</b>	<b>4,283.19</b>
<b>00</b>								
35-00-00-55-9100	Street Improvements	0.00	2,072.95	0.00	0.00	2,072.95	-2,072.95	0.00
	<b>Capital Outlay</b>	<b>0.00</b>	<b>2,072.95</b>	<b>0.00</b>	<b>0.00</b>	<b>2,072.95</b>	<b>-2,072.95</b>	<b>0.00</b>
35-00-00-57-5014	Transfer To CIF	256,590.00	0.00	0.00	0.00	0.00	256,590.00	0.00
	<b>Other Financing</b>	<b><u>256,590.00</u></b>	<b><u>0.00</u></b>	<b><u>0.00</u></b>	<b><u>0.00</u></b>	<b><u>0.00</u></b>	<b><u>256,590.00</u></b>	<b><u>0.00</u></b>
	<b>Uses</b>							
<b>00</b>		<b><u>256,590.00</u></b>	<b><u>2,072.95</u></b>	<b><u>0.00</u></b>	<b><u>0.00</u></b>	<b><u>2,072.95</u></b>	<b><u>254,517.05</u></b>	<b><u>0.81</u></b>
	<b>Expense</b>	<b><u>256,590.00</u></b>	<b><u>2,072.95</u></b>	<b><u>0.00</u></b>	<b><u>0.00</u></b>	<b><u>2,072.95</u></b>	<b><u>254,517.05</u></b>	<b><u>0.81</u></b>
<b>35</b>	<b>Infrastructure Imp</b>	<b>256,497.00</b>	<b>-735.12</b>	<b>0.00</b>	<b>1,175.30</b>	<b>-1,910.42</b>	<b>258,407.42</b>	<b>-0.74</b>
	<b>Bond Fund</b>							

# Village of River Forest Investments

Fiscal Year 2023  
Through 09/30/2022

Fun	ID	Bank	Interest Rate	Purchase Date	Maturity Date	Cost	Par Value	Market Value
01	2020-08	First Capital Bank, TN	00.300%	10/2/2020	10/3/2022	\$248,500.00	\$248,500.00	\$248,500.00
01	2022-10	Beal Bank USA	02.250%	6/22/2022	6/21/2023	\$244,000.00	\$244,000.00	\$241,037.84
01	2022-14	Customers Bank Phoenix	03.700%	9/23/2022	6/23/2023	\$243,000.00	\$243,000.00	\$242,594.19
01	2022-13	First National Bank	03.051%	7/20/2022	7/20/2023	\$242,400.00	\$242,400.00	\$242,400.00
01	2022-06	US Treasury	01.841%	3/22/2022	9/30/2023	\$298,720.55	\$306,000.00	\$294,047.03
01	2021-19	Merrick Bank	00.500%	12/1/2021	11/20/2023	\$249,040.93	\$249,000.00	\$238,850.76
01	2022-12	Bank Hapoalim	02.550%	6/17/2022	12/18/2023	\$246,000.00	\$246,000.00	\$241,264.50
01	2022-01	JP Morngan Chase	00.900%	1/31/2022	1/31/2024	\$248,000.00	\$248,000.00	\$237,383.12
01	2021-04	Financial Federal Bank	00.150%	2/19/2021	2/20/2024	\$248,800.00	\$248,800.00	\$248,800.00
01	2021-13	Goldman Sachs	00.500%	7/28/2021	7/29/2024	\$249,000.00	\$249,000.00	\$232,466.40
01	2021-20	Bank United National	00.950%	12/8/2021	12/9/2024	\$249,000.00	\$249,000.00	\$231,577.47
01	2021-09	FHLB	00.750%	3/20/2021	4/22/2025	\$250,000.00	\$250,000.00	\$227,185.00
01	2021-14	FHLB	01.040%	10/28/2021	10/28/2025	\$250,000.00	\$250,000.00	\$224,960.00
01	2021-11	US Treasury	00.770%	4/29/2021	4/30/2026	\$500,000.00	\$499,511.72	\$442,949.00
								<b>\$3,594,015.31</b>
02	2022-02	Israel Discount Bank	00.750%	1/28/2022	7/14/2023	\$249,000.00	\$249,000.00	\$242,766.78
02	2021-16	Synchrony Bank	00.450%	10/22/2021	10/23/2023	\$249,000.00	\$249,000.00	\$239,483.47
								<b>\$482,250.25</b>
03	2022-05	American Express	01.600%	3/9/2022	3/11/2024	\$247,000.00	\$247,000.00	\$237,998.33

# Village of River Forest Investments

Fiscal Year 2023  
Through 09/30/2022

Fun	ID	Bank	Interest Rate	Purchase Date	Maturity Date	Cost	Par Value	Market Value
								<b>\$237,998.33</b>
13	2021-12	UBS Bank	00.250%	7/8/2021	7/10/2023	\$249,000.00	\$249,000.00	\$241,934.13
13	2022-15	Valley National Bank	03.900%	9/23/2022	10/3/2023	\$245,000.00	\$245,000.00	\$244,397.30
13	2021-21	Sallie Mae Bank/Salt LKE	00.700%	12/15/2021	12/15/2023	\$249,000.00	\$249,000.00	\$238,863.71
13	2021-22	BMW Bank North America	00.650%	12/17/2021	12/18/2023	\$249,000.00	\$249,000.00	\$238,645.83
13	2022-03	Patriot Bank	00.840%	1/20/2022	1/22/2024	\$245,800.00	\$245,800.00	\$245,800.00
13	2021-05	Texas Exchange	00.300%	2/5/2021	2/24/2024	\$249,000.00	\$249,000.00	\$236,293.53
13	2022-07	Safra National Bank	02.150%	4/8/2022	4/8/2024	\$247,000.00	\$247,000.00	\$239,513.43
13	2021-10	FHLB	00.440%	4/29/2021	4/29/2024	\$250,000.00	\$250,000.00	\$234,552.50
13	2022-08	FHLB	02.500%	4/11/2022	10/11/2024	\$500,000.00	\$500,000.00	\$479,825.00
13	2021-18	Capital One Bk	00.800%	11/24/2021	11/25/2024	\$249,000.00	\$249,000.00	\$231,201.48
13	2021-17	State Bank of India	00.800%	11/29/2021	11/29/2024	\$249,295.13	\$249,000.00	\$231,110.35
13	2022-04	FHLB	01.350%	2/11/2022	2/11/2025	\$300,000.00	\$300,000.00	\$278,514.00
13	2021-15	FHLB	01.040%	10/28/2021	10/28/2025	\$250,000.00	\$250,000.00	\$224,960.00
13	2021-07	FHLB	00.750%	2/18/2021	3/16/2026	\$100,000.00	\$100,000.00	\$88,033.00
								<b>\$3,453,644.26</b>
14	2022-11	FHLB	02.080%	6/16/2022	3/16/2023	\$400,000.00	\$400,000.00	\$396,808.00
14	2022-09	Discover Bank Greenwood	02.800%	4/27/2022	4/28/2025	\$246,000.00	\$246,000.00	\$236,915.22
								<b>\$633,723.22</b>

# Village of River Forest Investments

Fiscal Year 2023  
Through 09/30/2022

Fun	ID	Bank	Interest Rate	Purchase Date	Maturity Date	Cost	Par Value	Market Value
								\$8,401,631.37



## MEMORANDUM

Date: October 24, 2022

To: Catherine Adduci, Village President  
Village Board of Trustees

From: Brian Murphy, Village Administrator

Subject: Village Administrator's Report

### Upcoming Meetings (all meetings are at Village Hall unless otherwise noted)

Wednesday, October 26	6:00 PM	Quarterly Community Safety Meeting
Thursday, October 27	2:00 PM	Fire Pension Fund Board of Trustees Meeting
Thursday, October 27	3:30 PM	Police Pension Fund Board of Trustees Meeting
Thursday, October 27	7:00 PM	Historic Preservation Commission Meeting
Wednesday, November 2	6:00 PM	Economic Development Commission Meeting
Thursday, November 3	7:30 PM	Development Review Board Meeting
Monday, November 7	7:00 PM	DEI Advisory Group Meeting Dominican University
Tuesday, November 8	7:00 PM	Sustainability Commission Meeting
Wednesday, November 9	6:00 PM	Age Friendly Advisory Committee Meeting
Thursday, November 10	7:30 PM	Zoning Board of Appeals Meeting

### Recent Payments of >\$10,000

In accordance with the purchasing policy, the following is a summary of payments between \$10,000 and \$20,000 that have occurred since the last Board meeting:

Vendor	Amount	Description
Client First Consulting Group	\$13,735.00	IT Support Services
WSCDC	\$12,180.84	Monthly Dispatch Services
State Treasurer	\$13,862.62	Payroll Taxes

### New Business Licenses

None

Thank you.





## MEMORANDUM

**DATE:** October 24, 2022

**TO:** Brian Murphy, Village Administrator

**FROM:** Jeff Loster, Director of Public Works and Development Services

**SUBJECT:** Award of Contract – Village-Wide Traffic Study

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**Issue:** Staff is seeking the award of a contract for a Transportation Engineering Firm to assist the Village of River Forest in performing a Village-wide traffic study.

**Analysis:** Earlier this summer a Request for Proposals (RFP) was issued, seeking a Transportation Engineering Firm to assist the Village in conducting a Village-wide traffic study. The purpose of the study is to provide a comprehensive review of traffic patterns/volumes/speeds throughout the Village in an effort to identify and implement necessary improvements in a manner that minimizes or completely avoids unintended consequences.

On July 13, 2022, seven submittals were received in response to the Village's RFP. Staff reviewed each submittal and selected the one that best fit the needs of the Village which in this case was the submittal from Thomas Engineering Group, LLC (TEG). Once selected, Staff then negotiated the scope and cost of the work to be included in the study. As originally submitted, the cost of the proposal was approximately \$150,000. In negotiations between Village Staff and TEG Staff, both parties worked to get the total project cost under \$100,000, which is to be funded through the General Fund and the two TIF Funds. Items that were removed from the scope of work include the investigation of a jurisdictional transfer of Thatcher Avenue from IDOT to the Village and an inventory of all signage and pavement striping throughout the Village. If the Village Board wishes to pursue these additional options, their costs are \$14,527 and \$14,742, respectively.

Though TEG has never before performed this type of work for River Forest in the past, multiple references were checked and all provided positive feedback. TEG has also provided construction engineering services for the Village over the past few years and has always performed well. As such, Staff recommends approval of a contract with TEG for the Village-Wide Traffic Study.

**Recommendation:** Consider a Motion to approve an agreement with Thomas Engineering Group, LLC. to complete a Traffic Study for the Village of River Forest for a not-to-exceed cost of \$98,644.00 and authorize the Village Administrator to execute the contract agreement.

Attachments

Updated TEG Cost Sheets  
TEG Proposal

FIRM
PROJECT NAME
PRIME/SUPPLEMENT

## Prime

## COMPLEXITY FACTOR

**09/26/22**

\* These items are not currently included in Staff's recommendation

## PAYROLL ESCALATION TABLE FIXED RAISES

FIRM NAME  
PRIME/SUPPLEMENT  
Prepared By

Thomas Engineering Group  
Prime  
J Yuratovac

DATE 09/26/22  
Project Name 2022 Village-Wide Traffic Study  
Services Traffic Engineering Services

CONTRACT TERM 18 MONTHS  
START DATE 9/1/2022  
RAISE DATE 1/1/2023  
  
END DATE 2/29/2024

OVERHEAD RATE 115.28%  
COMPLEXITY FACTOR 0  
% OF RAISE 2%

### ESCALATION PER YEAR

year	First date	Last date	Months	% of Contract
0	9/1/2022	1/1/2023	4	22.22%
1	1/2/2023	1/1/2024	12	68.00%
2	1/2/2024	3/1/2024	2	11.56%

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The total escalation = 1.78%

## PAYROLL RATES

FIRM NAME  
PRIME/SUPPLEMENT  
PTB-ITEM #

Thomas Engineering Group  
Prime  
2022 Village-Wide Traffic Study

DATE

09/26/22

ESCALATION FACTOR

1.78%

*Note: Rates should be capped on the AVG 1 tab as necessary*

CLASSIFICATION	IDOT PAYROLL RATES ON FILE		CALCULATED RATE
Principal	\$70.00		\$71.25
Senior Project Manager	\$70.00		\$71.25
Project Manager	\$63.85		\$64.99
Project/Resident Engineer IV	\$57.58		\$58.60
Project/Resident Engineer III	\$44.81		\$45.61
Engineer II	\$34.62		\$35.23
Engineer I	\$29.00		\$29.52
Chief Surveyor	\$59.30		\$60.36
Technical Manager	\$50.10		\$50.99
Senior Technician	\$45.18		\$45.99
Technician III	\$43.70		\$44.48
Technician II	\$32.45		\$33.03
Technician I	\$29.48		\$30.01

## AVERAGE HOURLY PROJECT RATES

**FIRM NAME**

## Thomas Engineering Group

### Project Name / Services

2022 Village-Wide Traffic Study / Traffic Engineering Services

**DATE 09/26/22**

## PRIME/SUPPLEMENT

## Prime

**SHEET** 1 **OF** 3

PAYROLL	AVG	TOTAL PROJ. RATES			Kick-off			Public Outreach/Survey			Stakeholder Coordination			Data Collection			Various Non-Primary Ints		
CLASSIFICATION	HOURLY RATES	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
Principal	70.00	16.0	1.59%	1.11	1	14.29%	10.00	0			0			0			0		
Senior Project Manager	70.00	146.0	14.51%	10.15	3	42.86%	30.00	12	32.43%	22.70	7	30.43%	21.30	4	7.48%	5.23	3.5	5.07%	3.55
Project Manager	64.99	0.0			0			0			0			0			0		
Project/Resident Engineer IV	58.60	0.0			0			0			0			0			0		
Project/Resident Engineer III	45.61	110.5	10.98%	5.01	0			0			0			3	5.61%	2.56	14.5	21.01%	9.58
Engineer II	35.23	661.5	65.72%	23.16	3	42.86%	15.10	25	67.57%	23.81	16	69.57%	24.51	32	59.81%	21.07	48	69.57%	24.51
Engineer I	29.52	40.5	4.02%	1.19	0			0			0			14.5	27.10%	8.00	3	4.35%	1.28
Chief Surveyor	60.36	0.0			0			0			0			0			0		
Technical Manager	50.99	0.0			0			0			0			0			0		
Senior Technician	45.99	0.0			0			0			0			0			0		
Technician III	44.48	0.0			0			0			0			0			0		
Technician II	33.03	32.0	3.18%	1.05	0			0			0			0			0		
Technician I	30.01	0.0			0			0			0			0			0		
TOTALS		1006.5	100%	\$41.67	7.0	100%	\$55.10	37.0	100%	\$46.51	23.0	100%	\$45.81	53.5	100%	\$36.87	69.0	100%	\$38.93

## AVERAGE HOURLY PROJECT RATES

**FIRM NAME**

## Thomas Engineering Group

## Project Name / Services

2022 Village-Wide Traffic Study / Traffic Engineering Services

**DATE 09/26/22**

## PRIME/SUPPLEMENT

## Prime

**SHEET** 2 **OF** 3

PAYROLL	AVG	Crash Analysis			Capacity Analysis			Full report			Proj Management / Admin			Main Study - Sub-TOTAL					
CLASSIFICATION	HOURLY RATES	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
Principal	70.00	0			0			8	7.88%	5.52	7	15.22%	10.65	0			0		
Senior Project Manager	70.00	18	20.00%	14.00	2	1.97%	1.38	8	7.88%	5.52	27	58.70%	41.09	0			0		
Project Manager	64.99	0			0			0			0			0			0		
Project/Resident Engineer IV	58.60	0			0			0			0			0			0		
Project/Resident Engineer III	45.61	5	5.56%	2.53	18.5	18.23%	8.31	21.5	21.18%	9.66	0			0			0		
Engineer II	35.23	67	74.44%	26.23	81	79.80%	28.12	60	59.11%	20.83	12	26.09%	9.19	0			0		
Engineer I	29.52	0			0			4	3.94%	1.16	0			0			0		
Chief Surveyor	60.36	0			0			0			0			0			0		
Technical Manager	50.99	0			0			0			0			0			0		
Senior Technician	45.99	0			0			0			0			0			0		
Technician III	44.48	0			0			0			0			0			0		
Technician II	33.03	0			0			0			0			0			0		
Technician I	30.01	0			0			0			0			0			0		
TOTALS	638.8	90.0	100.00%	\$42.76	101.5	100.00%	\$37.81	101.5	100%	\$42.69	46.0	100%	\$60.93	0.0	0%	\$0.00	0.0	0%	\$0.00

## AVERAGE HOURLY PROJECT RATES

**FIRM NAME**

## Thomas Engineering Group

## Project Name / Services

2022 Village-Wide Traffic Study / Traffic Engineering Services

## PRIME/SUPPLEMENT

## Prime

**DATE 09/26/22**

**SHEET 3 OF 3**

PAYROLL	AVG	Washington Blvd			Two-Block Spans			Thatcher Ave			Sign/Striping Inventory								
CLASSIFICATION	HOURLY RATES	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
Principal	70.00	0			0			0			0			0			0		
Senior Project Manager	70.00	11	10.58%	7.40	12.5	11.36%	7.95	14	11.67%	8.17	24	16.67%	11.67	0			0		
Project Manager	64.99	0			0			0			0			0			0		
Project/Resident Engineer IV	58.60	0			0			0			0			0			0		
Project/Resident Engineer III	45.61	15	14.42%	6.58	15	13.64%	6.22	18	15.00%	6.84	0			0			0		
Engineer II	35.23	74	71.15%	25.07	70.5	64.09%	22.58	85	70.83%	24.96	88	61.11%	21.53	0			0		
Engineer I	29.52	4	3.85%	1.14	12	10.91%	3.22	3	2.50%	0.74	0			0			0		
Chief Surveyor	60.36	0			0			0			0			0			0		
Technical Manager	50.99	0			0			0			0			0			0		
Senior Technician	45.99	0			0			0			0			0			0		
Technician III	44.48	0			0			0			0			0			0		
Technician II	33.03	0			0			0			32	22.22%	7.34	0			0		
Technician I	30.01	0			0			0			0			0			0		
TOTALS	638.8	104.0	100.00%	\$40.19	110.0	100.00%	\$39.98	120.0	100%	\$40.70	144.0	100%	\$40.54	0.0	0%	\$0.00	0.0	0%	\$0.00

## DIRECT COST DETAIL

### **Task-101**

Travel	Trips	People	Mileage	Rate		
1 meeting with 2 people	1	2	30	\$ 0.585	\$	35.10
			Task-101 Subtotal		\$	35.10

### **Task-104**

Travel	Trips	People	Mileage	Rate		
6 field visits with 2 people	6	2	30	\$ 0.585	\$	210.60
			Task-104 Subtotal		\$	210.60

### **Task-105**

Travel	Trips	People	Mileage	Rate		
3 field visits with 2 people	3	2	30	\$ 0.585	\$	105.30
Plats			Each	Rate		
			Task-105 Subtotal		\$	105.30

### **Task-2**

Travel	Trips	People	Mileage	Rate		
1 field visits with 2 people	1	2	30	\$ 0.585	\$	35.10
			Task-2 Subtotal		\$	35.10

### **Task-3**

Travel	Trips	People	Mileage	Rate		
2 field visits with 2 people	2	2	30	\$ 0.585	\$	70.20
			Task-3 Subtotal		\$	70.20

### **Task-4**

Travel	Trips	People	Mileage	Rate		
1 field visits with 2 people	1	2	30	\$ 0.585	\$	35.10
			Task-4 Subtotal		\$	35.10

### **Task-5**

Travel	Trips	People	Mileage	Rate		
4 field visits with 2 people	4	2	30	\$ 0.585	\$	140.40
Site mileage	2	1	129	\$ 0.585	\$	150.93
			Task-5 Subtotal		\$	291.33

	<b>TEG Direct Costs Total</b>	<b>\$ 782.73</b>
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**Subconsultant Cost Breakdown**

Quigg Engineering Cost Estimate				
Quigg Engineering Task - Miovision Traffic Counts		TEG Task		
A	Village-Wide Traffic Study Data Collection	Task-104	\$	18,000.00
B	Various Non-Primary Intersections	Task-105	\$	2,100.00
C	Washington Blvd	Task-2	\$	800.00
D	2-Block Spans	Task-3	\$	-
E	Thatcher Jurisdictional Transfer Feasibility	Task-4	\$	2,400.00
Quigg Engineering Total			\$	23,300.00



# STATEMENT OF QUALIFICATIONS

JULY 13, 2022  
10:00 AM

**2022 VILLAGE-WIDE TRAFFIC STUDY –  
TRAFFIC ENGINEERING SERVICES**



**thomas**  
engineering group  
service at the highest grade®

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## **Introduction**





July 13, 2022

Jeff Loster  
 Director of Public Works and Development Services  
 Village of River Forest  
 400 Park Avenue  
 River Forest, IL 60305

Re: **2022 Village-Wide Traffic Study – Traffic Engineering Services**

Dear Mr. Loster:

Thomas Engineering Group, LLC. (TEG) respectfully submits this electronic proposal to the Village of River Forest to provide Traffic Engineering Consulting Services. We consider the staff proposed for this assignment to be some of the most qualified and experienced in traffic engineers within the State of Illinois.

