

**VILLAGE OF HINSDALE  
VILLAGE BOARD OF TRUSTEES  
MINUTES OF THE MEETING  
Tuesday, June 17, 2014**

The regularly scheduled meeting of the Hinsdale Village Board of Trustees was called to order by President Tom Cauley in Memorial Hall of the Memorial Building on Tuesday, June 17, 2014 at 7:35 p.m.

Present: President Tom Cauley, Trustees Christopher Elder, J. Kimberley Angelo, William Haarlow, Gerald J. Hughes, Laura LaPlaca and Bob Saigh

Absent: None

Also Present: Village Manager Kathleen A. Gargano, Assistant Village Manager/Finance Director Darrell Langlois, Director of Community Development Robb McGinnis, Director of Parks & Recreation Gina Hassett, Village Engineer Dan Deeter and Village Clerk Christine Bruton

**PLEDGE OF ALLEGIANCE**

President Cauley led those in attendance in the Pledge of Allegiance.

**APPROVAL OF MINUTES**

There being no corrections to the draft minutes, Trustee Elder moved to **approve the draft minutes of the regularly scheduled meeting of June 3, 2014, as presented.** Trustee Haarlow seconded the motion.

**AYES:** Trustees Elder, Angelo, Haarlow and Hughes

**NAYS:** None

**ABSTAIN:** Trustee LaPlaca and Saigh

**ABSENT:** None

Motion carried.

**APPOINTMENTS TO BOARDS AND COMMISSIONS**

President Cauley recommended the following individuals for appointment as noted:

Plan Commission

Troy Unell to a 3-year term through April 30, 2017

Zoning Board of Appeals

Kathryn Engel to a 5-year term through April 30, 2019

Economic Development Commission

Elizabeth Garvey reappointed to a 3-year term through April 30, 2017

Michael Goebel reappointed to a 3-year term through April 30, 2017

Trustee Hughes moved **approval of the list of appointments to the Boards and Commissions outlined above, as recommended by the Village President.** Trustee Haarlow seconded the motion.

**AYES:** Trustees Elder, Angelo, Haarlow, Hughes, LaPlaca and Saigh

**NAYS:** None

**ABSTAIN:** None

**ABSENT:** None

Motion carried.

**CITIZENS' PETITIONS**

None.

**VILLAGE PRESIDENT'S REPORT**

No report.

**CONSENT AGENDA**

President Cauley read the Consent Agenda as follows:

**Recommended by Administration & Community Affairs Committee**

- a) Paddle Tennis License Agreement with Mary Doten for a Period of Two Years (Omnibus vote)
- b) Resolution of the Village of Hinsdale, DuPage and Cook Counties, Illinois Approving and Authorizing Execution of an Acknowledgement of a One-Year Extension of Lease for the Use of Office Space at Katherine Legge Park between the Village of Hinsdale and the Hinsdale Humane Society (Omnibus vote) (R2014-06)

**Recommended by Environment & Public Services Committee**

- c) Ordinance Establishing Prevailing Wages for Public Works in the Village of Hinsdale, Cook and DuPage Counties, Illinois (Omnibus vote) (O2014-21)
- d) Issue a Purchase Order for Bid #1564 for the Service of Salt Shed Roof Replacement to Funderburk Roofing, Inc. in the bid amount of \$63,000 (Omnibus vote)
- e) Reject All Bids for the 2014 Resurfacing and Infrastructure Project Opened on April 17, 2014 (Omnibus vote)

Trustee LaPlaca noted that Item D, the salt shed roof, had been reviewed by the EPS Committee and they approved the item contingent on references. These have since been provided and appear to be in order. President Cauley remarked that Illinois law requires municipalities to adopt a prevailing wage ordinance, however, in his opinion prevailing wages are a bad practice. Discussion followed. Trustee LaPlaca moved to **approve the Consent Agenda, as presented**. Trustee Saigh seconded the motion.

**AYES:** Trustees Elder, Angelo, Haarlow, Hughes, LaPlaca and Saigh

**NAYS:** None

**ABSTAIN:** None

**ABSENT:** None

Motion carried.

**ADMINISTRATION AND COMMUNITY AFFAIRS**

**Accounts Payable**

Trustee Haarlow moved **Approval and Payment of the Accounts Payable for the Period of May 31, 2014 through June 13, 2014 in the aggregate amount of \$2,308,492.82 as set forth on the list provided by the Village Treasurer, of which a permanent copy is on file with the Village Clerk**. Trustee Elder seconded the motion.

**AYES:** Trustees Elder, Angelo, Haarlow, Hughes, LaPlaca and Saigh

**NAYS:** None

**ABSTAIN:** None

**ABSENT:** None

Motion carried.

**Approval of an Ordinance Authorizing and Providing for the Issue of \$5,000,000 General Obligation Bonds (Alternate Revenue Source), Series 2014B, of the Village of Hinsdale, DuPage and Cook Counties, Illinois, for the Purpose of Providing for Certain Capital Improvements in and for the Village, Prescribing all the Details of Said Bonds and Providing for the Imposition of Taxes to Pay the Same (O2014-22)**

President Cauley introduced the item and noted that the bonds were bid this morning and received an excellent rate of 2.9646%. The Village's 'AAA' bond rating continues to provide very good results in the market. These funds will be used to partially fund infrastructure improvements. Mr. Kevin W. McCanna, President of Speer Financial, Inc. addressed the Board and reiterated the benefits Hinsdale has realized because of their 'AAA' rating. Trustee Hughes moved **Approval of an Ordinance Authorizing and Providing for the Issue of \$5,000,000 General Obligation Bonds (Alternate Revenue Source), Series 2014B, of the Village of Hinsdale, DuPage and Cook Counties, Illinois, for the Purpose of Providing for Certain Capital Improvements in and for the Village, Prescribing all the Details of Said Bonds and Providing for the Imposition of Taxes to Pay the Same.** Trustee Elder seconded the motion.

**AYES:** Trustees Elder, Angelo, Haarlow, Hughes, LaPlaca and Saigh

**NAYS:** None

**ABSTAIN:** None

**ABSENT:** None

Motion carried.

**ENVIRONMENT AND PUBLIC SERVICES**

**Award the Pavement Patching and Resurfacing Project to Hardin Paving Services in the Amount not to Exceed \$769,176**

President Cauley introduced the item stating that we had to withdraw the bids for the work proposed as all bids were over the budgeted amount. As a result, the Village broke out portions of the project for rebidding and partnered with other municipalities for cost savings. Trustee LaPlaca explained this was discussed at EPS and this item, for the resurfacing of streets and parking lots, is under budget. However, it was noted and confirmed by Village Engineer Dan Deeter that this bid is based on estimated quantities; final pay outs will be dependent on actual work done. Trustee LaPlaca moved to **Award the Pavement Patching and Resurfacing Project to Hardin Paving Services in the Amount not to Exceed \$769,176.** Trustee Saigh seconded the motion.



**AYES:** Trustees Elder, Angelo, Haarlow, Hughes, LaPlaca and Saigh

**NAYS:** None

**ABSTAIN:** None

**ABSENT:** None

Motion carried.

### **ZONING AND PUBLIC SAFETY**

Trustee Saigh noted the next meeting of the ZPS Committee will be June 26<sup>th</sup>.

### **REPORTS FROM ADVISORY BOARDS AND COMMISSIONS**

No reports.

### **OTHER BUSINESS**

None.

### **STAFF REPORTS**

No reports.

### **CITIZENS' PETITIONS**

None.

### **TRUSTEE COMMENTS**

None.

## ADJOURNMENT

There being no further business before the Board and no need for a Closed Session, President Cauley asked for a motion to adjourn. Trustee Elder **moved to adjourn regularly scheduled meeting of June 17, 2014.** Trustee Hughes seconded the motion.

**AYES:** Trustees Elder, Angelo, Haarlow, Hughes, LaPlaca and Saigh

**NAYS:** None

**ABSTAIN:** None

**ABSENT:** None

Motion carried.

Meeting adjourned at 7:49 p.m.

ATTEST: \_\_\_\_\_  
Christine M. Bruton, Village Clerk

## MEMORANDUM

**To:** President Cauley and Members of the Village Board of Trustees  
**From:** Chief Bradley Bloom and Tim Scott, Director of Econ. Development & Urban Design  
**Date:** July 2, 2014  
**Re:** CMAP Parking Study Presentation

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Ms. Lindsay Bayley and staff from the Chicago Metropolitan Agency for Planning (CMAP) will present the findings and recommendations of the parking study conducted by CMAP. As you may recall, the Village applied for a local technical assistance grant and was subsequently chosen by CMAP to conduct a study of current parking conditions in the downtown area and make recommendations as how to best manage the existing parking supply.

The parking study process included field observation and analysis that led to a detailed existing conditions report and stakeholder outreach. The parking steering committee involved in this process has been invited by CMAP to attend this presentation.

The salient recommendations of the study include the following:

- Merchants and their employees currently occupy between 15% and 30% of the on-street metered parking spaces.
- Fees for on-street parking meters, off-street parking lots, parking permits and fines should be priced to encourage merchants and employees to relocate to permit areas, and in turn, open on-street metered spaces for the customers of downtown's revenue-generating businesses.
- In order to generate public support, use additional fee revenue generated by price increases to fund tangible improvements that preserve and beautify the historic district and improve the overall pedestrian experience downtown.

Due to the time and resources that will be involved in refining these recommendations into workable solutions, staff is seeking direction and conceptual support of CMAP's key findings.

In addition, it is the recommendation of staff that moving forward any approved parking changes be done incrementally and on a trial basis so the effectiveness of the changes may be carefully studied prior to broader implementation.

Attached you will find an article recently published by the International City/County Management Association that echoes some of CMAP's findings and recommendations.

Please contact us with any questions. Thank you.

# The Parking Price Is Right

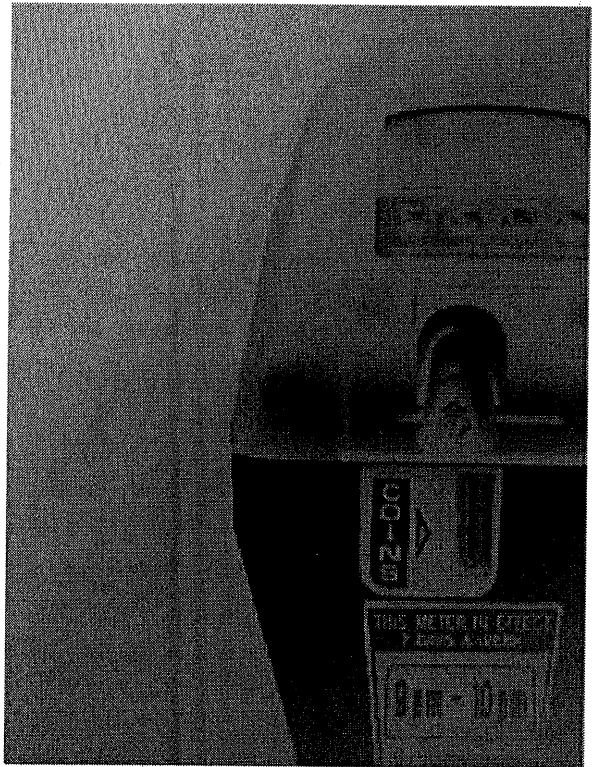
Achieve urban planning goals through strategic pricing

*by John Dorset*

Parking can be a powerful resource for promoting economic development and improving the quality of life in any community. And one of the most important tools at the disposal of city and county administrators and planners is parking pricing. By implementing strategic pricing, local governments can influence where drivers park and for how long.

When done right, this can have an extraordinary impact on a community's economy and the health of local businesses. It can also affect the quality of life for residents. The problem is, most communities don't do it right.

The good news is that some places are starting to recognize the power of pricing and are beginning to leverage parking pricing as an important tool for supporting local businesses, reducing traffic congestion, cutting vehicle-borne pollution, and generally improving the quality of life for residents. A number of cities, including San Francisco and Santa Monica, California, and Seattle, Washington, just to name a few, have begun setting prices strategically to achieve urban planning goals.



## COMMON MISTAKES

The most common mistake communities make is not charging—or at least not charging enough—for parking, particularly in downtown business districts. Often, local officials and planners, as well as business owners, assume that the best way to attract shoppers, patrons to local entertainment venues, or other visitors is to offer plentiful free parking. This approach, however, typically has significant unintended consequences, making it even more difficult for people to conveniently access businesses or services.

The problem is that when free or underpriced parking is provided, it typically causes the most valuable spaces—those that are located adjacent to local businesses, services, and entertainment venues—to be overused. Often, these spaces are occupied early in the day by employees of area businesses, even before the visitors for whom they are intended have come downtown.