Contained within our proposal is our operating history, company experience, staff qualifications, resumes for key personnel and our proposed hourly rates. The following summarizes the content within and we hope compels you to choose our team for this important role serving River Forest.

- **Staffing** – James Yuratovac, PE, PTOE, RSP is our proposed Project Manager for this assignment and has over 23 years' experience preparing traffic and parking studies, Phase I reports, contract plans for local projects and site development projects. He is passionate about traffic and safety engineering and has served in a role like this for much of his career for both KDOT and IDOT. Jim is supported by Maciej Konczewski, PE (proposed Project Engineer) and Kyle Vander Zee, PE (proposed Project Engineer), both of whom have had significant roles in our current On-Call Traffic and Safety Engineering contract with KDOT and within IDOT District 1 Traffic Studies Unit, in addition to performing Phase I and II engineering services for IDOT and a variety of municipal clients.
- **Qualifications** – Our team includes two PTOEs, each available for assignments to manage a project team that is both experienced and able to provide value by leading thoroughly experienced support staff.
- **Understanding and Approach** – Serving as the City Engineer for West Chicago and performing review duties for several municipalities, we understand the climate that municipalities operate in and we are very familiar with the workload challenges that Village staff faces on a day-to-day basis.

The ability to effectively address traffic concerns not only depends on the available data and its effective analysis, but also resources to perform the work. This can further depend on River Forest's ability to scale staffing with the required expertise at any particular time. Partnering with a consultant adds significant value through expediting responses, additional resources, external staffing, and exposure to new and innovative practices.

We are enthusiastic about the opportunity for our team to build a relationship with the Village by performing this work. Our goal is to provide the Village with the flexibility and confidence to maintain your regular workload and availability to respond to any challenges that arise. If you have any questions about our proposal, please do not hesitate to call me at 773.251.7938.

Sincerely,

**thomas engineering group, llc**

Curtis Cornwell, PE, PTOE  
 Transportation Department Head



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## **Firm Qualifications and Experience on Related Projects**



**FIRM OFFICERS****President:**

Thomas Gill, PE  
tomg@thomas-engineering.com  
708-533-1700

**Construction****Department Head:**

Gregory Benske  
gregb@thomas-engineering.com  
847-847-6181

**Municipal****Department Head:**

Kevin VanDeWoestyne, PE, ENV SP  
kevinv@thomas-engineering.com  
847-815-9500

**Transportation****Department Head:**

Curtis Cornwell, PE, PTOE  
curtisc@thomas-engineering.com  
773-251-7938

**OFFICE LOCATIONS**

238 South Kenilworth Avenue  
Suite 100  
Oak Park, IL 60302

762 Shoreline Drive  
Suite 200  
Aurora, IL 60504

2625 Butterfield Road  
Suite 209W  
Oak Brook, IL 60523

**Thomas Engineering Group, LLC (TEG)**, founded in 2008, is a professional engineering firm focused on providing planning, design, and construction engineering services to public sector clients. Our team has designed infrastructure improvements for repeat clients including West Chicago, Lombard, Aurora, Wheaton, DuPage County, Westmont, Schaumburg, Hoffman Estates, Warrenville, Woodridge, Illinois Department of Transportation, and Illinois Tollway.

TEG's headquarters is located in Oak Park, with branch offices in Aurora and Oak Brook. After 14+ years in business, TEG has grown to 40 employees across three departments: Municipal, Construction, and Transportation. We have been able to attract forward-thinking engineers and technical staff to provide our clients with unparalleled service and an innovative approach to engineering. This growth has enabled our team to continue to provide outstanding service while adding new clients, new staff, and additional engineering disciplines.

TEG is a Limited Liability Company co-founded and owned by three partners (Thomas Gill, III, PE, *President*; Greg Benske, *Principal*; Kevin VanDeWoestyne, PE, *Principal*) since 2008. TEG executive team also includes Curtis Cornwell, PE, PTOE, *Transportation Department Head*; and Sujata Banerjee, MBA, *Business Manager*.

TEG owns all of the necessary survey equipment, office equipment and pertinent computer software necessary to complete any project with efficiency and accuracy. TEG is capable of utilizing Global Positioning Systems (GPS) and Total Station survey equipment. While our planning, design and field experience is substantial, our teams always partner with clients and gather the necessary project context to make the best decisions based on existing conditions. What may have worked well in one particular situation may not in another; we treat each project as an opportunity to learn and innovate through partnering with clients and stakeholders.

By understanding the fiscal, environmental and site constraints, the TEG team takes an ownership approach to identify the most cost-effective solutions for each and every project. We are confident in our abilities, knowledge, and resources, and know we will be able to serve your staff in any capacity necessary. ***TEG provides our clients with the same dedication to service, expertise, innovation, and value that has enabled us to serve our clients and concurrently grow our company.***

**TEG Staff Qualifications: Licenses and Certifications**

19	IL Licensed Professional Engineers	PE
4	Qualified Construction Stormwater Inspectors	QCSI
2	Professional Traffic Operations Engineers	PTOE
2	Designated Erosion Control Inspectors	DECI
2	ISA Certified Arborists	
2	Licensed Drone Pilots	
2	Certified Floodplain Managers	CFM
2	Qualified MS4 LID / Green Infrastructure Inspectors	QLIDI
1	IL Licensed Professional Land Surveyor	PLS
1	Project Management Professional	PMP
1	Road Safety Professional	RSP
1	Envision Sustainability Professional	ENV SP
1	Certified Inspector of Sediment and Erosion Control	CISEC





## **Services Performed In-House**

### **MUNICIPAL ENGINEERING**

- Capital Improvement Planning
- Local Roadway and Street Design
- Pavement Preservation and Maintenance
- Sidewalk Preservation and Maintenance
- Site Development and Drainage
- IDOT, IEPA, and Stormwater Permitting
- Grant Writing/Funding Assistance
- Assistance with CDBG Programming
- STP, LAPP, and ARRA Administration
- Municipal Phase I/II/III Program Management
- Management of MFT Programs
- Street Resurfacing and Reconstruction
- Street Condition Ratings
- Sidewalk Replacement Programs
- Development Plan Review and Inspection
- Crack Filling Programs
- Parking Lot Rehabilitation
- Pedestrian and Bicycle Facilities
- Bike/Multi-use Path Resurfacing and Reconstruction
- Storm Sewer Rehabilitation
- Watermain, Sanitary, and Storm Sewer Design
- Utility Coordination

### **CONSTRUCTION AND RESIDENT ENGINEERING**

- Contract Documentation
- Constructability Review
- Public Relations and Outreach
- Schedule Review
- Construction Oversight and Inspection
- Timely Record Drawing Submittals
- Maintenance of Traffic and Staging
- Project Administration

### **TRANSPORTATION PLANNING AND DESIGN**

- State-led and locally-led Phase I Studies
- Feasibility Studies/Alternatives Analyses
- Intersection and Interchange Design Studies
- Public Involvement
- Streetscape Planning and Design
- Traffic Engineering

### **DRAINAGE AND STORMWATER MANAGEMENT**

- Hydrologic and Hydraulic Analyses
- Flood Control Projects
- Water Quality BMPs
- Detention/Retention/Infiltration Design
- LDS and Drainage Tech Memorandums
- Streambank Stabilization and Realignment

### **SURVEY**

- Topographic Survey
- Legal Descriptions
- Plat and Deed Research
- Subdivision and Right-of-Way Survey and Plats
- Section Corner Resets
- Property Boundary Surveys
- Plat of Highways
- ALTA/NSPS Land Title Surveys
- Plats of Easement
- Dedication Plats
- Plats of Vacation
- Construction Layout (Roads, Utilities, Bridges)
- Control Setup
- As-built Surveys

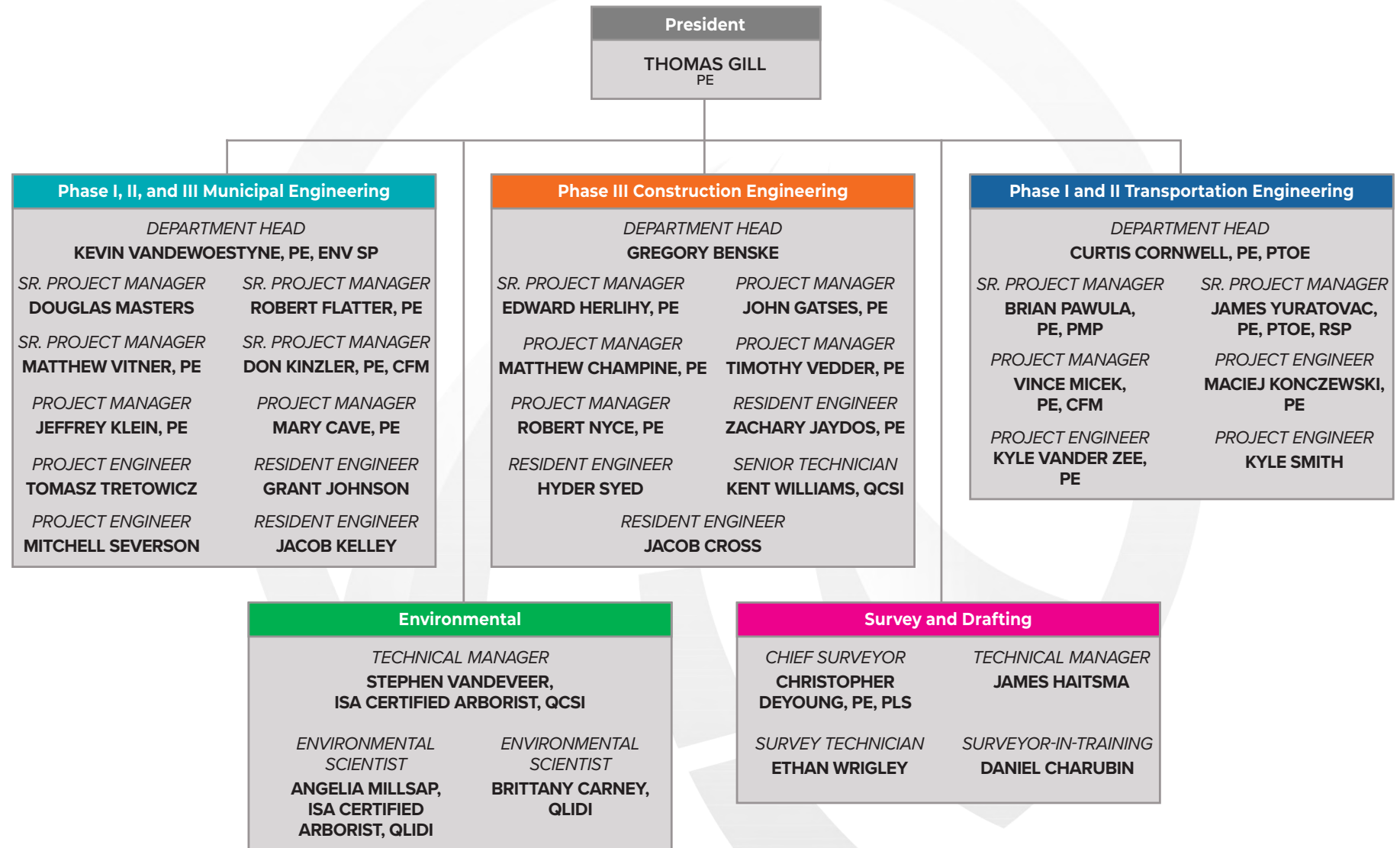
### **ENVIRONMENTAL**

- Tree Surveys/Tree Inventories
- Tree Risk Assessment and Mitigation
- Environmental Survey Requests (ESR)
- Landscape Planting Inspections, Documentation, and Recommendations
- Landscape Maintenance Inspections and Documentation
- Selective Clearing (Removing Invasive Species and Promoting Native and Beneficial Species)
- Erosion and Sediment Control Inspections





## Organizational Chart





## Phase I and II, Traffic Studies/Safety Engineering Services (District 1)

ILLINOIS DEPARTMENT OF TRANSPORTATION

PTB 181-007, D-91-472-16

PTB 190-012, P-91-025-19

### PROJECT INFORMATION

#### Dates

01/2017 - Ongoing

#### Contract Cost

\$600,000.00 (D-91-472-16)

\$800,000 (P-91-025-19)

#### Key Personnel

Project Manager -

James Yuratovac, PE, PTOE, RSP

Project Engineers -

Kyle Vander Zee, PE

Maciej Konczewski, PE

### CLIENT INFORMATION

Jonathan Lloyd

Crash Analysis Engineer

Illinois Department of Transportation

201 West Center Court

Schaumburg, IL 60196

(847) 705-4135

Jonathan.Lloyd@illinois.gov



### PROJECT DESCRIPTION

Phase I engineering services were performed for multiple multi-year contracts directly to IDOT for the preparation of traffic engineering studies and crash studies for various locations throughout District One. Work included collection of field data such as condition diagrams, manual turning movement (full classification), traffic count data and relevant crash data, and related study correspondence. TEG retrieved Illinois Traffic Crash Reports from local enforcement agencies and prepared collision diagrams. TEG performed traffic engineering analysis such as crash analysis, traffic signal warrant studies, road safety assessments, barrier warrant analysis and sight distance studies to determine recommended improvements. Reviews included individual intersections and roadway segments, as well as municipal and regional reviews. TEG also performed cost estimate and benefit-cost analysis for candidate projects to determine project eligibility for the annual Highway Safety Improvement Program (HSIP).