And they tend to remain occupied by these same parkers throughout the day. In addition to reducing—or even eliminating—the number of open spaces, this practice also dramatically increases roadway congestion as drivers circle blocks looking for available spaces or waiting



Village President Thomas K. Cauley and Village Board of Trustees  
Village of Hinsdale  
19 East Chicago Avenue  
Hinsdale, Illinois 60521

May 7, 2014

RE: CMAP INNOVATIVE PARKING MANAGEMENT PLAN

Dear President Cauley and Village Board of Trustees,

The Hinsdale Chamber of Commerce Executive Board has had the opportunity to review the parking management plan proposed by the Chicago Metropolitan Agency for Planning (CMAP) resulting from the independent parking study conducted over the course of the last year and half.

Upon review, the Chamber Executive Board discussed the recommended goals and strategies as outlined in the plan and drew the following conclusions:

- Having been involved in this grant study throughout the entire process the Chamber has been educated and is well aware of the parking behaviors and issues creating tension at the metered spaces in the downtown and immediate surrounding areas.
- The Chamber supports the idea to utilize increased meter rates as a necessary tool to help manage and hopefully optimize current parking inventory to the best of our ability.
- The Chamber believes those increased rates must be carefully and thoughtfully determined in a respectful manner so as to enhance the customer experience yet deter merchants and their employees from taking advantage of the primary, metered parking spaces.
- The Chamber would also expect for those increased meter revenues to be reinvested towards increased maintenance of public right of way and enhancement and beautification of the overall central business district. Critical for success would be developing on-going awareness of how the increased funds generated by new rates would actually go towards these improvements.
- The Chamber is willing to assist with and participate in efforts to educate the business community and the public on the implementation of these carefully considered recommendations.

Respectfully,

Kim Goers Boyer  
Chairman of the Board  
Hinsdale Chamber of Commerce



CMAP

# **Village of Hinsdale**

## **Innovation in Parking Management**

### **Existing Conditions Report**

DRAFT - July 2013

The Chicago Metropolitan Agency for Planning (CMAP) is the region's official comprehensive planning organization. Its GO TO 2040 planning campaign is helping the region's seven counties and 284 communities to implement strategies that address transportation, housing, economic development, open space, the environment, and other quality-of-life issues.

See [www.cmap.illinois.gov](http://www.cmap.illinois.gov) for more information.

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# Section 1

## Introduction

One of the GO TO 2040 plan's central goals is to create livable communities. Livability is primarily created at the local level, through planning and development decisions made by communities, developers, and individuals. While CMAP can help local governments address issues of livability in their communities, development decisions will continue to be made locally.

### **Purpose of the Existing Conditions Report**

The existing conditions report is a critical first step in any planning process – laying the groundwork from which recommendations will ultimately be made. To properly address current parking congestion issues in Hinsdale, it is important to understand how local stakeholders perceive parking. Additionally, having thorough on-the-ground knowledge of the existing supply and parking occupancy rates, as well as general transportation information, will help inform the strategies that are ultimately developed as a result of this research. This report details the findings of the research, data gathered, and interviews conducted over a three-month period. The Existing Conditions Report is organized in the following sections:

- Section 1: Introduction and Project Background
- Section 2: Regional Context
- Section 3: Previous Plans, Studies, and Reports
- Section 4: Community Outreach
- Section 5: Local Transportation Review
- Section 6: Parking in Hinsdale
- Section 7: Land Use Planning and Parking
- Section 8: Looking Forward

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**Figure 1.1 Downtown Hinsdale Study Area**

Village of Hinsdale Innovation in Parking Management Plan - Existing Conditions

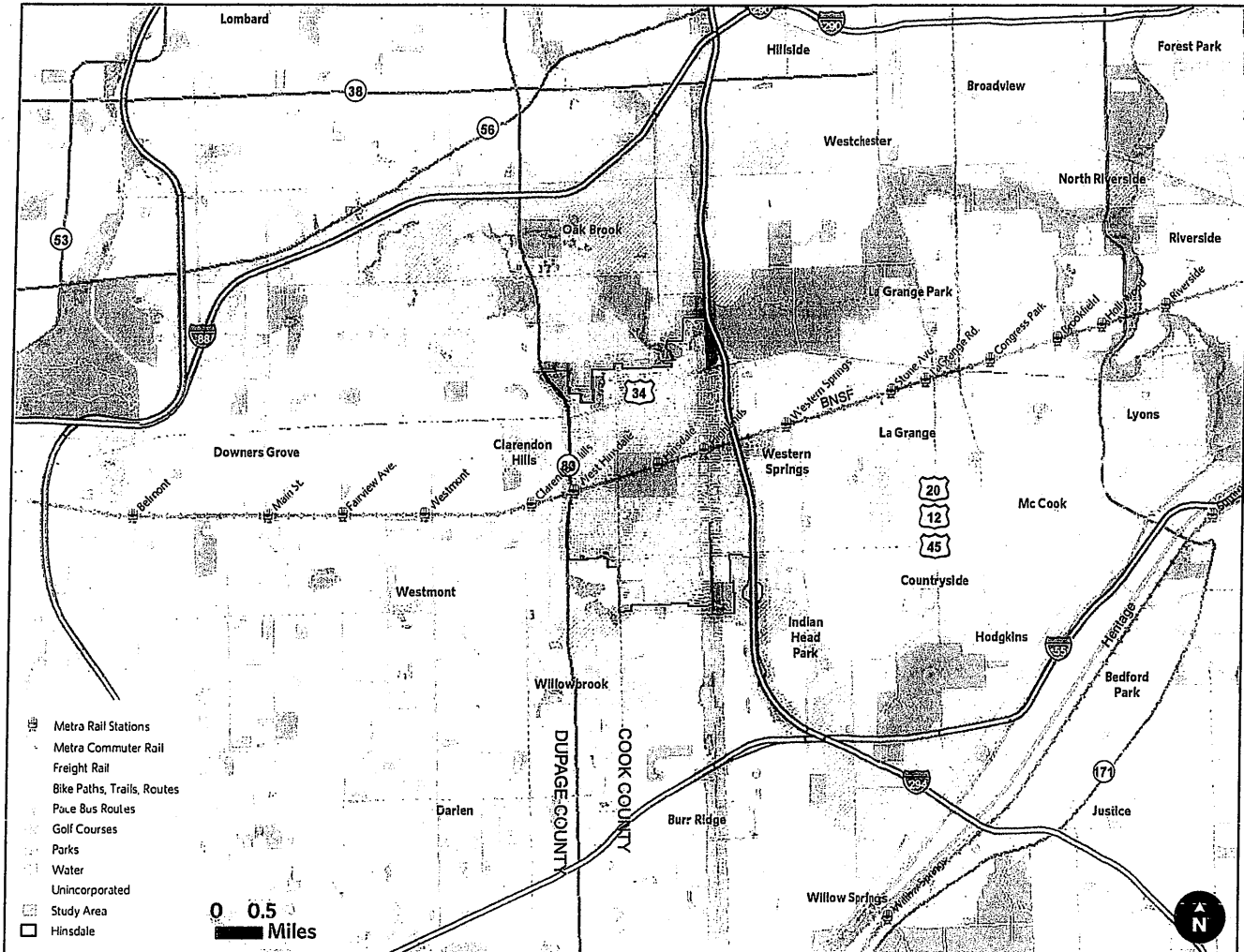
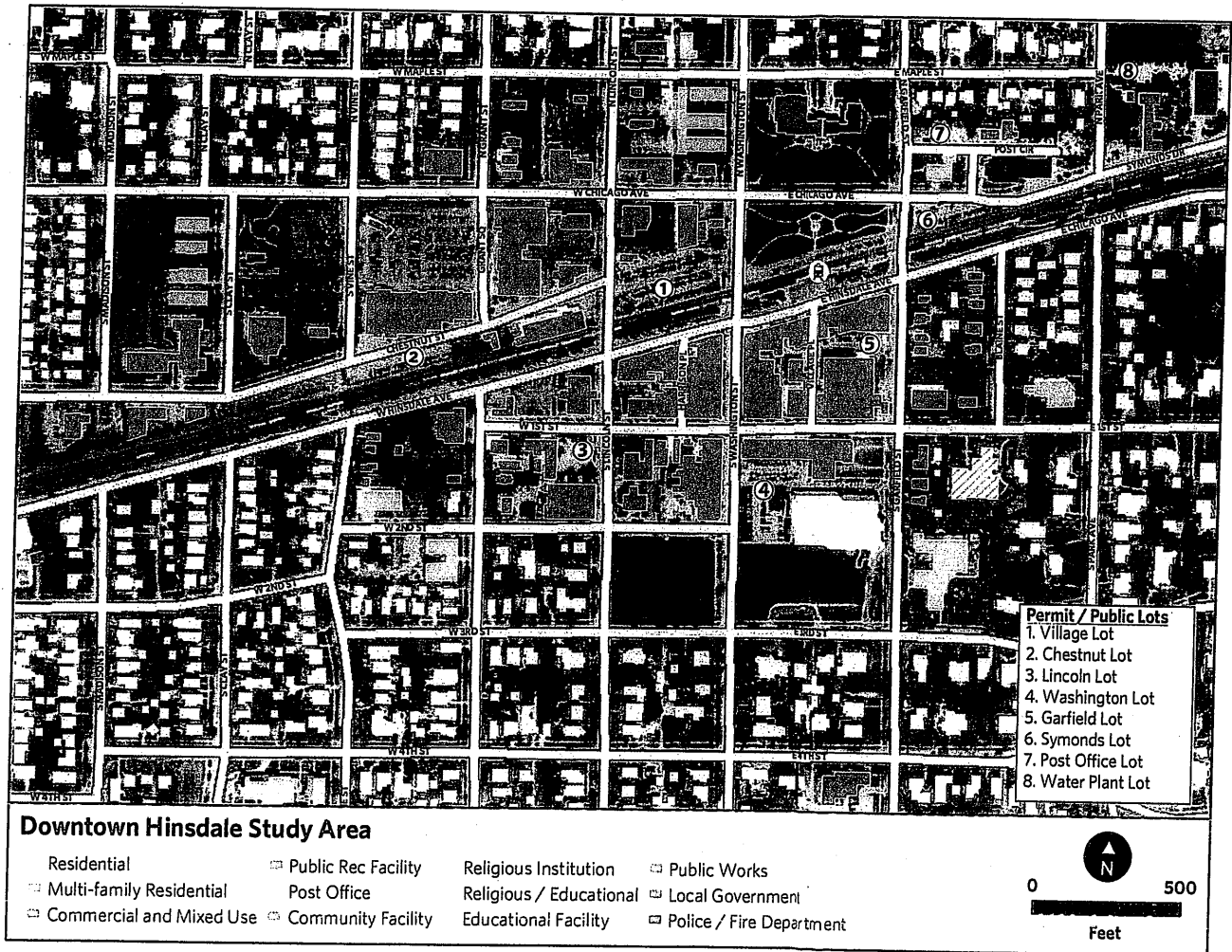


Figure 1.2 Downtown Hinsdale Study Area and Public Parking Lots



### What is an Innovation in Parking Management Plan?

The Innovation in Parking Management Plan will serve as a guide for elected officials, property owners, village staff, community residents, business owners, and potential investors. The Plan will assist in making informed administrative and implementation decisions about future efforts to manage parking through a series of recommended policies and actions to target identified parking problems.

### Why Does Hinsdale Need a Parking Management Review?

The Village of Hinsdale is undertaking a process to evaluate their parking system, with the goal of improving the livability and vitality of the historic downtown. The result of this project will be a series of recommended policies to help the Village and its residents address identified parking problems.

Hinsdale's downtown was originally designed when most people walked to amenities like stores, schools, and parks. Having retained the historic building density in their core, Hinsdale has maintained a high concentration of businesses and offices in a small area. From day spas to restaurants to coffee shops, addressing parking demand in the downtown area is varied and complex. Balancing the needs of local businesses, restaurants, rail commuters, residents, and visitors is no small feat. In addition to customer parking needs, there are many employees arriving by car. When everyone is trying to go to the same part of town, it can become a challenge to find a parking spot for each automobile; people are often forced to drive in circles searching for a convenient space.

Parking congestion is an indication of a lively downtown, but too much congestion can negatively affect businesses and residents alike. To better understand and address the parking challenges in Hinsdale, the Village is partnering with the Chicago Metropolitan Agency for Planning, to develop innovative parking management strategies.

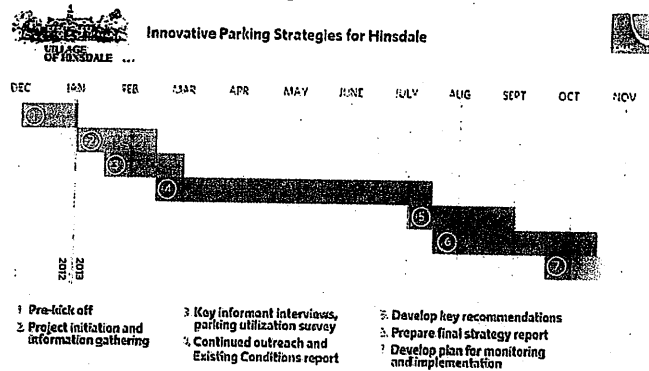
### How does parking affect a downtown?