Additional tasks included:

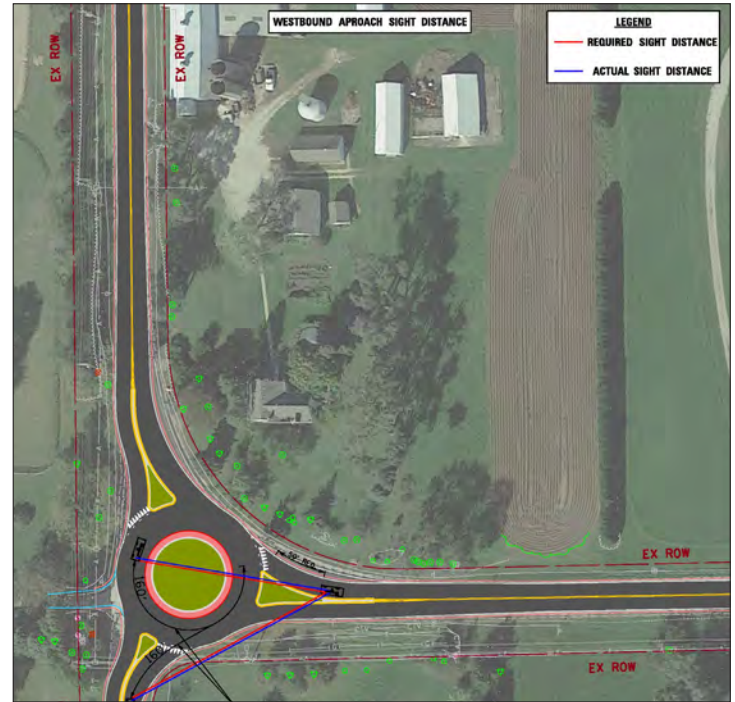
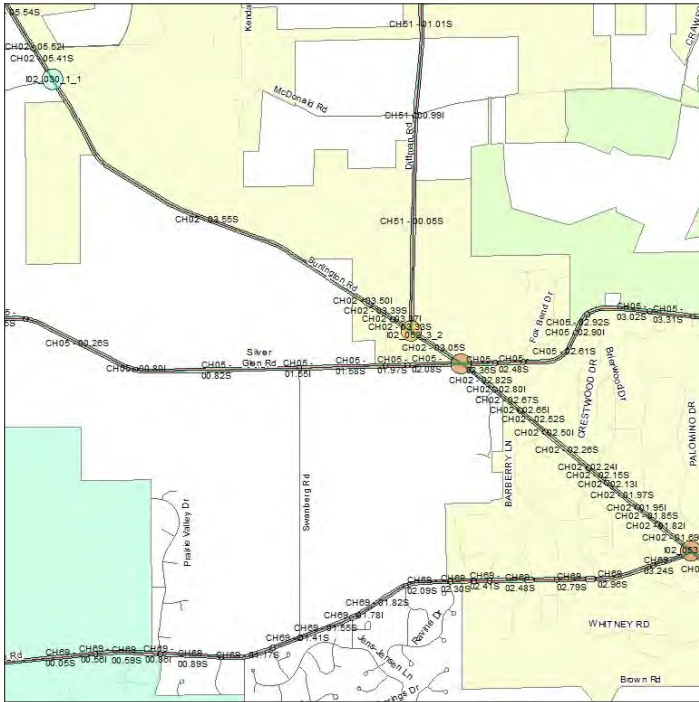
- Performing large scale safety evaluations of various roadway features. These included reviews of High Mast Light Towers, where TEG performed reviews and data analysis for all high mast light tower locations and identified the ones which posed a safety hazard. The review consisted of assessing the level of hazard each light tower, as well as how many crashes occurred at the location. These were then ranked based on a point scale system to determine highest risk locations. Guidelines were developed for the District to evaluate baseline geometric and safety conditions related to high mast light towers. A District-wide review of Unshielded Structures (bridges, culverts, etc.) was performed. We developed procedures to automate the ArcGIS and Excel process to facilitate the data analysis. All unshielded structures on state routes were evaluated for ease of implementing safety features, number and proximity of non-protected contact points, number of lanes, ADT, speed limits, as well as, crashes and injuries occurring at each location involving the structure.
- Performing District-wide Alternative Left Turn Treatment analysis. This involved exploring locations where new unconventional left turn treatments could be implemented. The locations were identified based on the available median widths, feasibility of implementing a treatment, and crash history. We developed customized tools to simplify the assessment and guidelines for the District to use. TEG also performed localized Pedestrian Safety studies for selected locations within District One. We provided data visualization and mapping integration to assist the District in utilizing the data.
- Providing Arterial Operations support to assist the Department due to staffing shortages. This included; coordinating and tracking reviews of plan and permit submittals to Arterials Field Engineers; reviewing and responding to webmails; and reviewing and responding to letters from citizens/municipalities/legislators. TEG assumed the duties of the Pedestrian Safety Engineer by providing reviews for pedestrian safety related items involving signing/stripping for pedestrian or trail crossings (including adherence to TRA 23 guidelines and implementation of rectangular rapid flashing beacons (RRFBs) at unsignalized crossings), and detailed ADA reviews to ensure compliance and safety of crossing locations, and reviews and approvals for Serious Safety Busing Hazards (which involved coordination with School Districts, submittal reviews, and preparation of response letters). Lastly TEG assisted with Speed Studies by tracking locations to be studied, coordinating with staff, reviewing/approving studies, and preparing interim and final response letters.





## On-Call Traffic and Safety Engineering

### KANE COUNTY DIVISION OF TRANSPORTATION



#### PROJECT DESCRIPTION

TEG is in our 2nd multi-year contract to provide on-call Traffic/Safety Engineering services for Kane County DOT for various locations throughout the county. The project includes a wide variety of tasks, such as Speed Studies, Advisory Speed Determinations, Intersection Control Studies, Capacity Analysis, Guard Rail Analysis, Sight Distance Studies, Roundabout Reviews, PS&E Preparation, Engineering Plan Review, and Safety Studies (including HSIP evaluations and benefit cost analysis).

Our initial task was to develop a road safety assessment of all intersections and roadways under KDOT jurisdiction for the entire county. This consisted of performing data analysis in ArcGIS/Excel, developing Intersection and Segment Peer Groups, assigning all locations to an appropriate Peer Group, and developing a Safety Tier Rating System. Work also included the completion of a system-wide safety analysis of five years of crash data in order to rate the relative safety of each location in comparison to its Peer Group. The top 5% locations for each Peer Group were identified for a more detailed analysis. The detailed analysis included review of all traffic crash police reports, evaluation of existing conditions, identification of crash patterns and potential countermeasures, a cost-benefit analysis of countermeasures, and recommendations (short term and long term) for improvements. Data analysis and review tools were developed to allow County staff to easily use the crash data.

This assessment was used as the foundation for many additional subsequent tasks. We provide annual updates to the assessment that include a comparison to previous years of data and identify negative/positive trends. We have performed several county-wide reviews for systemic safety improvements. We developed data mapping and visualization tools for the end user (County staff). These tools allow the end user to select a location to automatically create a crash summary table and plot the crashes on a diagram (for intersections) or aerial map (for segments). We created a safety improvement matrix tool that allows the end user to select a location which then automatically incorporates the crash data, identifies crash patterns/problems and highlights improvements to address the issues. We have utilized these items to develop standards for various geometric and safety features in order to provide guidance and policy recommendations to the County.

#### CLIENT INFORMATION

Mike Zakosek, PE  
Chief of Design  
Kane County Division of Transportation  
41W011 Burlington Road  
St. Charles, IL 60175  
(630) 406-7346

#### PROJECT INFORMATION

##### Dates

07/2018 - Ongoing

##### Firm Role

Prime

##### Key Personnel

Project Manager -  
James Yuratovac, PE, PTOE, RSP  
Project Engineers -  
Maciej Konczewski, PE  
Kyle Vander Zee, PE







## Phase I Various/Variou (District 1)

ILLINOIS DEPARTMENT OF TRANSPORTATION

PHASE I



### PROJECT DESCRIPTION

This project involved work order assignments to complete various Phase I studies and tasks to assist the District's In-House Phase I Studies Unit in completing preliminary engineering for Highway Safety Improvement projects (HSIP). This work has included data gathering, crash and capacity analysis, development of geometric alternatives, intersection design studies, structural inspection, hydraulic reports, location drainage studies, and project reports. TEG has been assigned 8 Phase I work orders of which 6 have been completed. Several work orders had only partial Phase I tasks included such as tree surveys, topographical surveys and area wide ADA inventory evaluations.

Complete Phase I study assignments included the following:

- HSIP Intersection Improvement from IL RT 43 (Harlem Avenue) at IL RT 171 (Archer Avenue) in Chicago
- HSIP Intersection Improvement from IL RT 43 (Harlem Avenue) at Cermak Road in Chicago
- Culvert Replacement Project; IL 171 over Ditch in Cook County
- Culvert Replacement Project; US 20 over Harmony Road in Kane County
- Culvert Replacement Project; US 20 over Ditch in Kane County
- Arterial Widening - IL 176, in McHenry County
- Intersection Improvement IL 394 at Exchange Street

### CLIENT INFORMATION

Carlos Feliciano  
District 1 In-House Studies Unit Head  
Illinois Department of Transportation  
201 West Center Court  
Schaumburg, IL 60196  
(847) 705-4106

### PROJECT INFORMATION

#### Dates

09/2013 - Current

#### Contract Cost

\$2,000,000

#### Key Personnel

Project Manager - Curtis Cornwell,  
PE, PTOE

Project Engineer - Kyle Vander Zee, PE





## City Engineering Services

CITY OF WEST CHICAGO

PHASE I/II/III



### PROJECT DESCRIPTION

TEG has served as the City's Consulting Engineer for various Capital Improvement Programs since March 2008. Annual duties and responsibilities include performing traffic reviews, traffic reports, pavement analysis, conditional ratings, and roadway inventory; sidewalk analysis, conditional ratings, and inventory; CIP planning, design and construction of the City's street improvement program(s), sidewalk maintenance program, crack sealing program, pavement striping program, curb rehabilitation program, alley maintenance program, and utility replacement programs, utilizing local, MFT, STP and ARRA funds, and DuPage CDBG grant monies.

As the lead traffic engineer for the City, Mr. Yuratovac's services have included preparing traffic studies, intersection design studies, traffic signal plans and other traffic engineering related items for City, as well as performing reviews of those same items that were submitted to West Chicago by developers and other agencies.

In addition, applications are routinely submitted for Federal funding resulting in receipt of over \$7.5 million in Federal funding (i.e., STP, LAPP, LAFO, ARRA, TCM, CDBG, and DCEO), between 2009 and 2020, for the City's Capital Improvement Projects. TEG also provides Phase III Construction Observation Services for all of the City's CIP projects.

### CLIENT INFORMATION

Mehul Patel  
Director of Public Works  
1400 W. Hawthorne Lane  
West Chicago, IL 60185  
(630) 293-2255  
mpatel@westchicago.org

### PROJECT INFORMATION

#### Dates

2008 - Current

#### Contract Cost

\$10,000,000

#### Key Personnel

Traffic Engineer - James Yuratovac, PE,  
PTOE, RSP



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## **Project Understanding**





## ↓ PROJECT UNDERSTANDING

### A) Village-Wide Traffic Study

The Village of River Forest is seeking professional engineering services for a Village-wide traffic study to provide a greater understanding of road operation using traffic counts, resident surveys, feedback from Village staff, field surveys, and crash data.

**TEG decided that in order to streamline analysis, roads would be divided into two categories, primary and local.** In an effort to thoroughly analyze the Village's road network, TEG began by identifying all primary roads. The collectors and arterials were classified as primary routes and were identified using IDOT's road classification map. The local roads were any locations primarily used and zoned for residential.

**For the purposes of this study non-primary routes may be considered as a primary route if it has unique circumstances from other local roads or a high crash rate.** We are considering Augusta Street as a primary route because it carries a non-local bike path and had a high rate of bike related crashes. There are three primary routes going north and south; Lathrop Avenue, Thatcher Avenue, and Harlem Avenue. Thatcher Avenue is owned by the State north of Chicago Avenue and Harlem Avenue is entirely State owned. The primary east-west routes include; Washington Boulevard, Lake Street, Chicago Avenue, and Division Street, Madison Street, and North Avenue. Madison Street and North Avenue are both owned by the State.

Local roads will also be studied; however analyzing the primary routes first would be the best initial approach due to:

- the higher volumes carried by the primary routes,
- more business areas along primary routes, such as those along the south side of Lake Street or all of Harlem Avenue or North Avenue,
- and potentially higher speeds.

TEG would then continue to engage the Village's identified issues as well as information gathered on preliminary site visits to determine specific primary and local roads to focus on as their own sub-study.

## → PAST STUDY FINDINGS SUMMARY

The Village has previously commissioned multiple village-wide traffic and pedestrian studies. TEG will incorporate the previous findings into our decision making process. We will also continue using any standards set previously to ensure uniformity and ensure future improvement recommendations do not undo those made in the past. Listed below are brief outlines of the previous studies findings.

### 1 SAFE ROUTES TO SCHOOL

The *2019 Safe Walking Routes to School Plan* established safe walking routes to seven locations in the Village, primarily schools. After reviewing the results of the study, it was noted that the established routes minimized exposure to dangerous uncontrolled crossings and as part of this study, new temporary one-way streets were implemented to make pick-up and drop-off easier. Crossing guards were also arranged in a way to maximize their effectiveness. Based on the review of Village meeting minutes, residents were generally in favor of the study improvements. TEG will follow the standards set forward as part of the Safe Routes study in our Village-wide traffic study.

### 2 PARKING UTILIZATION

The *2020 Commuter Parking Study* analyzed every parking spot in the Village to determine daily utilization, need for parking restrictions, and the option to expand parking areas in select locations. Based on our review of various Village meeting minutes, we are aware that parking changes are a sensitive issue with residents. Therefore, any proposed modifications to parking will be coordinated with the Village and residents as appropriate.

This study will be useful for determining driver destinations and will assist in knowing the history of past iterations of on-street parking. While many of the study's findings are most likely still valid, due to the COVID-19 pandemic, many traffic patterns were altered and may not return to the same pre-COVID volumes. This is due to residents making permanent lifestyle changes such as working from home on a permanent or semi-permanent basis.

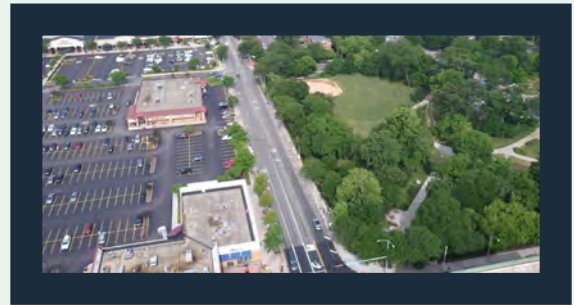
### 3 BICYCLE ACCOMMODATIONS

There are three designated bike trails in proximity of the Village. The Illinois Prairie Path to the south/west, the Des Plaines River Trail to the north/west, and the Grand Illinois Trail running through the center of the Village. TEG reviewed the *2020 River Forest Bicycle Plan* and verified that all near and mid-term improvements except two have already been implemented.

The next steps will be finishing the mid-term improvements and initiating the long term improvements and making sure the offered solutions are still feasible based on the post-COVID traffic patterns. Within the Village, most crashes involving bicyclists occurred on east-west routes compared to north-south. Bike crashes primarily occurred on three routes:

- Division Street (4 bike crashes in the 2020 Bicycle Plan),
- Chicago Avenue (9 bike crashes in the 2020 Bicycle Plan), and
- Lake Street (8 bike crashes in the 2020 Bicycle Plan).

In the north-south direction Lathrop Avenue was the primary route where bike accidents occurred. In the 2020 Bicycle Plan, there were 9 total bicyclist crashes on Lathrop Avenue, but the overall length of road is twice that of the east-west routes. ***Establishing safe connectivity between these three bike trails may provide significant benefit to the Village and its residents.*** After seeing this distribution of bike crashes, it was determined that bikes need easier access crossing the Village east-west rather than north to south.



#### B) Washington Boulevard Road Diet

The first of the Village identified locations is Washington Boulevard. TEG plans to study an optional road diet or change of lane use. The existing condition is a two lane, one lane per direction roadway, with a shared use bike lane and 8' of parking on either side. In the 2020 Commuter Parking Study conducted by KLOA they found all but one block of Washington Boulevard parking was underutilized (<15% utilization) during their study period. The only area that had higher usage was the block east of Thatcher Avenue. During the 12 hour analysis from 7AM to 7PM it was observed to have a maximum utilization of 20%. Every other block had zero parking spaces occupied during the study period. Due to low utilization of the parking, as well as moderate traffic volumes at rush hour, TEG understands the Village would like to consider a reduction in pavement cross-section, or a road diet, that better serves the community needs.

The existing 8' parking lanes are striped out and signed that they are not a through lane, but drivers approaching a line of traffic waiting at the stop sign may attempt to cut the line by using the parking lane. They would then be forced to merge back in when they reach the flexible reflective bollards blocking their path. Due to the low parking utilization this could potentially become a problem at stop controlled intersections in the corridor, and may pose a danger to bikers using the parking lane to avoid conflicts with faster vehicles.

Washington Commons Park and Washington Square Park are located in the center of the corridor on each side of Washington Boulevard and serve as a destination for pedestrians in the area. Pedestrians regularly move through the corridor and cross the street to access both parks. Residents moving towards the park and needing to cross Washington Boulevard are forced to cross a 42' wide road. Waiting pedestrians are over 8' away from the through lanes and drivers may be less likely to notice the pedestrians due to that setback. A more ideal design might use curb bump-outs to make pedestrians more visible while limiting through traffic from using the parking lanes. This has the additional effect of preventing drivers from disregarding the flexible bollards and being more visually obtrusive than thin bollards.



### C) Two Block Spans

To prevent drivers from needing to stop at every intersection the Village attempted to create two block sections south of Lake Street where drivers can continue along their route without needing to stop as frequently. While reviewing meeting minutes from Traffic Safety Commission meetings it was found that drivers would use Keystone Avenue and Gale Avenue as a cut through points at times when Madison Street was backed up from Thatcher Avenue or in some cases from 1st Avenue. These drivers are traveling at unsafe speeds and disregarding or 'rolling' the stop sign on Gale Avenue. In the same meeting it was discussed that Keystone Avenue has a large number of children that are put at risk by speeding drivers. It appears no other traffic calming measures have been used on either street.

Other routes intersecting Madison Street were not seen to have the same issues in the minutes TEG reviewed. Restricting traffic coming from Madison Street appears to have been considered at several different times but was never implemented. Madison Street has an ADT volume of 13000 which is below the ~18000 capacity that a two lane road with a shared turn lane is expected to be able to handle. TEG will explore what outside factors may be causing delays and backups. Knowing that Madison Street is a state route the Village will be limited in their approach to improving traffic conditions on the road, but it appears Madison Street is locally owned both east and west of River Forest's Village limits. It may be an option for the Village to consider a Jurisdictional Transfer if improvements to Madison Street would reduce the number of drivers cutting through using local roads.