The supply and management of parking influence the character, form, function and flow of a community. Too little supply makes the downtown unattractive to potential businesses; mismanaged supply keeps prime spaces full while spaces further from the core stay vacant. Too much parking can increase the demand for parking, when more people decide to drive, resulting in increased traffic congestion. An oversupply of surface parking can negatively impact the built environment by creating large gaps between buildings, rendering walking and bicycling unpleasant and unsafe.

Hinsdale stands out for having preserved the historic downtown with consistent building façades along the main streets. However, over the last several decades, the types of business in Hinsdale have changed and so have the habits of customers. More people are driving, and shopping trips may take longer than they did in the past. Additionally, many employees are arriving from locations outside of Hinsdale, often by car.

As communities grow, their parking needs and demands also undergo transformations, requiring different types of parking management. Addressing any parking problems should be part of a comprehensive multi-modal transportation system plan. Driving and parking make up just one facet of a community's transportation infrastructure. While cars will continue to be the primary mode of transportation for many, small increases in the mode share of more active forms of transportation—like walking, bicycling, and transit—can help alleviate parking problems, while helping residents lead healthier lives.

Figure 1.3. Downtown Hinsdale Planning Process



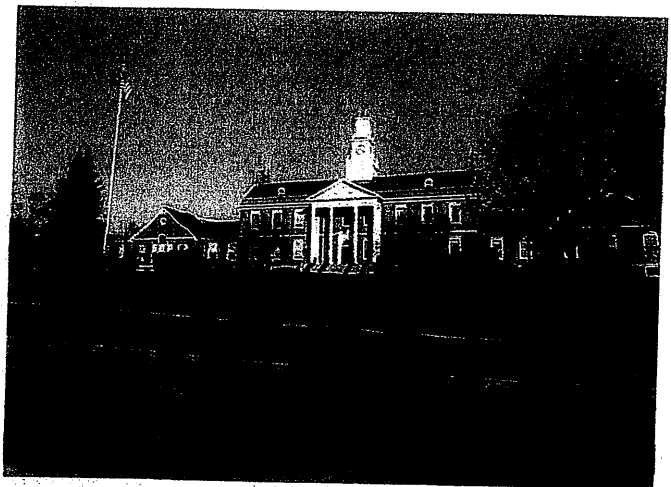
### Planning Process

The planning process to create the Village's Innovation in Parking Management Plan includes multiple steps that will last approximately 10-12 months. The process has been crafted with assistance from Village staff and has been designed to include resident and business owner input throughout.

In January of 2013, Village staff met with CMAP staff to develop a Scope of Work for the project. The work plan sets program tasks, a timeline for the program, and recommends participation by a community steering committee to assist CMAP staff in developing the final plan and recommendations. As indicated in Figure 1.3, steps one through four of the project involve a thorough analysis of the existing conditions within the community using information gathered through one-on-one stakeholder interviews, steering committee meetings, review of previous studies, and collection of maps and data. The results of these steps are presented in this report. Step five will focus on identifying appropriate strategies for Hinsdale's parking management review based on findings from this report and a public workshop, steps six and seven will combine efforts from previous phases to create the parking management plan document containing policies, programs, and action steps recommended to assist Hinsdale in achieving the future vision.

### Next Steps

After the Existing Conditions Report is presented to the Steering Committee and Village staff for review and discussion, the next step in the process will be to work with the community to create a shared vision. CMAP will work with residents, business owners, elected and appointed officials, and Village staff to begin creating a draft plan and recommendations to improve parking management in downtown Hinsdale.





## Section 2 Regional Context

Understanding the regional context of Hinsdale, how it is situated in the region will aid in both the understanding of existing conditions and in identifying potential opportunities or issues that may need to be addressed.

### History of Hinsdale and the Downtown

Surveyors for the Chicago Burlington & Quincy Railroad began laying out what is now known as the Burlington Northern Santa Fe (BNSF) railroad in 1862. At this time, a wealthy businessman named William Robbins made a speculative investment in the land around what would become downtown Hinsdale. The Village was incorporated in 1873, at which time most of the land around the train station had been platted and many residences had been constructed. According to Hinsdale's Vision 2025 Plan there were also stores, a post office, a hotel, pharmacies, a grocer, a large stone school at the site of the Hinsdale Middle School, and two churches located in downtown Hinsdale at this time. As with other suburban downtowns of the era, these uses predominantly met daily needs of residents, and were accessible within a short walk from their homes.

The downtown has a distinct style, reminiscent of small New England downtowns. In 2006, the downtown area (roughly bordered by Maple Street, Lincoln Street, Garfield Street, and Second Street) was added to the National Register of Historic Places. In addition to the array of boutiques and unique local businesses, the form and scale of Hinsdale's historic downtown is one feature that lures visitors from other communities. The compact concentration of buildings in the central core was developed at a scale that enables residents to walk to stores, the train station, schools, parks, Village Hall and the library. The layout was primarily established before 1930, at a time when few people owned cars.

Since the 1930s, Hinsdale's community character has persevered, but the habits and mode preferences of residents and shoppers have changed significantly. Downtown offerings have also changed; there has been a shift from primarily retail to include services as well. The postwar development pattern of Hinsdale's downtown reflects the evolution of retail formats, increased automobile ownership and usage, and more retail- and commercially-zoned land on highways throughout region (such as Ogden Avenue and Route 83).

Today, the downtown's varied uses serve Hinsdale residents while also attracting visitors from the neighboring municipalities. This balance helps to ensure the Village's economic vitality, but puts strains on the parking resources of the community. Some "daily needs" retail uses, such as pharmacies and grocery stores, still exist in the downtown area, but many of them are located north of the railroad tracks in the Grant Square shopping center. The layout of Grant Square allows for easy automobile access, with a parking lot shared between a variety of stores.



South of the tracks, specialty boutiques, including those focused on apparel, fashion, accessories, and home décor - are joined by new restaurants, salons, and day spas creating an active street level while offices on upper floors are commonplace. These upper floor commercial spaces provide valuable customers for local business during the day. The occasional upper floor residential unit is less prevalent today, but still exists. This transition from upper floor residential to upper floor office has also increased parking demand. Office and retail uses have similar demands for parking by time of day, generally during business hours, whereas residential parking demand is generally lower during the peak demand periods for office and retail and higher on evenings and weekends.

Streets within a short walk of the central core are primarily single-family residential, with a variety of businesses housed in what would otherwise appear to be single-family homes. The demand for parking is minimal on these streets and most residents would prefer not to induce traffic to their streets through commuters and employees looking to leave their cars for the day, but for streets that already have a mix of uses, their capacity as a parking resource for employees or longer-term shoppers is currently underutilized.