### D) Thatcher Avenue

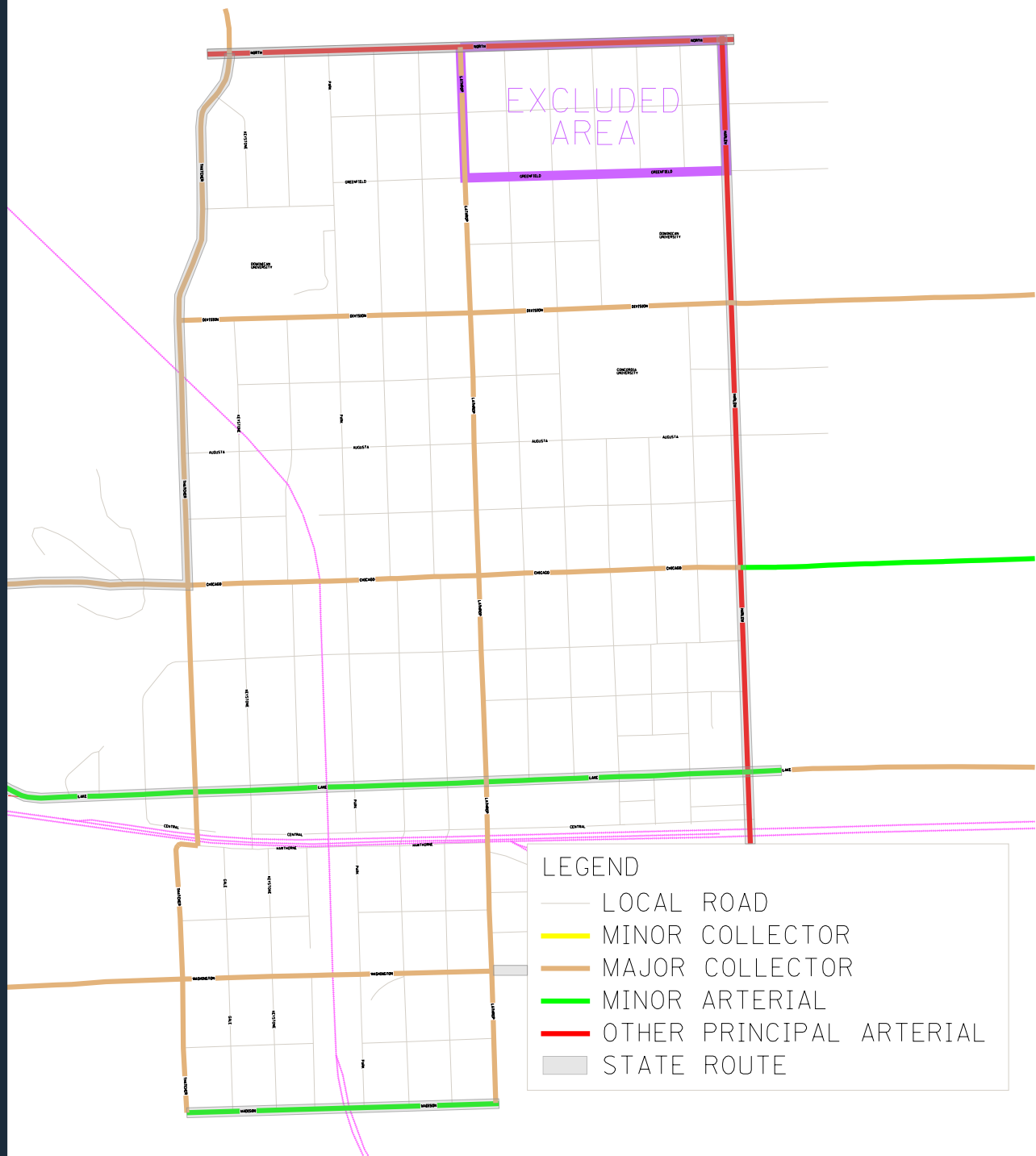
Thatcher Avenue is a major collector with an ADT of 11900. South of Chicago Avenue it is owned by the Village, while north of Chicago Avenue the road is owned by IDOT and ties in with another state route at North Avenue. Beyond the northern Village limits Chicago Avenue continues as a state route. North of Chicago Avenue there is an unbalanced lane configuration with one northbound lane and two southbound lanes. There is parking allowed along the northbound curb lane where spots are striped out for driver clarity. The Village would like to install a bike lane as part of their 2020 Bike Plan. It is currently listed as a long term (5+ year) project, but will need to be accounted for with any recommendations made as a result of the proposed study.

The Village would like to investigate the feasibility of a jurisdictional transfer from IDOT for the state owned portion of the roadway within the Village limits. This would force Chicago Avenue to terminate into a non-state route once it reached the Village border. IDOT prefers to maintain a continuous system where IDOT routes form a complete system without "dead-ends" into local roads. Even though this is the case it can be seen on IDOT's road database that Madison Street and Washington Boulevard both are state routes terminating into local roads. This demonstrates that what the Village is asking for may be feasible after following the proper processes of seeking State approval.

### E) Various Non-Primary Intersections

While preparing this proposal TEG visited the Village to get firsthand experience with how the roads are operating. While there we identified three locations we felt needed further study. These locations were picked based on limited time on site and can be adjusted at the Village's discretion. The intersections are Lathrop Avenue at Hawthorne Avenue, Thatcher Avenue at Hawthorne Avenue, and Division Street and Ashland Avenue.

Lathrop Avenue at Hawthorne Avenue was selected because of the limited sight distances caused by the bridge piers north of the intersection. Thatcher Avenue at Hawthorne Avenue was identified for the same reason, but additionally because of the curve in Thatcher Avenue south of the intersection and the unusual stop sign configuration. Ashland Avenue and Division Street was chosen due to proximity to the school and the uncommon sign layout on the north leg of the intersection. TEG believes the Do Not Enter sign coupled with the placard underneath specifying the times the one-way is in operation may cause driver confusion.



ROAD CLASSIFICATION

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## **Proposed Scope of Services**

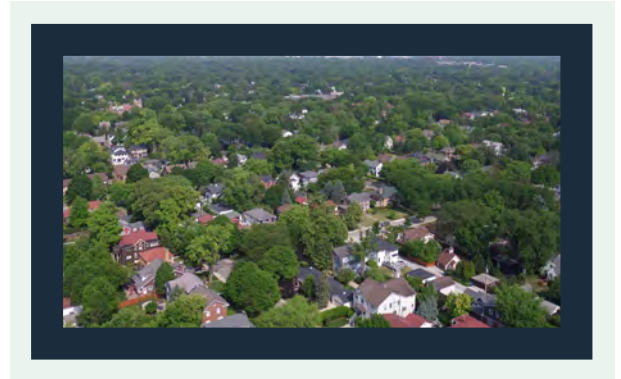


TEG's Scope of Services will be based around tasks from the RFP and issues identified through preliminary sight visits. As identified in the RFP, TEG will prepare a Village-Wide Traffic Study. ***This will be a comprehensive study incorporating all aspects of traffic and safety throughout the Village.*** It will consist of data collection, traffic counts, analysis, crash review recommendations, concept exhibits and estimates. The main portion of the study will address the Village as a whole, in addition the study will include sub-sections to cover specific Key Focus Areas, as discussed later in this section.

### A) Village-Wide Traffic Study

TEG proposes completing a thorough traffic and safety analysis of all primary routes in the Village, as identified in the Project Understanding.

Prior to gathering any data TEG will organize a kickoff meeting with Village staff to discuss the project as a whole and identify points of interest not mentioned in the RFP and solutions the Village has already considered. This will also be the time TEG identifies preferred improvement types and sensitive areas that should not be impacted. A second preliminary findings meeting will be set up once data has been acquired and analyzed (see below for details).



One of our first steps will be to draft a Village-Wide survey to get resident feedback on the areas being studied, and to gain a better understanding of residents experience's from both a pedestrian and driver perspective. The survey will gather resident input on various traffic related issues throughout the Village. It will provide residents the opportunity to identify their areas of concern as well as their preferred methods/options to address said issues. Potential items for input will include speeding, cut-through, traffic control, traffic calming, traffic safety, ped/bike safety, bike lanes, parking, etc. The overall survey will also have sub-groups of questions to gather data about specific locations i.e. perceived pedestrian safety when on roads with shared bike lanes. We anticipate utilizing clear questions with concise multiple choice or scale ratings (ie. rank from 1 to 5). This will allow us to compile the responses and make decisions on a quantitative basis.



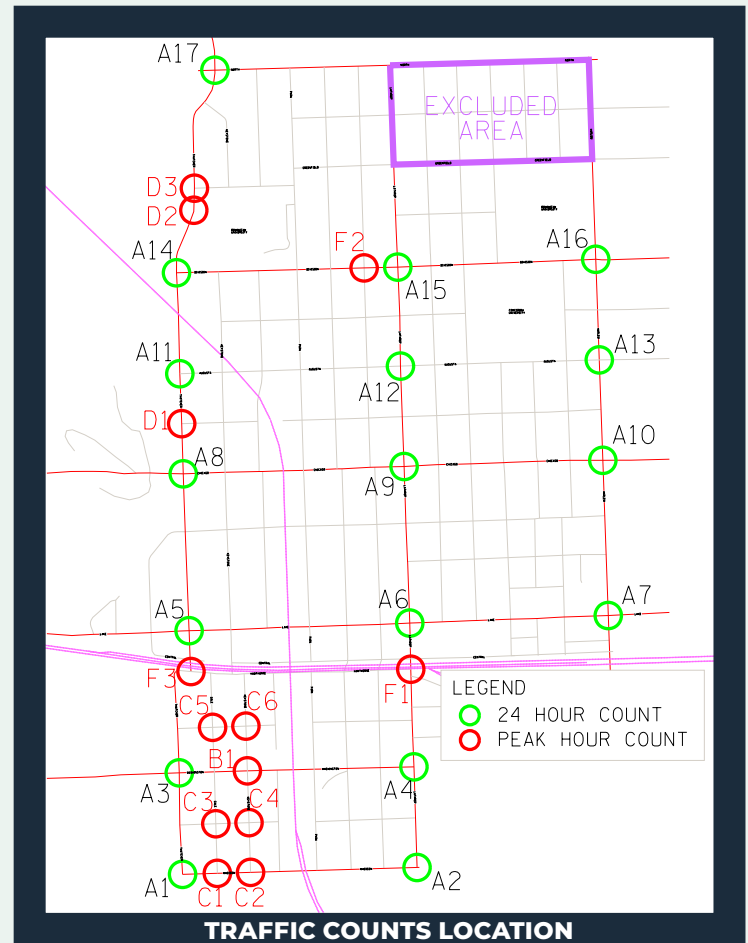
### STAKEHOLDER INVOLVEMENT

Stakeholders around the Village will be contacted for input as they are deemed relevant. The preliminary Stakeholder list, which will be finalized based on consultation with the Village includes: Schools, Community Center, Police Department, Fire Department, and businesses. As indicated in the RFP, the survey will be in electronic format although TEG can prepare, and has had past success in, a mailed survey as this provides accessibility for residents with limited internet or computer capabilities (this effort is not currently included in the scope/fee). Resident and stakeholder survey data will be tabulated, analyzed and included in the preliminary report findings for the Village. Locations with identified issues will be reviewed in further detail in the upcoming steps.

TEG will perform field surveys to determine the existing conditions, signing, striping, geometrics, etc. for all the primary routes in the Village. Initially, we will utilize our high resolution aerial mapping service, NearMap, to gather the general information. This information will be supplemented with field reviews to gather the additional data as needed. Based on feedback from residents and preliminary reviews of data, we will collect data for the local/residential routes with identified concerns.

There are 17 intersections of the primary routes. At each intersection, the TEG team will provide 24-hour traffic counts utilizing Miovision traffic counting system. This video based traffic counting technology provides full vehicle classifications, including pedestrians and bicycles for all directional movements. Traffic counts are generally taken during a standard weekday (Tuesday through Thursday), but due to the high volume of weekend destinations such as forest preserves and the business district counts can also be provided on Saturday as necessary. Any additional available count data from the Village or IDOT will also be incorporated into the model. After the traffic data is completed, TEG will perform signal or all-way stop warrants for all primary intersections that are not currently signalized. ***See the Traffic Counts Location exhibit for a full graphical depiction of the counts that we will obtain.***

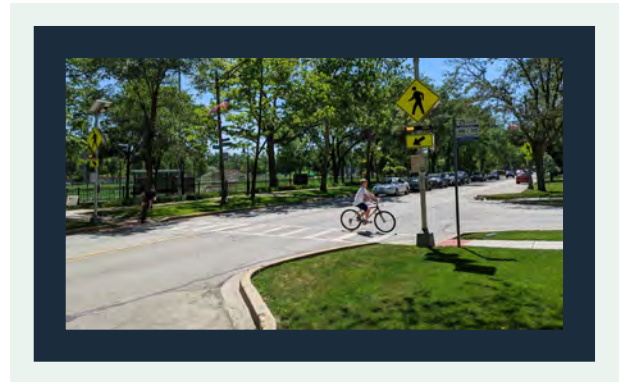
Although the Miovision equipment can record speed data, it is not recommended to collect speed data at intersections. Therefore, independent speed data will be gathered at mid-block locations on all primary routes, except Harlem Avenue and North Avenue. This includes single points of collection on Madison, Washington, Chicago, Division, and Augusta and two points of collection on Thatcher, Lathrop, and Lake.



Speed will be recorded via Hi-Star traffic counters installed in the travel lanes. These offer the advantage of being inconspicuous to road users, so vehicles are less likely to alter their speeds in comparison to video or radar detection that they may see and fear is being used for ticketing. TEG will then perform speed studies and identify any problematic locations. We will identify potential traffic calming or other measures to address speeding.

Crash data will be retrieved and analyzed for the most recent 5-years for the entirety of the Village. Based on a cursory review of crash data, we note that there are approximately 400 crashes per year within the Village limits. Over half of the crashes are found along North Ave and Harlem Ave. The initial crash review will create a summary of crashes by type/year/severity at each locations. Intersections and segments will be classified into Peer Groups. These Peer Groups will be used to compare crash rates and crash severity for similar locations. Specific attention will be afforded to intersections or segments experiencing higher than expected crash severity score, which is a combination of the total number of crashes and the severity of the crash. These detailed reviews will be prepared for roughly the top 5% locations, although the exact number of locations within each Peer Group maybe adjusted up or down to include any natural breaks in the data. Crash diagrams will be prepared for these detailed reviews to provide a visual depiction of the crash issues. We will also perform a detailed review of every pedestrian and bicycle crash in the Village, as these are the most vulnerable roadway users. Lastly, all fatal crashes will be given a detailed review to determine the cause of the fatality and identify countermeasures if possible. After the crash review, TEG will provide recommended safety countermeasures as appropriate to address the crash problems.

TEG noticed that the Village is utilizing minimal traffic calming features. Curb bump-outs were used in some locations, but based on reviewing meeting minutes TEG noticed other traffic calming methods such as flashing signs or speed humps were opposed by residents in the past. To help resolve this issue TEG proposes developing a 'Traffic Calming Toolbox' that takes into account the existing roadway conditions, geometry, and traffic volumes to give intersections and corridors scores that will then be used to pick an adequate traffic calming improvement. ***The toolbox would have two components; one scoring matrix, and one list of preferred road treatments based on the score.***



TEG would develop the scoring rubric based on previous experiences working on other systemic improvement style projects. Based on the scoring tier for a given location, the Village will be able to choose from a list of traffic calming types based on how much the improvement impacts the normal flow of traffic. Often, as the improvements become more impactful to normal traffic flow the greater the benefit is to traffic calming. This system will provide uniformity throughout the Village, which lends to residents' buy-in on the proposed improvements. Additionally, the Village may wish to let residents have input on the Traffic Calming measures that will be implemented on their block, by allowing them to vote on their preferred treatment from the available options in their scoring tier.

As identified in the Project Understanding, there are several recently completed studies for Safe Routes to School, Parking Utilization, and Bicycle Accommodations TEG will perform a thorough review of each study and incorporate them into our overall recommendations. The main goal will be to implement the study recommendations without modifications, however, if we find any discrepancies between the recommendations and our analyses, we will bring them to the attention of the Village. Based on our cursory review of each study, we note the following:

### 1 SAFE ROUTES TO SCHOOL

TEG plans to follow up on the 2019 Safe Walking Routes to School Plan using the residents' survey, as well as, checking with relevant stakeholders (ie. schools and community center) to make sure there are not still lingering issues. Based on their input, we will consider further analysis in the field and/or using speed and ADT counters in select locations that are still reporting issues. It should be noted, that TEG does not plan to make any changes to the safe walking paths improvements unless there are operational deficiencies still occurring.

### 2 PARKING UTILIZATION

TEG will compare the 2020 Commuter Parking Study recommendations with our field surveys to determine if there are parking changes that have not yet been implemented. We will also utilize the resident feedback and our field observations to identify any new issues that should be addressed. The goal is simply to ensure compliance with the completed study, however if any issues are found, they will be brought to the attention of the Village in order to reach a consensus plan.

### 3 BICYCLE ACCOMMODATIONS

TEG would like to take a complete streets style approach to implementing bike improvements as recommended in the 2020 River Forest Bicycle Plan. During our field reconnaissance, we have confirmed that all short and mid-term improvements were already implemented, therefore TEG's focus will be in preliminary planning for the long-term improvements. Other than Thatcher Avenue (which will be addressed in our Key Focus Areas), three other streets are scheduled to have long term improvements.



TEG plans to use the residents' survey to identify concerns with riding bikes in the road as well as coordinate with local bike advocacy groups to determine potential dangerous areas for bikers inside the Village.

Lake Street is scheduled to have either a bike lane or a shared bike lane installed within Village limits. TEG concurs with the plan to install bicyclist facilities on this road, but we would recommend checking the feasibility of an off street bike path that utilizes what appears to be a large Village or River Forest Park District ROW north of Lake Street between Monroe Street and Lathrop Avenue. Having an off-street path in this stretch could be beneficial due to the transitional nature of this portion of road, as it shifts from a primarily residential area to a primarily commercial zone.

The second location is installing a side path for bikes on Chicago Avenue leading from Thatcher Avenue into Thatcher woods. There appears to be adequate room for the installation, but due to proximity to the forest preserve property there will most likely need to be coordination to allow minor encroachment into their ROW for building purposes. TEG can initiate the coordination effort per the Village's direction.

The final location with long-term improvements is Madison Avenue. The current plan is to install an in street bike lane or shared bike lane along the length of the road. IDOT coordination will be necessary due to Madison Street being under state jurisdiction. It may be advantageous for the Village to consider a second jurisdictional transfer at this location so that they have more control over the roadway in the future.

Another component to the study will be an examination of signing and striping for adherence to the Manual on Uniform Traffic Control Devices (MUTCD) as well as consistency to standards previously set in the traffic studies listed above. There were several locations in the Village where TEG noticed signing and striping were used inconsistently relating to pedestrian crossings and temporary one-way locations. We will create a sign inventory of all roadway signage in the Village to check for consistent use. Consistent use of signs and striping creates a predictable road system and minimizes the potential for driver confusion. We will provide recommendations for uniformity on striping and signing that will be incorporated into the Village-Wide Traffic Study Report.

A crucial component of the Village-Wide Traffic Study will be the development of a Synchro traffic simulation model for all the key routes in the Village. This will be a full functioning traffic model to be used for the purpose of the study, as well as for future Village needs. We are proposing to build the model on all primary routes as defined above. Although, the finalized list of roads for the Synchro model will be decided with the Village during scope and fee negotiations. The model will be true to scale and overlaid on an aerial of the Village. We will build the base roadway network to match geometric conditions and traffic control. We will then create AM and PM scenarios for analysis utilizing existing traffic data and signal timings at all appropriate intersections.



### INCORPORATING VILLAGE COMMENTS

At this point, we will have our second meeting with the Village to present our initial findings and begin discussing the conceptual scopes we would like to develop for eventual presentation to the Traffic and Safety Commission. Based on the preliminary scopes discussed during the meeting with the Village, TEG will begin developing recommendations for future improvements.

After receiving Village feedback on the initial findings, we will provide proposed Synchro models for the individual locations that have geometric, lane configuration, traffic control changes, and any other modifications that impact traffic operations. Based on the number of locations to be reviewed and analyzed above, we have included up to six (6) locations for potential improvements that would impact the Synchro model. If alternative options are available for a location, we will analyze up to two (2) proposed scenarios for each. Once the final improvements have been identified, we will then create a final model that incorporates all of the proposed improvements.

The finished model will provide peak hour data, ADT, and LOS for all primary routes. The electronic copy of the model will be provided to the Village so that it can be updated with new data over time as the Village acquires new counts or makes revisions to the system.