While residents are not always in agreement with solutions, they are quite active in the development of their community and proud to call Hinsdale home. Some residents hold strongly to the past and want to preserve the aspects of Hinsdale that they value, while others want to move forward to improve the community with less consideration for history. Most residents and local stakeholders fall in the middle of that spectrum, and want to respect Hinsdale's past while planning for its future. With the acknowledgement that things have changed and people's habits are different, the Village would like to pursue a balance between honoring and respecting the unique history of the community, while adapting to future needs.

## Regional Setting

Hinsdale is primarily located in DuPage County, approximately twenty miles west of Chicago (Figure 2.1). The Villages of Western Springs, Burr Ridge, Willowbrook, Clarendon Hills, and Oak Brook surround the village. Three major routes run east-west through the Village: Ogden Avenue / US-34 on the north, the BNSF tracks run through the center, and 55th Street on the south. The Village is also bounded by Interstate 294 on the east and Route 83 on the west. Hinsdale has three Metra commuter rail stations along the BNSF. The total population of Hinsdale is slightly less than 17,000 on an area of 4.64 square miles.

Downtown Hinsdale is located in the center of the village, around the Hinsdale Metra Station. The area is home to the Village government police and fire stations, Village Hall, some retail development, salons and service attractions, hardware and grocery stores.

The village is within the Des Plaines River Basin and is located north of the Des Plaines River. There are several substantial County Forest Preserves nearby, including Brush Hill Forest Preserve, Wolf Road Prairie, and Fullersburg Woods Forest Preserve. The Salt Creek Greenway Trail, running through Cook and DuPage County, connects to the northern edge of Hinsdale, providing access to the regional bike trail network and other parks and open space.

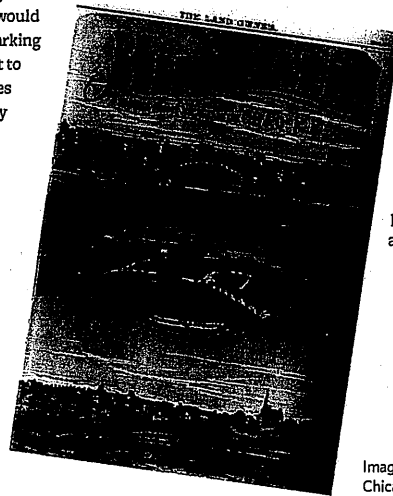
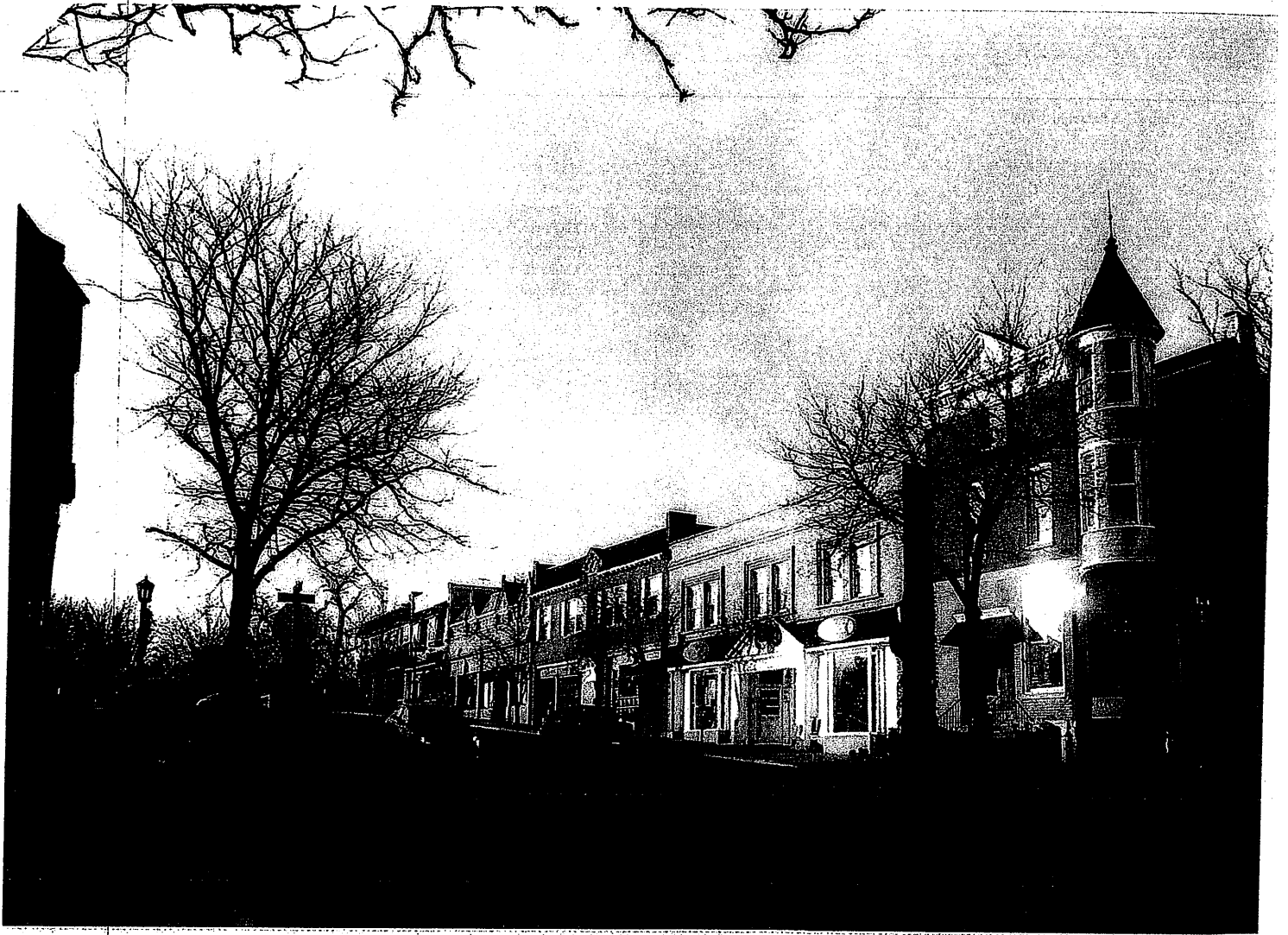


Image from the Newberry Library with caption: "Our Chicago Suburbs - Hinsdale, ILL. and the Residence of O.J. Stough, Esq. 1873." O.J. Stough purchased land west of Robbins' tract in 1868; this is the current site of the Hinsdale Public Library, according to the library's website.





## Section 3

# Previous Plans, Studies, and Reports

A number of studies have been conducted for downtown Hinsdale regarding parking in recent years; below are some highlights from those efforts. The following plans, studies and reports are reviewed in this section:

- Hinsdale Central Business District Survey (2007)
- Hinsdale 2025 Resident Solutions Survey (2006)
- Village of Hinsdale's Police Department Parking Survey (2006)
- Hinsdale Bicycle Plan (2007)

### Hinsdale Central Business District Survey (2007)

Brad Summers, a member of the Economic Development Commission, conducted a survey of downtown merchants in the Central Business District (CBD) in 2007. The survey was conducted "to gain a better understanding of the factors affecting the financial health of the commercial and professional businesses, as well as property owners," operating within the Hinsdale CBD. This survey covered a variety of issues, and parking came up prominently as a source of frustration for merchants and their customers. It was ranked the highest priority for the Economic Development Commission to undertake to support the business community (of nine options). Some key findings include:

- Easing parking limits was noted as a significant issue to be addressed, as well as building a parking garage, while customer-only parking restrictions were not seen to be effective
- Almost 65 percent of respondents believe that the unique architecture and large percentage of independent merchants serve as an "attraction," and many believe that empty storefronts and parking difficulty have led to a decrease in downtown activity
- Additionally, 96 percent of respondents agreed that the "perception" of a parking problem (regardless of feelings that there is or is not a parking problem) negatively affects business and leads to Hinsdale residents avoiding shopping downtown

### Hinsdale 2025 Resident Solutions Survey (2006)

In 2006, nearly 2,000 residents responded to a survey for the vision for the Village of Hinsdale, organized around eight topics, one of which was parking<sup>1</sup>. The survey asked a variety of questions about what residents would choose to do to help alleviate the parking problem (whether real or perceived). Overall, residents believed that the Village should create more parking in downtown and there is support for using tax dollars to do so. However, there was a mixed response in regards to how the parking problem should be addressed; whether by building a parking-only structure, mixed use parking structure, or no parking structure at all. Among survey respondents, 75 percent believe the Village should create more parking downtown, and support using tax dollars to do so; 62 percent of respondents believe that businesses should be required to pay into a parking fund to finance the creation of additional parking and that the businesses should not be forced to provide parking spaces in the downtown area. Residents indicated a willingness to pay an average of \$88 via property tax for a parking structure.

Based on the findings, the report made three recommendations<sup>2</sup>:

1. Study successes and failures in other communities to understand best practices with the intent of ultimately exploring the construction of a parking structure on the current site of the municipal lot between Washington and Lincoln.
2. Manage parking with consideration of demand and supply and encourage workers to park further from the core, and commuters to park north of the tracks.
3. Build a parking structure at the Highlands Metra Station, with assistance from Metra.

Each of these recommendations came with context from survey participants. In regards to the parking structure, costs, design sensitivity, and the location were key considerations. It was also noted that the desired design features and retail inclusion may make the project cost prohibitive as the community expressed a desire to minimize impact on resident tax bills. There were also a number of sub-recommendations put forth, including: revise permits, establish a new shopper-only zone, change fines and enforcement, change ordinances and policy regarding tickets, set aside special funds to be used for parking improvements, create a commuter shuttle, and move permit and metered spaces.



<sup>1</sup> Survey results available online: <http://www.Villageofhinsdale.org/download/Files/phaseIIISurveyResults.pdf>

<sup>2</sup> Recommendations available online: [http://www.Villageofhinsdale.org/hinsdale2025/comm/SEG8Recs1\\_3.pdf](http://www.Villageofhinsdale.org/hinsdale2025/comm/SEG8Recs1_3.pdf)

### Village of Hinsdale Police Department Parking Survey (2006)

In 2006, the Village of Hinsdale Police Department surveyed drivers in the downtown area on parking habits with an open comment section. Responses were very similar to the Hinsdale 2025 Resident Solutions Survey. The majority of comments expressed frustration with parking downtown. Just over 25 percent specifically cited a lack of parking availability; 13 percent want the Village to build a parking garage; 10 percent are opposed to parking meters, 10 percent are frustrated with restrictive time limits, and only thirteen of the 451 commenters expressed that there is not a parking problem.

The survey also looked at the length of stay, reason for visit, and walking distance. Even with 2-hour time limits on the meters, a significant number of shoppers and visitors who said they spend more than two hours parked in downtown. Most park on the same block as where they are going, with only thirty-eight percent of employees parking further than 2 blocks from their final destination (Figure 3.2).

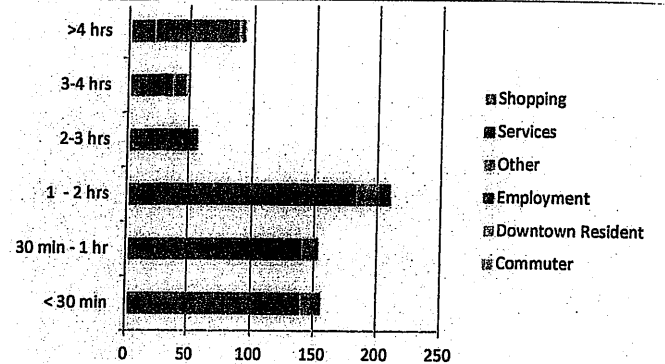
### Hinsdale Bicycle Plan (2007)

Increasing the bicycling mode share can help reduce parking demand. In 2007, the Village released the Hinsdale Bicycle Plan, proposing a network of more than twenty-five miles of bike routes, bike lanes, and shared use paths to increase and improve the bicycle facilities in Hinsdale. The vision of the Bicycle Task Force was to provide residents with a network that would connect them to locations within the Village, as well as to destinations and paths outside of the Village for both recreational use and as a transportation network.

As part of the Hinsdale Bicycle Plan, bicycle parking counts were conducted in the Village. The inventory counted over 1,100 bike parking spaces, much of which is concentrated at the Hinsdale Community Pool, the Hinsdale Public Library, and Hinsdale Central High School. Many of the bicycle racks in Hinsdale are designed to hold only the front wheel of a bicycle, but do not allow for securing the bike frame; improved rack standards were recommended for those racks.

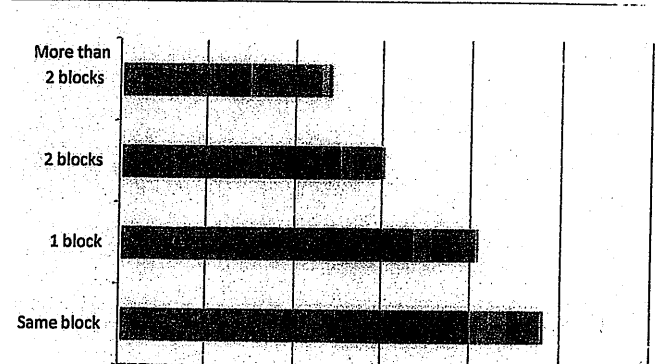
Unfortunately, the team responsible for developing and championing the Hinsdale Bicycle Plan has mostly left the Village since adoption of the plan. Without a concerted effort, the recommended improvements and necessary policy updates to support an excellent bicycling community have not been implemented.