TEG will prepare concept level exhibits depicting the various proposed improvements. Each improvement will also include a cost estimate for budgetary funding purposes. These items will be included in the final deliverable that TEG provides, a comprehensive Project Report. The report will begin by summarizing our findings and recommendations from the system-wide analysis. Recommendations will be verified with the Village and will be presented at our first public meeting with the Traffic and Safety Commission. Based on Commission and resident feedback the project report will be updated in preparation for the second public meeting. The second meeting will be a presentation to the Village Board. If there is any additional feedback, TEG will make final edits the Village-Wide Traffic Study Project Report for final board approval.

## ↓ KEY FOCUS AREAS

Aside from the Village wide study and based on information provided in the RFP, our field reconnaissance and review of Village meeting minutes, we believe there are some specific areas that should be studied. While the Village-Wide Traffic Study will cover the Village on a whole, these Key Focus Areas will receive dedicated attention due to their unique nature. These Keys include the same basic steps/components identified above, but may have modifications/additions as appropriate. Each of the Key Focus Areas will be included as subsections in the Project Report and also be prepared into separate stand-alone Tech Memos. The following are the key focus areas we have identified:

### **A) Washington Boulevard**

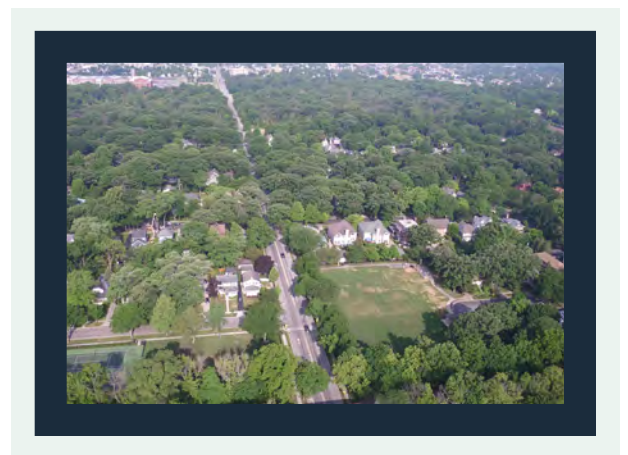
The Washington Boulevard corridor is one of our primary focus areas. It has a wide pavement area that maintains two parking lanes throughout. Although the road is classified as a Major Collector, the ADT is only 6,200. We would not expect operational issues based on the volumes, however safety and speeding may be more of a concern due to the wide pavement width and low volumes.

TEG will meet with Village staff to discuss the corridor and the reasons the Village feels a road diet may be warranted. Within the survey sent to all residents, we will include specific questions focusing on the Washington Boulevard corridor. We will gather input relating to resident impressions of traffic and parking on the road, as well as checking safety and any other perceived issues.

The next step will be data acquisition; TEG will perform field surveys to determine the existing conditions, signing, striping, geometrics, etc. along this route. We will supplement the count data collected as part of the Village-Wide Traffic Study, with a 24-hour count at the intersection with Keystone Ave. The speed data collected in the first part will be used to determine if speeding is an issue near the parks in the center of the corridor where pedestrians are most likely to be crossing.

We will utilize the crash analysis from the overall study to if safety needs to be improved in any areas. Specific emphasis will be placed on severe crashes and crashes involving a pedestrian or bicyclist.

The entire corridor will be modeled as a zone within our Village-Wide Synchro analysis providing a detailed review of operations for the existing conditions and up to two (2) proposed conditions in both the AM and PM peak periods.





As previously mentioned, this portion of the study will incorporate any recommendations from the previously completed studies, such as the Bicycle Plan, Safe Walking Routes and Commuter Parking Study. We anticipate that the road-diet may consist of either narrowing the roadway width at intersections, by providing curb bump-outs. However, an alternative may be to narrow the roadway along the entirety of the corridor with the exception of at intersections, where left turn lanes could be implemented. The specific alternatives to be analyzed will be dependent upon the results of the data collection and analysis. The analysis will seek to confirm that any roadway modifications will not lead to detrimental effects in terms of traffic operations.

Upon conclusion of the above steps, we develop a conceptual scope for the corridor. This will include proposed improvements/modifications to the existing conditions at each intersection and segment within the limits. A concept level exhibit will be prepared utilizing MicroStation to depict the proposed conditions overlaid on an aerial image. A cost estimate will be developed for the improvements that the Village can use for budgetary reasons. Lastly, all of the data collection, analyses, and recommendations will be documented into a stand-alone Tech Memo, and also incorporated into the overall Village-Wide Traffic Study.

### **C) Two Block Spans**

As identified in the Project Understanding, cut-through traffic has been a recurring issue north of Madison Street for years. Drivers end up waiting in stopped traffic on Madison Street near either Gale Avenue or Keystone Avenue and to avoid this congestion they will turn onto the residential streets of the Village.

As part of the residents' survey, we will collect input regarding cut-through traffic, speeding, and adherence to traffic control signing along Gale Avenue, Keystone Avenue, Park Avenue, Franklin Avenue, and Ashland Avenue. Based on this information, the study will proceed on the two (2) streets with the highest perceived impact. TEG will perform supplemental peak-hour traffic counts for each street at the intersections with Madison Street and Vine Street. Speed studies will also be performed on these routes between Vine Street and Madison Street. We anticipate that Keystone Avenue will be one of the studied routes, due to repeated complaints TEG saw in Village meeting minutes that drivers on Keystone Avenue were speeding along a residential road with a high concentration of children.

TEG will review and analyze the collected data, and incorporate the already completed crash analysis. The analysis will help determine if the identified issues by residents are actual problems or perceived problems. If it is found cut-through traffic, speeding, and/or ignoring traffic control signing is an issue on these streets, several potential options may be implemented. These streets would be good candidates to use and unveil the new Traffic Calming Toolbox to residents. Using traffic calming may prevent the need for additional traffic control that would negatively impact all drivers, local or cut through.

All-way stop warrants will be run at any of the intersections containing two-block spans that are found to have issues related to non-local traffic. Any recommendations for improvements will be made in conjunction with the Village and will strongly consider the opinions of residents while making decisions.

Once again, concept level exhibits and cost estimates will be developed for the proposed improvements. A Tech Memo documenting all information will be created and included within the Village-Wide Traffic Study.

### **D) Thatcher Avenue**

Thatcher Avenue is a vital north-south route on the west side of the Village. The area north of Chicago Avenue is currently owned by the state. TEG will investigate the feasibility of jurisdiction transfer of this section of road and can begin coordination with IDOT. As mentioned earlier, the existing roadway network make a jurisdictional transfer less preferable to IDOT due to breaking IDOT route continuity, but there are counter examples nearby that support the transfer of ownership.

Regardless of the results of our jurisdictional transfer, TEG will consult with the Village for their intentions on Thatcher Avenue. We will use that in conjunction with the village-wide survey where TEG plans to ask about Thatcher Avenue driving conditions to determine the best approach to handling the roadway. In the past, parking spots were removed around Greenfield Street in order to give drivers better sightlines as they turned on Thatcher Avenue. We will verify that there are no other similar issues at other intersections nor issues caused by the semi-recent striping of parking spaces. This will be done by performing sight distance studies on any roads (up to two (2) locations) that residents mention difficulty seeing oncoming traffic and/or locations identified during our field investigations.

In order to incorporate a higher degree of accuracy for Thatcher Ave into the Synchro analysis TEG will perform four (4) peak hour traffic counts at Greenfield Street, the Dominican entrance drive, Augusta Street, and Iowa Street, in addition to the 24-hour counts that are being performed as part of the base study. Lastly, there will be a mid-block speed study in order to see if speeding is an issue in the corridor. If necessary traffic calming measures will be decided based on the traffic calming matrix that will be created as part of this project.

The crash analysis from the overall study will be utilized to gain a full understanding of any existing safety issues on Thatcher Avenue. TEG will also perform a signal warrant at Thatcher Avenue and Division Street. Once data has been acquired and it is determined by IDOT whether the road can be transferred to the Village's jurisdiction, TEG will then develop concept plans (up to two (2) alternatives) on how to best utilize this stretch of road. If desired by the Village, we can also coordinate with the Cook County Forest Preserve regarding the feasibility of an off-street bike path on the west side of Thatcher Ave. If that is not an option, TEG plans on following the already identified plan of adding a bike lane up to the Keystone Avenue cul-de-sac that would then turn into a shared bike lane to the north. Cost estimates will then be completed for each alternative. All of the Thatcher Ave information will be compiled into a Tech Memo as well as integrated into the comprehensive Village-Wide Traffic Study.

### E) Various Non-Primary Intersections

TEG will provide full detailed analysis, in accordance with all the above mentioned steps, for up to three (3) intersections of non-primary routes. While the main focus of the Village-Wide Traffic Study is based on the primary routes we identified in the Village, we believe there are several additional intersections that warrant extra attention. We have identified three intersections below, but these may be substituted based on Village preference.

- The intersection of **Ashland Avenue at Division Street** is south of a school and operates one-way southbound during school hours. Due to the time restricted one-way operation, the intersection is signed with Do Not Enter signs with a supplemental placard underneath specifying the times for the north leg. Although this signage is used in other locations in the Village, we feel this uncommon and could cause confusion to motorists. We will perform a detailed crash review of the intersection, as well as field reviews and peak hour traffic counts. We will analyze the collected data to verify compliance with the signage and identify any potential issues.





- The intersection of **Lathrop Avenue at Hawthorne Avenue** provides access to the Metra stop located on Hawthorne Avenue. Due to the unusual geometry of the location there is not currently any room for a northbound left turn lane and sight obstructions from the railroad bridge may make it difficult for drivers to see approaching southbound vehicles. In preliminary field visits it was observed that drivers would rush through a turn to speed down in time to catch the Metra. To determine if this intersection is operating safely TEG is proposing a peak hour traffic count, a speed study on Hawthorne Avenue near Lathrop Avenue, a sight distance analysis for left turners, and a detailed crash analysis of all recent crashes at the location. After analyzing the collected data we will determine if there is a need to make improvements to or change the traffic movements allowed at the intersection.
- **Thatcher Avenue at Hawthorne Avenue** has similar sight distance concerns as Lathrop/Hawthorne and also has unique geometry and lane configuration. Because of the curve in Thatcher Avenue south of the intersection, northbound thru vehicles must make a left turn, while southbound vehicles make a right turn. The east leg operates under stop control, while the north leg is under yield and the west leg is uncontrolled. TEG will perform a thorough crash review to determine if there are any safety issues at the intersection. We will also collect peak hour traffic counts in order to perform a traffic control warrant. The sight distance will be analyzed to determine if there are any deficiencies. After completing the various analyses, we will determine if there is a need to implement any modifications at the intersection.



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## **Proposed Schedule**



## RIVER FOREST - VILLAGE-WIDE TRAFFIC STUDY

Task	Sub-Task	2022						2023					
		July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
A - Village-Wide Traffic Study													
	Village Kick-off & Coordination												
	Stakeholder & Public Outreach												
	Field Survey & Data Acquisition												
	Traffic Counts												
	Crash Analysis												
	Data Analysis												
	Preliminary Findings Update												
	Proposed Improvements												
	Comprehensive Project Report												
	Village Review												
	Presentaton at Public Meetings												
B - Washington Blvd													
	Traffic Counts & Data Collection												
	Crash Analysis												
	Data Analysis												
	Proposed Improvements												
	Tech Memo												
C - Two-Block Spans													
	Traffic Counts & Data Collection												
	Crash Analysis												
	Data Analysis												
	Proposed Improvements												
	Tech Memo												
D - Thatcher Ave													
	Traffic Counts & Data Collection												
	Crash Analysis												
	Data Analysis												
	Proposed Improvements												
	Tech Memo												
E - Non-Primary Intersections													
	Traffic Counts & Data Collection												
	Crash Analysis												
	Data Analysis												
	Proposed Improvements												
	Tech Memo												





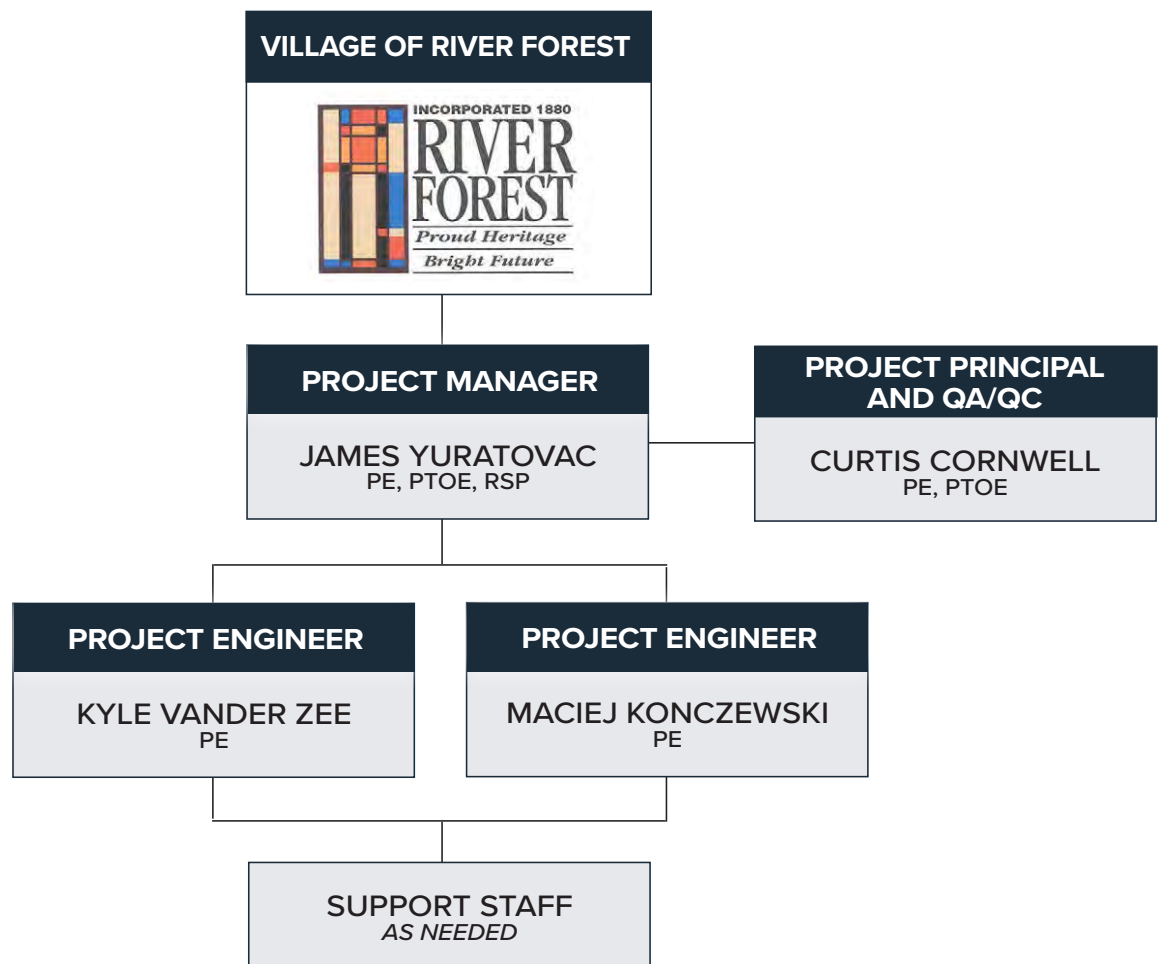
## **Project Team and Organization Chart**



To function as an effective support staff and add real value to the Village, the engineering team for this assignment must be able to assess, study, identify, and propose solutions on concurrent assignments with limited input from the Village. TEG proposes to use a fluid team structure that will adjust based on the number, and type of assigned tasks, and level of effort required.

Through our involvement as a Traffic and Safety Engineering consultant to Kane County (KDOT), West Chicago and IDOT District 1, we have gained substantial experience and expanded our knowledge to be able to bring the latest in best practices to this contract. Our team will deliver context appropriate solutions and responsive service to help meet the needs of staff and Village stakeholders. We understand how critical it is to be organized and are accustomed to this project type so that a single contract can be used to serve an entire Village as needed.

The traditional organizational chart shows a Project Manager (PM) reporting to the Village and two Project Engineers (PE) reporting to the PM. Our support staff will be assigned as necessary based on the context of each assignment. The TEG team features several outstanding, highly experienced staff who have had unique opportunities to gain significant experience in a variety of traffic-related projects. We will also provide a Project Principal who will oversee the QA/QC for all appropriate assignments.



### **Curtis Cornwell, PE, PTOE – Project Principal and QA/QC**

Mr. Cornwell serves as TEG's Transportation Department Head and is the proposed Project Principal / QA/QC reviewer. Curtis has over 20 years of experience in roadway planning, public involvement, design, traffic safety and analysis. He spent the beginning of his career with IDOT-District 1 working within multiple Bureaus. He is well-versed in the geometric development, safety analysis and capacity analysis of complicated intersections including roundabouts and interchanges.

### **James Yuratovac, PE, PTOE, RSP – Project Manager**

Mr. Yuratovac has over 23 years' experience preparing traffic and parking studies, Phase I reports, contract plans for local projects and site development projects. He is passionate about Traffic and Safety Engineering and has served in a role like this for much of his career for both KDOT and IDOT. He has also acted as the Project Manager for numerous Phase I and Phase II jobs for various municipal clients.

### **Maciej Konczewski, PE – Project Engineer**

Mr. Konczewski is one of the proposed Project Engineers with over 7 years' experience. Maciej has extensive experience working in-house on IDOT Traffic Safety projects and Vision Zero within the City of Chicago. He has been actively involved in TEG's current KDOT On-Call Traffic/Safety Engineering contract providing support for a variety of assigned tasks and reviews. Additionally, Maciej is experienced with Planning and Design for a variety of engineering projects, including parking evaluations.

### **Kyle Vander Zee, PE – Project Engineer**

Mr. Vander Zee will serve as the other Project Engineer. During Kyle's 5+ years at TEG, some of his primary assignments have been in traffic and safety roles as he worked as an in-house consultant in IDOT District 1's Bureau of Traffic. Kyle serves a major support role in TEG's current KDOT On-Call Traffic/Safety Engineering contract, and he played a key part in the development of the Annual Safety Assessment program.



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**Resumes**



Mr. Cornwell has over 20 years of experience in roadway planning, public involvement, design, traffic safety and analysis. Mr. Cornwell spent the beginning of his career with IDOT-District 1 working within multiple Bureaus. He is well-versed in the geometric development, safety analysis and capacity analysis of complicated intersections including roundabouts and interchanges. He has acted as the Project Manager for several large Phase I and Phase II jobs for various clients.

**PHASE I, 87TH STREET AND WOODWARD AVENUE INTERSECTION IMPROVEMENT, WOODRIDGE, ILLINOIS, DUPAGE COUNTY DIVISION OF TRANSPORTATION** — Project Manager. This project included Phase I engineering studies, environmental survey and public involvement to identify capacity and safety improvements for a major arterial intersection. Work included preparation of an intersection design study, alternatives analysis, access improvements, crash and capacity analyses, location drainage studies and preparation of a project development report. Project construction cost is estimated at \$3.4M.

**PHASE I AND II, TRAFFIC STUDIES/SAFETY ENGINEERING SERVICES, DISTRICT 1, ILLINOIS DEPARTMENT OF TRANSPORTATION** — Traffic Engineer for providing Phase I engineering services directly to IDOT for the preparation of traffic engineering studies and accident studies for various locations throughout District One. Work includes collection of field data such as condition diagrams, manual turning movement (full classification), traffic count data and relevant crash data, and related study correspondence. TEG retrieves Illinois Traffic Crash Reports from local enforcement agencies and prepares collision diagrams. TEG performs traffic engineering analysis such as crash analysis, traffic signal warrant studies, barrier warrant analysis and sight distance studies to determine recommended improvements. Reviews include intersections and roadway segments. TEG also performs cost estimate and benefit-cost analysis for candidate projects to determine project eligibility for the annual Highway Safety Improvement Program.

**ON-CALL TRAFFIC AND SAFETY ENGINEERING, KANE COUNTY DEPARTMENT OF TRANSPORTATION** — Project Principal for on-call Traffic/Safety Engineering services for Kane County DOT for various locations throughout the county. The project includes a wide variety of tasks, such as Speed Studies, Advisory Speed Determinations, Intersection Control Studies, Capacity Analysis, Guard Rail Analysis, Sight Distance Studies, Roundabout Reviews, PS&E Preparation, Engineering Plan Review, and Safety Studies (including HSIP evaluations and benefit cost analysis).

**PHASE I, VARIOUS LOCATIONS, ILLINOIS DEPARTMENT OF TRANSPORTATION, REGION 1** — Project Engineer and Client Liaison. Working directly with IDOT Programming In-House staff, responsibilities include engineering, environmental studies and public involvement for various Phase I projects. Task Orders initiated through this project have included: intersection and route improvements, culvert replacements, Highway Safety Improvements (HSIP), topographical & tree surveys and ADA inspection. Multiple projects under this contract have been processed as Categorical Exclusions.

**PHASE I, IL-394 AND BURVILLE ROAD RESTRICTED CROSSING U-TURN (RCUT), WILL COUNTY, ILLINOIS, ILLINOIS DEPARTMENT OF TRANSPORTATION** — Project Manager. This project included preliminary engineering for converting IL-394 and Burville Road from a minor leg stop controlled intersection to an innovative Restricted Crossing U-turn intersection. The conversion to an RCUT intersection included installation of a raised concrete median to restrict through movements and left-turn movements on Burville Road while channelizing left turning traffic from IL-394. U-turn lanes were proposed to be added on the north and south legs of IL-394 as well as curb bump outs to provide adequate space for the design vehicle making wide turns out of the U-turn lanes.

## CURTIS CORNWELL

PE, PTOE

*Project Principal*

### EDUCATION

University of Illinois at Urbana-Champaign

Bachelor of Science

University of Wales, United Kingdom

Civil Engineering Program

### PROFESSIONAL REGISTRATIONS

Professional Engineer:

Illinois 062-059098

Professional Traffic Operations Engineer: Certificate Number 3307

### PROFESSIONAL ASSOCIATIONS & RECOGNITIONS

Illinois Section Operations Director - Institute of Transportation Engineers

American Society of Civil Engineers

### SELECTED CONTINUING EDUCATION

NATIONAL HIGHWAY INSTITUTE  
AASHTO Roadside Design Guide

Planning / Designing Roadways  
Highway Safety Manual

NORTHWESTERN TRAFFIC INSTITUTE

Fundamentals of Geometric Design  
Advanced Geometric Design  
Roundabout Design

TRAFFIC

Highway Capacity Manual  
Synchro

BENTLEY

GEOPAK Training  
Advanced GEOPAK Training

IDOT

Various Construction Courses  
Design Policy & Plan Prep.  
Construction Documentation Certification



**PHASE I AND II, LAKE STREET IMPROVEMENTS, OAK PARK, ILLINOIS, VILLAGE OF OAK PARK** — Phase I Project Manager. This project included preliminary and design engineering for the entire 1.5-mile length of Lake Street within the Village's corporate limits and a 1-block length of Marion Street north of Lake Street. For Phase I, a single project report was prepared to summarize preliminary engineering, traffic, and environmental studies and the extensive public involvement process which included the Village Board, all Village departments, three business districts, several private developer projects, IDOT, FHWA, CTA and Pace busing, a post office, a library, and many more. For Phase II, this project was separated into three major subprojects: (1) a federally-funded streetscape to the west, (2) a locally-funded resurfacing to the east, and (3) a locally-funded utilities project in the middle but overlapping into the other two subprojects. Two breakout contract document sets were prepared for private developer projects within the streetscape project. Project highlights included: topographic survey, streetscape features (brick intersections, decorative crosswalks, a speed table, black concrete curb, bluestone sidewalk, granite curb planters, seat walls, and gateway monument sign, structural soil, irrigation, landscaping, outdoor dining, decorative roadway and pedestrian lighting, wayfinding signage), complex ADA design, traffic signal modernization and interconnection, fiber optic for Information Technology, sidewalk vaults and survey with ground penetrating radar, complex construction sequencing and staging with detours, sanitary sewer replacement and lining, water main replacement, removal of old trolley tracks, land acquisition (plats and legal descriptions), and assistance with funding applications.

**PHASE II, WEBER ROAD RECONSTRUCTION, ROMEOVILLE, ILLINOIS, ILLINOIS DEPARTMENT OF TRANSPORTATION** — Project Engineer and Client Liaison. This project involves complete Phase II design services for a one-mile section of Weber Road from just south of 135th Street/Romeo Road to Normantown Road. In addition to the widening and reconstruction of Weber Road, the project includes the design of a multi-use path, a retaining wall, and noise walls. Additional coordination with the US Army Corp of Engineers is needed to secure a 404 permit for future work being conducted within the Lily Cache Slough.

**PHASES II AND III, I-94 AND I-294 RAMP RECONSTRUCTION, ISTHA** — Civil Engineer. This project included Phase II and Phase III engineering services required for the preparation of contract plans, specifications, and estimates, project-related permits, construction inspection, and project management services for selected ramp reconstruction projects along the Tri-State Tollway in Cook and Lake Counties, IL.

**PHASE II, LONGMEADOW PARKWAY CORRIDOR, KANE COUNTY DIVISION OF TRANSPORTATION** — Civil Engineer. Provided recommendations based on the value engineering study for Phase I addendum and Phase II contract plans. Phase II work includes the preparation of plans, specifications and estimates for the westernmost 1-mile section of the proposed new alignment of Longmeadow Parkway (total 6.5 miles). Design section includes plan preparation for new roadway alignment and two high-volume intersections at Randall and Huntley Roads. Overall cost anticipated to be approximately \$100M.

**PHASE I, KIRK ROAD AND FABYAN PARKWAY INTERSECTION IMPROVEMENT, KANE COUNTY DIVISION OF TRANSPORTATION** — Civil Engineer. Project included Phase I engineering studies, environmental survey and public involvement to identify capacity and safety improvement for the major arterial intersection. Work included preparation of an intersection design studies, alternative analysis, access, crash and capacity analyses, oversight of preparation of a location drainage study and preparation of a project development report. Project construction cost estimated at \$9M.

**PHASE I, RIVERWOODS ROAD AND EVERETT ROAD ROUNDABOUT, LAKE COUNTY DIVISION OF TRANSPORTATION** — Project Engineer. The alternatives analysis of this CMAQ-funded project focused on the evaluation and comparison of a traffic signal and a roundabout. Specific tasks included traffic analyses, evaluation of impacts to environmental resources, preliminary design, and cost estimates. The public involvement utilized Context Sensitive Solutions (CSS). The key component of the project was to maintain traffic during the construction of the roundabout.

**I-80 LANE ADDITIONS AND BRIDGE WIDENING, ILLINOIS DEPARTMENT OF TRANSPORTATION** — Project Engineer. Completed design plans for improvements along I-80 from US 30 to US 45 in Will County. The purpose of the project was to improve safety and capacity along I-80 by adding a third lane in each direction and replacing the existing grass median and ditch with new shoulders, a variable height Jersey barrier with pavement warping, and a closed drainage system. Because of the high traffic volumes, two lanes of traffic were maintained at all times on I-80 during construction.

**PHASE I, RANDALL ROAD IMPROVEMENTS, MCHENRY COUNTY HIGHWAY DEPARTMENT** — Project Engineer. Provided Phase I services for the widening/upgrading of 3.5 miles of Randall Road from County Line Rd to Ackman Rd. The study identified a comprehensive solution that addresses the community needs complying with Federal Aid guidelines, utilizing a CSS approach, and integrating project goals and NEPA guidelines. Tasks included traffic analysis, environmental, drainage, funding, alternative analyses, preliminary design, documentation, public involvement, and access/incident management plans. As the project engineer, developed preliminary geometry for multiple innovative intersection designs that included Continuous Flow Intersections, Paraflow Intersections, and Green-T Intersections.



Mr. Yuratovac has over 23 years of experience leading and managing Phase I and II Engineering projects with a focus on Traffic and Safety Engineering. He is recognized as one of the leading safety /traffic engineers in Illinois and has partnered with IDOT as a Traffic Safety Program Manager for nearly 10 years. He has also led Kane County's Annual Safety Assessment for the last 5 years, utilizing an innovative combination of Excel, Visual Basic and ArcGIS to identify and prioritize safety needs.

**PHASE I AND II, TRAFFIC STUDIES/SAFETY ENGINEERING SERVICES, DISTRICT 1, ILLINOIS DEPARTMENT OF TRANSPORTATION** — Project Manager for providing Phase I engineering services for multiple multi-year contracts directly to IDOT for the preparation of traffic engineering studies and crash studies for various locations throughout District One. Work included collection of field data such as condition diagrams, manual turning movement (full classification), traffic count data and relevant crash data, and related study correspondence. TEG performed traffic engineering analysis such as crash analysis, traffic signal warrant studies, road safety assessments, barrier warrant analysis and sight distance studies to determine recommended improvements. Reviews included individual intersections and roadway segments, as well as municipal and regional reviews. TEG also performed cost estimate and benefit-cost analysis for candidate projects to determine project eligibility for the annual Highway Safety Improvement Program (HSIP). TEG was also tasked with large scale safety evaluations of various roadway features. These included reviews of High Mast Light Towers, Unshielded Structures, Alternative Left Turn Treatments, and Pedestrian Safety. These District-wide and regional reviews involved data analysis, development of tools/procedures to facilitate reviews, data visualization and mapping integration, development of scoring/ranking system, and providing recommendations / guidelines to the District to use. TEG provided Arterial Operations support to assist the Department. This included; coordinating and tracking reviews and speed studies with Arterials Field Engineers; reviewing and responding to webmails and letters from citizens/ municipalities/ legislators. TEG assumed the duties of the Pedestrian Safety Engineer by providing reviews for pedestrian safety related items involving signing/ striping for pedestrian or trail crossings (including adherence to TRA 23 guidelines), detailed ADA reviews to ensure compliance and safety of crossing locations, and reviews/ approvals for Serious Safety Busing Hazards.

**GENERAL ENGINEERING SERVICES, CITY OF WEST CHICAGO** — Traffic Engineer. TEG has served as the City's Consulting Engineer for various Capital Improvement Programs since March 2008. Annual duties and responsibilities include performing traffic reviews, traffic reports, pavement analysis, conditional ratings, and roadway inventory; sidewalk analysis, conditional ratings, and inventory; CIP planning, design and construction of the City's street improvement program(s), sidewalk maintenance program, crack sealing program, pavement striping program, curb rehabilitation program, alley maintenance program, and utility replacement programs, utilizing local, MFT, STP and ARRA funds, and DuPage CDBG grant monies. Individual responsibilities have included preparing traffic studies, intersection design studies, traffic signal plans and other traffic engineering related items for city, as well as performing reviews of those same items that were submitted to West Chicago by developers and other agencies.

**ON-CALL TRAFFIC AND SAFETY ENGINEERING, KANE COUNTY DEPARTMENT OF TRANSPORTATION** — Project Manager. TEG is providing on-call Traffic/Safety Engineering services for Kane County DOT for our 2nd multi-year contract. The project includes a wide variety of tasks, such as Speed Studies, Advisory Speed Determinations, Intersection Control Studies, Capacity Analysis, Guard Rail Analysis, Sight Distance Studies, Roundabout Reviews, PS&E Preparation, Engineering Plan Review, and Safety Studies (including HSIP evaluations and benefit cost analysis).

## JAMES YURATOVAC

PE, PTOE, RSP

*Project Manager*

### EDUCATION

University of Illinois at  
Urbana-Champaign  
Bachelor of Science,  
Material Science and  
Engineering

### PROFESSIONAL REGISTRATIONS

Professional Engineer:  
Illinois (062-060059)

Professional Traffic Operations  
Engineer: Certificate Number 4071

Road Safety Professional:  
Certificate Number 149

### PROFESSIONAL ASSOCIATIONS & RECOGNITIONS

Institute of Transportation Engineers  
Illinois Road and Transportation  
Builders Association

### SELECTED CONTINUING EDUCATION

Traffic Engineering and Safety  
Conference  
Intersection Safety & Geometric  
Design  
UIUC Advanced Traffic Capacity  
Workshop  
Traffic Calming Design Guidelines  
Highway Capacity Design – ITE  
Highway Capacity Analysis  
IDOT – Road Safety Assessment

Our initial task was to develop a road safety assessment of all intersections and roadways under KDOT jurisdiction for the entire county. This consisted of performing data analysis in ArcGIS/Excel, developing Intersection and Segment Peer Groups, assigning all locations to an appropriate Peer Group, and developing a Safety Tier Rating System. Work also included the completion of a system-wide safety analysis of five years of crash data in order to rate the relative safety of each location in comparison to its Peer Group. Detailed analysis included review of all traffic crash police reports, evaluation of existing conditions, identification of crash patterns and potential countermeasures, a cost-benefit analysis of countermeasures, and recommendations (short term and long term) for improvements. Data analysis and review tools were developed to allow County staff to easily use the crash data. This assessment was used as the foundation for many additional subsequent tasks. We provide annual updates to the assessment that include a comparison to previous years of data and identify negative/positive trends. We have performed several county-wide reviews for systemic safety improvements. We developed data mapping and visualization tools for the end user (County staff). These tools allow the end user to select a location to automatically create a crash summary table and plot the crashes on a diagram (for intersections) or aerial map (for segments). We created a safety improvement matrix tool that allows the end user to select a location which then automatically incorporates the crash data, identifies crash patterns/problems and highlights improvements to address the issues. We have utilized these items to develop standards for various geometric and safety features in order to provide guidance and policy recommendations to the County.

**PHASE I/II, MELVINA AVENUE CORRIDOR IMPROVEMENT, VILLAGE OF NILES** — Project Manager. The Melvina Avenue Improvement is a critical component of the Touhy Triangle Redevelopment and a major investment in the future of Niles. The Melvina Avenue Improvement, from Touhy Avenue to Gross Point Road, includes three (3) specific scope items that, when combined, will address the capital needs of this corridor for many years to come: Roadway Reconstruction, Geometry, and Streetscape, Traffic Operations and Signing, and Watermain Replacement. The primary goal for this coordinated utility improvement project is to provide long-lasting public water main distribution and roadway infrastructure along the Melvina Avenue corridor, while improving traffic operations, safety, and upgrading pedestrian amenities. The project will renew the infrastructure and provide premium roadway and streetscape surfaces. Utility concerns will be addressed so that the service life of the buried utilities matches the service life of the roadway and streetscape surface elements.

**PHASE I AND II, WARRENVILLE ROAD ROADWAY IMPROVEMENTS AND BICYCLE ACCOMMODATIONS, DUPAGE COUNTY, ILLINOIS** — Project Engineer. Planning and design engineering services were provided for concept studies and the preparation of contract plans, specifications and estimates for modifications and/or roadway improvements that can accommodate on-street bicyclists. Intersection improvements, traffic signal modernization, patching, curb & gutter, and shoulder & parkway improvements, including sideway modifications for ADA compliance, were all included as part of the project. The project also involved field survey, concept studies, the development of plan sheets, calculation of contract quantities, assembling of project specifications, and development of the project cost estimate for a 3 mile length of this county route.

**PHASE I, GARY AVENUE RECONSTRUCTION AND MULTI-USE PATH, CITY OF WHEATON** — Project Manager for Phase I engineering services for the roadway improvement project on Gary Ave from Jewell Rd to Harrison Ave. The project includes full depth pavement reconstruction, modification to a 3-lane cross section for the northern half of the limits, traffic signal installation (signal warrant analysis, capacity analysis, and intersection design study), extending an existing triple cell box culvert, new off-street multi-use path, providing curb and gutter to replace shoulders, drainage/storm sewer design, and analysis of impacts to wetlands and floodplains. The project also required capacity analysis and concept designs for potential traffic control modifications from an all-way stop control intersection to a roundabout and traffic signal.

**PHASE I/II, KNOLLWOOD DRIVE IMPROVEMENTS, VILLAGE OF SCHAUMBURG** — Project Manager. Phase I and II Engineering for the Knollwood Drive Improvements between Golf Road and Bode Road. The project improvements included complete reconstruction of Knollwood Drive within the project limits. Knollwood Drive will be reconstructed to maintain one lane of traffic in each direction with bike and parking accommodations. The scope of services included topographic survey, parking study, Intersection Design Study (IDS) of Golf Road and Knollwood Drive, traffic counts, capacity analysis, conceptual drawings, alternatives analysis, public involvement, and detailed engineering, deliverables, coordination, and reporting.

**PHASE I/II, WEATHERSFIELD WAY PROJECT, VILLAGE OF SCHAUMBURG** — Project Manager for STP resurfacing of Weathersfield Way. Project has existing 1 lane of travel and bike lane in each direction. The project includes HMA pavement resurfacing (5"), pavement patching, sidewalk/curb ramp upgrades, minimal curb and gutter repairs, and pavement markings. TEG provided alternative options for an off-street multi-use path and on-street parking lanes within the project limits.

**PHASE I/II, 2018/2019/2020 LAFO RESURFACING PROJECTS, CITY OF WHEATON** — Project Manager for Phase I and II Engineering services for planning and design of federally aided Local Agency Functional Overlay (LAFO) improvements awarded to the City under the DuPage Mayors and Managers Conference (DMMC) Surface Transportation Program (STP). TEG prepared final engineering plans, specifications, and cost estimates in accordance with IDOT design guidelines.





Mr. Konczewski is a registered Professional Engineer with over 8 years of experience in Phase I and II services. He is experienced in roadway planning and design, project coordination, traffic signal studies, maintenance of traffic, bike path design, and ADA design. He is proficient in many transportation software packages including MicroStation, GEOPAK Road, HCS, and AutoTURN.

**PHASE I AND II, TRAFFIC STUDIES/SAFETY ENGINEERING SERVICES, DISTRICT 1, ILLINOIS DEPARTMENT OF TRANSPORTATION** — Project Engineer for providing Phase I engineering services for multiple multi-year contracts directly to IDOT for the preparation of traffic engineering studies and crash studies for various locations throughout District One. Work included collection of field data such as condition diagrams, manual turning movement (full classification), traffic count data and relevant crash data, and related study correspondence. TEG performed traffic engineering analysis such as crash analysis, traffic signal warrant studies, road safety assessments, barrier warrant analysis and sight distance studies to determine recommended improvements. Reviews included individual intersections and roadway segments, as well as municipal and regional reviews. TEG also performed cost estimate and benefit-cost analysis for candidate projects to determine project eligibility for the annual Highway Safety Improvement Program (HSIP). TEG was also tasked with large scale safety evaluations of various roadway features. These included reviews of High Mast Light Towers, Unshielded Structures, Alternative Left Turn Treatments, and Pedestrian Safety. These District-wide and regional reviews involved data analysis, development of tools/procedures to facilitate reviews, data visualization and mapping integration, development of scoring/ranking system, and providing recommendations / guidelines to the District to use. TEG provided Arterial Operations support to assist the Department. This included; coordinating and tracking reviews and speed studies with Arterials Field Engineers; reviewing and responding to webmails and letters from citizens/ municipalities/ legislators. TEG assumed the duties of the Pedestrian Safety Engineer by providing reviews for pedestrian safety related items involving signing/ striping for pedestrian or trail crossings (including adherence to TRA 23 guidelines), detailed ADA reviews to ensure compliance and safety of crossing locations, and reviews/ approvals for Serious Safety Busing Hazards.

**ON-CALL TRAFFIC AND SAFETY ENGINEERING, KANE COUNTY DEPARTMENT OF TRANSPORTATION** — Project Engineer. TEG is providing on-call Traffic/Safety Engineering services for Kane County DOT for our 2nd multi-year contract. The project includes a wide variety of tasks, such as Speed Studies, Advisory Speed Determinations, Intersection Control Studies, Capacity Analysis, Guard Rail Analysis, Sight Distance Studies, Roundabout Reviews, PS&E Preparation, Engineering Plan Review, and Safety Studies (including HSIP evaluations and benefit cost analysis). Our initial task was to develop a road safety assessment of all intersections and roadways under KDOT jurisdiction for the entire county. This consisted of performing data analysis in ArcGIS/Excel, developing Intersection and Segment Peer Groups, assigning all locations to an appropriate Peer Group, and developing a Safety Tier Rating System. Work also included the completion of a system-wide safety analysis of five years of crash data in order to rate the relative safety of each location in comparison to its Peer Group. Detailed analysis included review of all traffic crash police reports, evaluation of existing conditions, identification of crash patterns and potential countermeasures, a cost-benefit analysis of countermeasures, and recommendations (short term and long term) for improvements. Data analysis and review tools were developed to allow County staff to easily use the crash data. This assessment was used as the foundation for many additional subsequent tasks. We provide annual updates to the assessment that include a comparison to previous years of data and identify negative/ positive trends. We have performed several county-wide reviews for systemic safety improvements. We developed data mapping and visualization tools for the end user

## MACIEJ KONCZEWSKI

PE

*Project Engineer*

### EDUCATION

University of Illinois at Chicago  
Chicago, IL

Bachelor of Science,  
Civil Engineering

### PROFESSIONAL REGISTRATIONS

Professional Engineer:  
Illinois 062-070569

FAA Small UAS Pilot:  
License No. 4336986

### SELECTED CONTINUING EDUCATION

National Association of City  
Transportation Officials  
Urban Bikeway Design

Bentley  
GEOPAK Training  
Advanced GEOPAK Training



(County staff). These tools allow the end user to select a location to automatically create a crash summary table and plot the crashes on a diagram (for intersections) or aerial map (for segments). We created a safety improvement matrix tool that allows the end user to select a location which then automatically incorporates the crash data, identifies crash patterns/problems and highlights improvements to address the issues. We have utilized these items to develop standards for various geometric and safety features in order to provide guidance and policy recommendations to the County.

**PHASE I/II, MELVINA AVENUE CORRIDOR IMPROVEMENT, VILLAGE OF NILES** — Project Engineer. The Melvina Avenue Improvement is a critical component of the Touhy Triangle Redevelopment and a major investment in the future of Niles. The Melvina Avenue Improvement, from Touhy Avenue to Gross Point Road, includes three (3) specific scope items that, when combined, will address the capital needs of this corridor for many years to come: Roadway Reconstruction, Geometry, and Streetscape, Traffic Operations and Signing, and Watermain Replacement. The primary goal for this coordinated utility improvement project is to provide long-lasting public water main distribution and roadway infrastructure along the Melvina Avenue corridor, while improving traffic operations, safety, and upgrading pedestrian amenities. The project will renew the infrastructure and provide premium roadway and streetscape surfaces. Utility concerns will be addressed so that the service life of the buried utilities matches the service life of the roadway and streetscape surface elements.

**PHASE I, IL 59 AT CHAMPION ROAD, WILL COUNTY, ILLINOIS, ILLINOIS DEPARTMENT OF TRANSPORTATION** — Roadway Project Staff. This project included preliminary engineering for converting the intersection of IL 59 at Champion Rd from a minor-leg stop-controlled intersection to a signalized intersection. The scope of work also included the addition of sidewalk along the west side of IL 59, ADA compliant sidewalk corners, reconstruction of raised medians, resurfacing and restriping, and drainage improvements.

**PHASE I, GARY AVENUE RECONSTRUCTION AND MULTI-USE PATH, CITY OF WHEATON** — Project Engineer for Phase I engineering services for the roadway improvement project on Gary Ave from Jewell Rd to Harrison Ave. The project includes full depth pavement reconstruction, modification to a 3-lane cross section for the northern half of the limits, traffic signal installation (signal warrant analysis, capacity analysis, and intersection design study), extending an existing triple cell box culvert, new off-street multi-use path, providing curb and gutter to replace shoulders, drainage/storm sewer design, and analysis of impacts to wetlands and floodplains. The project also required capacity analysis and concept designs for potential traffic control modifications from an all-way stop control intersection to a roundabout and traffic signal.

**PHASE I/II, KNOLLWOOD DRIVE IMPROVEMENTS, VILLAGE OF SCHAUMBURG** — Project Engineer Phase I and II Engineering for the Knollwood Drive Improvements between Golf Road and Bode Road. The project improvements include complete reconstruction of Knollwood Drive within the project limits. Knollwood Drive will be reconstructed to maintain one lane of traffic in each direction with bike and parking accommodations. The scope of services includes topographic survey, parking study, Intersection Design Study (IDS) of Golf Road and Knollwood Drive, traffic counts, capacity analysis, conceptual drawings, alternatives analysis, public involvement, and detailed engineering, deliverables, coordination, and reporting.

**PHASE I/II, WEATHERSFIELD WAY PROJECT, VILLAGE OF SCHAUMBURG** — Project Engineer for Phase I and II Engineering Services (including processing of the Phase I approval through IDOT BLR&S) for this federally funded roadway resurfacing, shared use path, culvert rehabilitation, and street lighting project along Weathersfield Way from Braintree Drive to Salem Drive. The project includes HMA pavement resurfacing, pavement patching, sidewalk/curb ramp upgrades, minimal curb and gutter repairs, and pavement markings. TEG is also providing alternatives to provide for an off-street multi-use path and on-street parking lanes to prevent conflict between on-street amenities. The current design consists of providing a separate off-street shared use path, in addition to 1 lane of travel in each direction with on-street parking. The project also includes trenchless rehabilitation (lining) of an existing 42" CMP culvert under the proposed off-street shared use path.

**PHASE I, LAKE SHORE DRIVE STUDY, CHICAGO, ILLINOIS, CHICAGO DEPARTMENT OF TRANSPORTATION / ILLINOIS DEPARTMENT OF TRANSPORTATION** — Project/Design Engineer. This project involves complete Phase I design services for the iconic Lake Shore Drive over a seven mile 8-lane stretch from Grand Avenue to Hollywood Avenue in Chicago IL. Constructed in 1930s and repaired and resurfaced many times over the bridges and appurtenances have reached the ends of their useful lives. The proposed project requires close coordination and involvement with CDOT, IDOT, Chicago Park District, CTA, and other stakeholders. It mandates the design and analysis of many alternatives which would improve the current geometry of the Drive, while preserving its iconic and historic nature. In addition to the geometric and safety improvements the project also includes a redesign and reconfiguration of the parkland space, as well as, the Lakefront Path. A multi-use path used daily by millions of Chicagoans and visitors. Additional coordination with historical and environmental agencies is needed in order to secure the required approvals.



Mr. Vander Zee is a registered Professional Engineer with over 5 years of experience in Phase I, II and III services. His primary assignments have been in traffic and safety roles, including working as an in-house consultant in IDOT District 1's Bureau of Traffic. Kyle serves a major support role in TEG's current KDOT Traffic Studies contract, and he played a key part in the development of the Annual Safety Assessment program.

**PHASE I AND II, TRAFFIC STUDIES/SAFETY ENGINEERING SERVICES, DISTRICT 1, ILLINOIS DEPARTMENT OF TRANSPORTATION —**

Project Engineer for providing Phase I engineering services for multiple multi-year contracts directly to IDOT for the preparation of traffic engineering studies and crash studies for various locations throughout District One. Work included collection of field data such as condition diagrams, manual turning movement (full classification), traffic count data and relevant crash data, and related study correspondence. TEG performed traffic engineering analysis such as crash analysis, traffic signal warrant studies, road safety assessments, barrier warrant analysis and sight distance studies to determine recommended improvements. Reviews included individual intersections and roadway segments, as well as municipal and regional reviews. TEG also performed cost estimate and benefit-cost analysis for candidate projects to determine project eligibility for the annual Highway Safety Improvement Program (HSIP). TEG was also tasked with large scale safety evaluations of various roadway features. These included reviews of High Mast Light Towers, Unshielded Structures, Alternative Left Turn Treatments, and Pedestrian Safety. These District-wide and regional reviews involved data analysis, development of tools/procedures to facilitate reviews, data visualization and mapping integration, development of scoring/ranking system, and providing recommendations / guidelines to the District to use. TEG provided Arterial Operations support to assist the Department. This included; coordinating and tracking reviews and speed studies with Arterials Field Engineers; reviewing and responding to webmails and letters from citizens/ municipalities/ legislators. TEG assumed the duties of the Pedestrian Safety Engineer by providing reviews for pedestrian safety related items involving signing/ striping for pedestrian or trail crossings (including adherence to TRA 23 guidelines), detailed ADA reviews to ensure compliance and safety of crossing locations, and reviews/ approvals for Serious Safety Busing Hazards.

**ON-CALL TRAFFIC AND SAFETY ENGINEERING, KANE COUNTY DEPARTMENT OF TRANSPORTATION —**

Project Engineer. TEG is providing on-call Traffic/Safety Engineering services for Kane County DOT for our 2nd multi-year contract. The project includes a wide variety of tasks, such as Speed Studies, Advisory Speed Determinations, Intersection Control Studies, Capacity Analysis, Guard Rail Analysis, Sight Distance Studies, Roundabout Reviews, PS&E Preparation, Engineering Plan Review, and Safety Studies (including HSIP evaluations and benefit cost analysis). Our initial task was to develop a road safety assessment of all intersections and roadways under KDOT jurisdiction for the entire county. This consisted of performing data analysis in ArcGIS/Excel, developing Intersection and Segment Peer Groups, assigning all locations to an appropriate Peer Group, and developing a Safety Tier Rating System. Work also included the completion of a system-wide safety analysis of five years of crash data in order to rate the relative safety of each location in comparison to its Peer Group. Detailed analysis included review of all traffic crash police reports, evaluation of existing conditions, identification of crash patterns and potential countermeasures, a cost-benefit analysis of countermeasures, and recommendations (short term and long term) for improvements. Data analysis and review tools were developed to allow County staff to easily use the crash data. This assessment was used as the foundation for many additional subsequent tasks. We provide annual updates to the assessment that include a comparison to previous years of data and identify negative/ positive trends. We have performed several county-wide reviews for systemic safety improvements. We developed data mapping and visualization tools for the end user

## KYLE VANDER ZEE

PE

*Project Engineer*

### EDUCATION

Dordt College  
Sioux Center, Iowa  
Bachelor of Science,  
Engineering

### PROFESSIONAL REGISTRATIONS

Professional Engineer:  
Illinois 062-072409

### SELECTED CONTINUING EDUCATION

BENTLEY  
GEOPAK Training

### MCTRANS

Highway Safety Manual and  
Highway Capacity Software  
Training

EXPERIENCE

PROJECT





(County staff). These tools allow the end user to select a location to automatically create a crash summary table and plot the crashes on a diagram (for intersections) or aerial map (for segments). We created a safety improvement matrix tool that allows the end user to select a location which then automatically incorporates the crash data, identifies crash patterns/problems and highlights improvements to address the issues. We have utilized these items to develop standards for various geometric and safety features in order to provide guidance and policy recommendations to the County.

**PHASE I, IL-394 AND BURVILLE ROAD RESTRICTED CROSSING U-TURN (RCUT), WILL COUNTY, ILLINOIS, ILLINOIS DEPARTMENT OF TRANSPORTATION** — Project Roadway Staff. This project included preliminary engineering for converting IL-394 and Burville Road from a minor leg stop controlled intersection to an innovative Restricted Crossing U-turn intersection. The conversion to an RCUT intersection included installation of a raised concrete median to restrict through movements and left-turn movements on Burville Road while channelizing left turning traffic from IL-394. U-turn lanes were proposed to be added on the north and south legs of IL-394 as well as curb bump outs to provide adequate space for the design vehicle making wide turns out of the U-turn lanes. Individual responsibilities included preparation of Environmental Survey Request (ESR) documents, plan and profile sheets, typical sections, crash analysis, capacity analysis, Traffic Management Plan (TMP), cost estimate, public outreach, and development of the Project Report.

**PHASE I, IL 59 AT CHAMPION ROAD, WILL COUNTY, ILLINOIS, ILLINOIS DEPARTMENT OF TRANSPORTATION** — Roadway Project Staff. This project included preliminary engineering for converting the intersection of IL 59 at Champion Rd from a minor-leg stop-controlled intersection to a signalized intersection. The scope of work also included the addition of sidewalk along the west side of IL 59, ADA compliant sidewalk corners, reconstruction of raised medians, resurfacing and restriping, and drainage improvements. Individual responsibilities included preparation of the Intersection Design Study (IDS), Environmental Survey Request (ESR) documents, plan and profile sheets, typical sections, ADA sidewalk design, crash analysis, capacity analysis, Traffic Management Plan (TMP), cost estimate, and development of the Project Report.

**PHASE II, BERWYN TOWNSHIP ADA IMPROVEMENTS, COOK COUNTY, ILLINOIS, ILLINOIS DEPARTMENT OF TRANSPORTATION** — Project Engineer. TEG is performing design of over 90 sidewalk corners to meet current ADA standards. The sidewalk corners included in this project are located along the Harlem Avenue corridor and the Ogden Avenue corridor in Berwyn Township. Individual responsibilities include development of plans, special provisions, estimates of cost and time, and compilation of maximum extent practicable (MEP) forms.

**PHASE I, CONCEPTUAL ACCESS JUSTIFICATION REPORT, COOK COUNTY, ILLINOIS, ILLINOIS DEPARTMENT OF TRANSPORTATION** — Project Engineer. This project included the development of a conceptual Access Justification Report (AJR). The scope of work for the conceptual AJR required TEG to follow the format of a full AJR but refrain from going into the depth and detail required by a full AJR. Therefore, with some exceptions, the conceptual AJR followed the framework of Chapter 37 of IDOT's Bureau of Design and Environment Manual which includes the FHWA Interstate Access Policy Points. Individual responsibilities included using Highway Capacity Software (HCS) analyze current traffic conditions as well as "build" and "no-build" conditions for the I-80 eastbound to I-294 northbound ramp. Results of the capacity analysis were included in the final report along with background information, impact to communities, safety analysis, and a preliminary cost estimate.

**PHASE II, I-55 AT IL 59 DIVERGING DIAMOND INTERCHANGE, WILL COUNTY, ILLINOIS, ILLINOIS DEPARTMENT OF TRANSPORTATION** — Roadway Project Staff. As a subconsultant, TEG is performing hydraulic modeling and analysis, drainage, erosion and sediment control, removals, landscaping, and QA/QC and constructability review. Other unique scope items include 3D modeling of 6 detention basins, ditches, and storm sewer, stormwater permitting (USACE) and best management practices, tree survey (1,000+ trees), special waste (PESA Response), and the wetland impact evaluation. TEG is the Assistant Project Engineer, the lead QA/QC reviewer, and the liaison to the Village of Shorewood. The scope of this project is the conversion of a partial access interchange to a full access Diverging Diamond Interchange at I-55 and IL 59. Individual responsibilities include drainage design assistance and development of drainage plans, erosion and sediment control plans, and removal plans as well as quantity calculations and cost estimates.

**PHASE II, I-294 ROADWAY RECONSTRUCTION, 95TH STREET TO LAGRANGE ROAD, COOK COUNTY, ILLINOIS, ILLINOIS STATE TOLL HIGHWAY AUTHORITY** — Roadway Project Staff. As a subconsultant, TEG provided structural inspections, support on the Concept Verification Report, sanitary sewer and water main design, barrier warrant analyses and guardrail design, and miscellaneous roadway support for this 3-mile section at the south end of the Tollway's 22-mile Central Tri-State corridor. This project was subdivided into four construction contracts: (1) advance mainline toll plazas, (2) Archer Avenue interchange, (3) north mainline, and (4) south mainline and also accommodated the Village of Justice project for the new interchange at 88th / Cork Avenue. TEG reviewed utility atlases from the three adjacent municipalities (Bridgeview, Hickory Hills, and Justice) to minimize impacts by the proposed underground design including storm sewer (designed by teammates).

# H

## Project References



**RETURN WITH PROPOSAL**

**REFERENCES**

1. Project Location: Various Locations District 1 Project Owner: Illinois Department of Transportation  
Project Description: Traffic Studies/Safety Engineering Services District 1  
Owner's Representative: Lisa Heaven-Baum Phone: (847) 705-4140  
Awarded Contract Cost \$ 800,000.00 Final Project Cost \$ 799,731.84
2. Project Location: Various Locations (Kane County) Project Owner: Kane County Division of Transportation  
Project Description: On-Call Traffic and Safety Engineering  
Owner's Representative: Mike Zakosek Phone: (630) 406-7346  
Awarded Contract Cost \$ 700,000.00 Final Project Cost \$ Ongoing (Contract Cost is for 2018-2024)
3. Project Location: West Chicago, IL Project Owner: City of West Chicago  
Project Description: City Engineering Services  
Owner's Representative: Mehul Patel Phone: (630) 293-2255  
Awarded Contract Cost \$ 9,926,138.09 Final Project Cost \$ Ongoing (Contract Cost is for 2018-2027)
4. Project Location: Various Locations District 1 Project Owner: Illinois Department of Transportation  
Project Description: IDOT Phase I Various/Variou District 1  
Owner's Representative: Carlos Feliciano Phone: (847) 705-4106  
Awarded Contract Cost \$ 2,000,000.00 Final Project Cost \$ Ongoing (Contract Cost is for 2013-2023)
5. Project Location: Lake Street, Oak Park, IL Project Owner: Village of Oak Park  
Project Description: Lake Street Improvements  
Owner's Representative: Williams McKenna Phone: (708) 358 5722  
Awarded Contract Cost \$ \$1,854,648.00 Final Project Cost \$ 1,854,460.28



## **Project Proposal Forms**



**EQUAL EMPLOYMENT OPPORTUNITY COMPLIANCE CERTIFICATE**

As used in this certificate the term "subcontract" includes the term "purchase order" and all other agreements effectuating purchase of supplies or services. If this certificate is submitted as part of a bid or proposal the term "Seller" shall be deemed to refer to the Bidder or Offeror, or Subcontractor or Supplier. This certificate shall be renewed annually. Notwithstanding the foregoing, the certifications made herein shall remain applicable until completion of all nonexempt contracts/subcontracts awarded while this certificate is in effect. The undersigned Seller certifies the following to the Village of RIVER FOREST hereinafter referred to as Buyer:

- A. **REPORTS**: Within thirty (30) days after Buyer's award to Seller of any contract/subcontract and prior to each March 31 thereafter during the performance of work under said subcontract, the Seller shall file Standard Form 100, entitled "Equal Employment Opportunity Employer Information Report EEO-1" in accordance with instructions contained therein unless Seller has either filed such report within 12 months preceding the date of the award or is not otherwise required by law or regulation to file such report.
- B. **PRIOR REPORTS**: Seller, if it has participated in previous contract or subcontract subject to the Equal Opportunity Clause (41 C.F.R. Sec. 60-1.4 (a) (1) through (7), or the clause originally contained in Section 301 of Executive Order No. 10925, or the clause contained in section 201 of Executive Order No. 11114, has filed all required compliance reports. Seller shall obtain similar representations indicating submission of all required compliance reports, signed by proposed subcontractors, prior to awarding subcontracts not exempt from Equal Opportunity Clause.
- C. **CERTIFICATION OF NON SEGREGATED FACILITIES**: Seller certifies that it does not maintain or provide for its employees any segregated facilities at any of its establishments, and that it does not permit its employees to perform their services at any location, under its control where segregated facilities are maintained. Proposer certifies further that it will not maintain or provide for its employees any segregated facilities at any of its establishments and that it will not permit its employees to perform their services at any location, under its control where segregated facilities are maintained. Seller agrees that a breach of this certification is a violation of the Equal Opportunity Clause in this certificate. As used in this certification, the term "segregated facilities" means any waiting rooms, work area, rest rooms, wash rooms, restaurants and other eating areas, time clocks, locker rooms, and other storage or dressing areas, parking lots, drinking fountains, recreation or entertainment areas, transportation, and housing facilities provided for employees which are segregated by explicit directive or are in fact segregated on the basis of race, color, religion, or national origin, because of habit, local custom or otherwise.

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C. CERTIFICATION OF NONSEGREGATED FACILITIES: (Cont'd.)

Proposer further agrees that (except where it has obtained identical certifications from proposed subcontractors for specific time periods) it will obtain identical certifications from proposed subcontractors prior to the award of subcontracts exceeding \$10,000 which are not exempt from the provisions of the Equal Opportunity Clause; that it will retain such certifications in its files; and that it will forward the following notice to such proposed subcontractors (except where the proposed subcontractors have submitted identical certifications for specific time periods): NOTICE TO PROSPECTIVE SUBCONTRACTORS OF REQUIREMENT FOR CERTIFICATIONS OF NONSEGREGATED FACILITIES. A certification on Nonsegregated Facilities, as required by Section 60-1.8 of Title 41 of the Code of Federal Regulations, must be submitted prior to the award of a subcontract exceeding \$10,000 which is not exempt from the provisions of the Equal Opportunity Clause. (Note: The penalty for making false statements in offers is prescribed in 18 U.S.C. 1001).

D. AFFIRMATIVE ACTION COMPLIANCE PROGRAM: Prior to 120 days after receipt of any subcontract in the amount of \$50,000 or more from Buyer, if it has 50 or more employees and it is not otherwise exempt under 41 C.F.R. Part 60-1, shall have developed for each of his establishments a written affirmative action compliance program as called for in 41 C.F.R. Sec. 60-1.40. Seller will also require its lower-tier subcontractors who have 50 or more employees and receive a subcontract of \$50,000 or more and who are not otherwise exempt under 41 C.F.R. Part 60-1 to establish written affirmative action compliance programs in accordance with 41 C.F.R. Sec. 60-1.40.

E. Seller certifies that it is not currently in receipt of any outstanding letters of deficiencies, show cause, probable cause, or other such notification of noncompliance with EEO regulations.

Executed this 7 day of July 2022 by:

Thomas Engineering Group, LLC

Firm name

By: 

Thomas Gill, President

Title

(Seller)

<b>RETURN WITH PROPOSAL</b>
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**STATE OF ILLINOIS**  
**DRUG FREE WORKPLACE CERTIFICATION**

This certification is required by the Drug Free Workplace Act (30 ILCS 580/1 et seq.). The Drug Free Workplace Act, effective January 1, 1992, requires that no grantee or proposer shall receive a grant or be considered for the purposes of being awarded a contract for the procurement of any property or services from the State unless that grantee or proposer has certified to the State that the grantee or proposer will provide a drug free workplace. False certification or violation of the certification may result in sanctions including, but not limited to, suspension of contract or grant payments, termination of the contract or grant and debarment of contracting or grant opportunities with the State for at least one (1) year but not more than five (5) years.

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

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

(a) Publishing a statement:

- (1) notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance, including cannabis, is prohibited in the grantee’s or proposer’s workplace.
- (2) specifying the actions that will be taken against employees for violations of such prohibition.
- (3) notifying the employee that, as a condition of employment on such contract or grant, the employee will:
  - (A) abide by the terms of the statement; and
  - (B) notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five (5) days after such conviction.

(b) Establishing a drug free awareness program to inform employees about:

- (1) the dangers of drug abuse in the workplace;
- (2) the grantee’s or proposer’s policy of maintaining a drug free workplace;
- (3) any available drug counseling, rehabilitation, and employee assistance programs; and
- (4) the penalties that may be imposed upon an employee for drug violations.

(c) Providing a copy of the statement required by subparagraph (a) to each employee engaged in the performance of the contract or grant and to post the statement in a prominent place in the workplace.

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- (d) Notifying the contracting or granting agency within ten (10) days after receiving notice under part (B) of paragraph (3) of subsection (a) above from an employee or otherwise receiving actual notice of such conviction.
- (e) Imposing a sanction on, or requiring the satisfactory participation in a drug abuse assistance or rehabilitation program by, any employee who is so convicted, as required by section 5 of the Drug Free Workplace Act.
- (f) Assisting employees in selecting a course of action in the event drug counseling, treatment, and rehabilitation is required and indicating that a trained referral team is in place.
- (g) Making a good faith effort to continue to maintain a drug free workplace through implementation of the Drug Free Workplace Act.

THE UNDERSIGNED AFFIRMS, UNDER PENALTIES OF PERJURY, THAT HE OR SHE IS AUTHORIZED TO EXECUTE THIS CERTIFICATION ON BEHALF OF THE DESIGNATED ORGANIZATION.

Thomas Engineering Group, LLC  
Printed Name of Organization



\_\_\_\_\_  
Signature of Authorized Representative

Thomas Gill, President                      07/07/2022  
Printed Name and Title                      Date

\_\_\_\_\_  
Requisition/Contract/Grant ID Number



**RETURN WITH PROPOSAL**

**CERTIFICATION THAT PROPOSER IS NOT BARRED FROM  
PUBLIC CONTRACTING DUE TO BID-RIGGING OR  
BID ROTATING CONVICTIONS**

WHEREAS, a conviction for the offense of bid-rigging or bid rotating bars a person or entity from bidding on public contracts (720 ILCS 5/33E-3 and 33E-4), and

WHEREAS, Section 33E-11 of the Criminal Code (720 ILCS 5/33E-11) requires bidders and proposers to certify on a form provided by the unit of local government or school district that they are not barred from public contracting due to bid-rigging or bid rotating convictions.

NOW THEREFORE, IT IS HEREBY CERTIFIED THAT the undersigned,

\_\_\_\_\_  
Thomas Engineering Group, LLC  
(individual, firm, corporation or other entity)

is not barred from bidding on or entering into public contracts due to having been convicted of bid-rigging or bid rotating under paragraphs 33E-3 or 33E-4 of the Illinois Criminal Code. The undersigned also certifies that no officers or employees of the bidder or the proposer have been so convicted and that the bidder or proposer is not the successor company or a new company created by the officers or owners of one so convicted. It is further certified that any such conviction occurring after the date of this certification will be reported to the above public body in writing, within seven (7) days of such conviction, if it occurs during any bidding process, contract term or otherwise prior to the entering into any contract therewith.

DATE: 07/07/2022

By: 

ATTEST:



(SEAL)



**RETURN WITH PROPOSAL**

**PROPOSER CERTIFICATION**  
**SEXUAL HARASSMENT POLICY**

Thomas Engineering Group, LLC ("Proposer"), having submitted a proposal to the Village of River Forest, hereby certifies that said Proposer has a written sexual harassment policy in place in full compliance with 775 ILCS 5/2-105 (A) (4).

Signed by:  (Corporate Seal)

Title: Thomas E. Gill, President


Name & Address Thomas Engineering Group, LLC

of Proposer or Vendor 238 South Kenilworth Avenue

Oak Park, IL 60302

Subscribed and sworn to before me

this 7<sup>th</sup> day of July, 2022

  
Notary Public





VILLAGE OF RIVER FOREST  
DEPARTMENT OF PUBLIC WORKS

**ACKNOWLEDGEMENT OF**  
**RECEIPT OF ADDENDUM**

PROPOSAL/BID: 2022 VILLAGE-WIDE TRAFFIC STUDY –  
TRAFFIC ENGINEERING SERVICES

ADDENDUM #: 1

PROPOSER/BIDDER: Thomas Engineering Group, LLC

ADDRESS: 238 South Kenilworth Avenue, Oak Park, IL 60302

RECEIVED BY: Thomas E. Gill, President  
(NAME)

(SIGNATURE)

DATE: 7/6/2022

Bureau of Design and Environment  
Prepared By: Consultant

**Thomas Engineering Group**  
**2022 Village-Wide Traffic Study**  
**Prime**

OVERHEAD RATE	115.28%
COMPLEXITY FACTOR	0

07/13/22

[illegible]

## PAYROLL ESCALATION TABLE FIXED RAISES

FIRM NAME  
PRIME/SUPPLEMENT  
Prepared By

Thomas Engineering Group  
Prime  
J Yuratovac

DATE 07/13/22  
Project Name 2022 Village-Wide Traffic Study  
Services Traffic Engineering Services

CONTRACT TERM 18 MONTHS  
START DATE 9/1/2022  
RAISE DATE 1/1/2023  
  
END DATE 2/29/2024

OVERHEAD RATE 115.28%  
COMPLEXITY FACTOR 0  
% OF RAISE 2%

### ESCALATION PER YEAR

year	First date	Last date	Months	% of Contract
0	9/1/2022	1/1/2023	4	22.22%
1	1/2/2023	1/1/2024	12	68.00%
2	1/2/2024	3/1/2024	2	11.56%

---

The total escalation = 1.78%

## PAYROLL RATES

FIRM NAME  
PRIME/SUPPLEMENT  
PTB-ITEM #

Thomas Engineering Group  
Prime  
2022 Village-Wide Traffic Study

DATE

07/13/22

ESCALATION FACTOR

1.78%

*Note: Rates should be capped on the AVG 1 tab as necessary*

CLASSIFICATION	IDOT PAYROLL RATES ON FILE	CALCULATED RATE
Principal	\$70.00	\$71.25
Senior Project Manager	\$70.00	\$71.25
Project Manager	\$63.85	\$64.99
Project/Resident Engineer IV	\$57.58	\$58.60
Project/Resident Engineer III	\$44.81	\$45.61
Engineer II	\$34.62	\$35.23
Engineer I	\$29.00	\$29.52
Chief Surveyor	\$59.30	\$60.36
Technical Manager	\$50.10	\$50.99
Senior Technician	\$45.18	\$45.99
Technician III	\$43.70	\$44.48
Technician II	\$32.45	\$33.03
Technician I	\$29.48	\$30.01
Intern	\$17.00	\$17.30
Business Manager	\$60.10	\$61.17
Marketing & Admin Coordinator	\$42.00	\$42.75
Administrative Assistant II	\$29.40	\$29.92

## AVERAGE HOURLY PROJECT RATES

**FIRM NAME** Thomas Engineering Group  
**Project Name / Services** 2022 Village-Wide Traffic Study / Traffic Engineering Services  
**PRIME/SUPPLEMENT** Prime

DATE 07/13/22

SHEET 1 OF 1

PAYROLL  CLASSIFICATION	AVG  HOURLY RATES	TOTAL PROJ. RATES			Village-Wide Traffic Study			Washington Blvd			Two-Block Spans			Thatcher Ave			Various Non-Primary Intersections		
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
Principal	70.00	10.0	0.62%	0.44	2	0.23%	0.16	0			0			0			0		
Senior Project Manager	70.00	111.5	6.96%	4.87	50.5	5.78%	4.04	8.5	4.47%	3.13	7.5	5.36%	3.75	11.5	5.48%	3.83	3.5	2.54%	1.78
Project Manager	64.99	0.0			0			0			0			0			0		
Project/Resident Engineer IV	58.60	0.0			0			0			0			0			0		
Project/Resident Engineer III	45.61	136.0	8.49%	5.94	80.5	9.21%	4.20	14	7.37%	3.36	10.5	7.50%	3.42	16.5	7.86%	3.58	14.5	10.51%	4.79
Engineer II	35.23	540.0	33.71%	23.60	288.5	33.01%	11.63	68.5	36.05%	12.70	49	35.00%	12.33	74	35.24%	12.42	48	34.78%	12.26
Engineer I	29.52	28.5	1.78%	1.25	15.5	1.77%	0.52	4	2.11%	0.62	3	2.14%	0.63	3	1.43%	0.42	3	2.17%	0.64
Chief Surveyor	60.36	0.0			0			0			0			0			0		
Technical Manager	50.99	0.0			0			0			0			0			0		
Senior Technician	45.99	0.0			0			0			0			0			0		
Technician III	44.48	0.0			0			0			0			0			0		
Technician II	33.03	0.0			0			0			0			0			0		
Technician I	30.01	0.0			0			0			0			0			0		
Intern	17.30	776.0	48.44%	33.91	437	50.00%	8.65	95	50.00%	8.65	70	50.00%	8.65	105	50.00%	8.65	69	50.00%	8.65
Business Manager	61.17	0.0			0			0			0			0			0		
Marketing & Admin Coordinator	42.75	0.0			0			0			0			0			0		
Administrative Assistant II	29.92	0.0			0			0			0			0			0		
<b>TOTALS</b>		1602.0	100%	\$70.00	874.0	100%	\$29.21	190.0	100%	\$28.47	140.0	100%	\$28.79	210.0	100%	\$28.91	138.0	100%	\$28.12

## Subconsultant Cost Breakdown

Quigg Engineering Cost Estimate			
Quigg Engineering Task		TEG Task	
A	Village-Wide Traffic Study	Task 1	\$ 20,000.00
B	Washington Blvd	Task 2	\$ 800.00
C	2-Block Spans	Task 3	\$ 4,800.00
D	Thatcher Jurisdictional Transfer Feasibility	Task 4	\$ 2,400.00
E	Various Non-Primary Intersections	Task 5	\$ 2,400.00
Quigg Engineering Total			\$ 30,400.00
			\$ -
Breakdown by TEG Task			
		Task 1	\$ 20,000.00
		Task 2	\$ 800.00
		Task 3	\$ 4,800.00
		Task 4	\$ 2,400.00
		Task 5	\$ 2,400.00
		Task 6	\$ -



## DIRECT COST DETAIL

<b>Task 1</b>						
Travel	Trips	People	Mileage	Rate		
4 meeting with 2 people	4	2	30	\$ 0.55	\$	132.00
6 field visits with 2 people	6	2	30	\$ 0.55	\$	198.00
Exhibits	Meetings	Exhibits	Size (sf)	Rate		
Task 1 Subtotal						\$ 330.00
<b>Task 2</b>						
Travel	Trips	People	Mileage	Rate		
1 field visits with 2 people	1	2	30	\$ 0.55	\$	33.00
Exhibits	Meetings	Exhibits	Size (sf)	Rate		
Task 2 Subtotal						\$ 33.00
<b>Task 3</b>						
Travel	Trips	People	Mileage	Rate		
1 field visits with 2 people	1	2	30	\$ 0.55	\$	33.00
Task 3 Subtotal						\$ 33.00
<b>Task 4</b>						
Travel	Trips	People	Mileage	Rate		
1 field visits with 2 people	1	2	30	\$ 0.55	\$	33.00
Task 4 Subtotal						\$ 33.00
<b>Task 5</b>						
Travel	Trips	People	Mileage	Rate		
3 field visits with 2 people	1	2	30	\$ 0.55	\$	33.00
Plats			Each	Rate		
Task 5 Subtotal						\$ 33.00
TEG Direct Costs Total					\$	462.00