Figure 3.1. Reason for parking and duration of stay



Source: Hinsdale Police Department, 2006.

Figure 3.2. Reason for parking and distance from final destination



Source: Hinsdale Police Department, 2006.



## Section 4

# Community Outreach

place. To that end, engagement activities have been designed to better understand what the community believes the problems and solutions are. Public engagement will

### Key Findings

- High demand for parking in the core from 9:00 a.m. to 5:00 p.m., Monday through Friday; many drivers “cruise” for parking, circling the block multiple times to find a space.
- Many employees park in the most desirable parking spaces for customers and feed the meters.
- Some employees are reluctant to walk more than two blocks to park; they have concerns for safety late at night when most businesses are closed (no “eyes on the street”). Limited options for employees who don’t want to walk far.
- There is limited and confusing information about where people can park.
- Many people want a parking garage.
- There is underutilized parking north of the train tracks because people don’t want to be delayed by trains and exposed to the weather while waiting.

### Steering Committee

A steering committee was established to guide the overall vision of the plan and provide feedback along the way. In addition to Village staff, the steering committee includes representatives from the following:

- Local Residents (including a high school youth representative)
- Hinsdale Bank & Trust
- Zazu Salon & Day Spa
- Sweet Ali’s Gluten Free Bakery
- Hinsdale Furriers
- Hinsdale Economic Development Commission
- Hinsdale Chamber of Commerce
- Village of Hinsdale Police Department
- Metra Rail



The first steering committee meeting was held on January 23, 2013 at Village Hall to introduce members to the project and gather feedback regarding issues and opportunities for improving parking in downtown Hinsdale. Steering committee members noted a number of issues or concerns they would like to see addressed in the plan, ranging from relocating Metra commuter parking, increasing customer parking, increasing meter time limits, and stricter parking enforcement.

The second steering committee meeting was held on April 3, 2013 at Village Hall immediately following the business owners workshop. The purpose of the meeting was to discuss the input collected at the business owners workshop, provide feedback on up-to-date existing conditions research and public engagement strategies. The steering committee members expressed concern that the current parking map is overwhelming and difficult to understand by residents, merchants, and shoppers. A mapping activity allowed the steering committee to identify where parking could be expanded upon or shared as well as pinpoint streets with high congestion and areas that pose parking challenges.

### Key Person Interviews

In order to identify the parking issues and opportunities that exist in Hinsdale, CMAP staff conducted confidential interviews with 11 community stakeholders. These individuals represented a variety of interests and included: residents, business owners, developers, and elected officials. Although there were many similarities among the responses, each interview brought forth different viewpoints of the parking challenges in Hinsdale.

A common theme that arose from interviews was that it is difficult to find a parking spot downtown during business hours. Nearly everyone expressed that employees park in the spaces intended for customers; although it was not clear if the employees are feeding meters, moving cars every two hours, or some combination of meter-feeding and "shuffling." Interviewees also cited an imbalance between the supply and demand of parking. Some linked this challenge to the limited amount of parking lots and spots offered, others expressed that Metra commuters park all day in prime parking spots, while others blamed the lack of parking availability in existing permit parking lots.

Some interviewees said that the lack of available parking has led to increased vacancy in retail putting strains on the economic vitality of downtown Hinsdale. The outdated parking meters, restrictive time limits, and unpleasant fines imposed were cited as deterring customers from shopping downtown. It was also suggested that, due to these barriers, customers patronize neighboring communities that have shopping malls with greater surface parking and parking garages.

Collectively, the community stakeholders interviewed brought up many similar needs, such as educating the public on different parking strategies, encouraging walking, and supporting public transportation.

### Business Owners Workshop

A business focused workshop was held on April 3, 2013 at the Village Hall to better understand business owners' perspectives on the parking challenges and opportunities. At the workshop, CMAP staff introduced the project, presented current findings, and described the online community engagement tool. Participants also heard from a business and property owner in Oak Park about the experience Oak Park businesses had in increasing parking rates in their downtown area.

Using keypad polling technology, 17 participants were also asked to anonymously answer a few questions about themselves and their businesses. Most business owners in attendance self-identified as owning retail, followed by healthcare and beauty, and banking. Over 60 percent of attendees owned their business in Hinsdale for over 20 years; and nearly a quarter of attendees have only been in business from one to five years. Staff had heard during key stakeholder interviews that some businesses reimburse employees for parking or provide incentives for not driving to work. Of the business owners in attendance a third reimburse employees for parking, and 11 percent offer incentives for biking and walking to work.

Participants were also asked to identify their parking concerns and challenges using the keypads. Close to half of participants responded that employees parking in metered spots is the biggest parking challenge, followed by 25 percent who believe there is not enough parking. A top priority for business owners is to have more parking availability in the downtown - with 82 percent of attendees in agreement. Finally, business owners were asked to choose one strategy they believe will solve the parking problem in downtown; 75 percent of participants were in agreement that parking challenges should be addressed with demand-based pricing and zones, followed by 19 percent who voted for building a parking garage.

Table 4.1. Top issues identified at Business Owner Workshop, 2013.

What do you see as the biggest challenge?	% of Responses
Not enough parking	25%
Ineffective permit system	6%
Disproportionate meter fees	19%
Employees parking in metered spots	50%
We don't have any parking challenges	0%
What are your top two priorities?	% of Responses
More parking availability	52%
Less traffic congestion	15%
Closer parking locations	15%
Biking and walking	11%
Lower cost to park	4%
Lower municipal costs	4%
How do you think we should address our parking challenges?	% of Responses
Demand-based pricing, zones	75%
New streets to parking, shared parking	6%
Build a parking garage	19%
Support active transportation	0%
Increase enforcement, fines	0%

Source: CMAP, April 3, 2013 Meeting



## Online engagement

In addition to reaching community stakeholders through public meetings and key person interviews, CMAP developed an interactive website to reach people who could not attend meetings. The purpose of online engagement was to educate residents on the purpose of this project. Second, CMAP wanted to hear from residents about their priorities and preferred choices for addressing parking and congestion in downtown Hinsdale. The website was available from February 19, 2013 to May 19, 2013. During this time over 281 people visited the site, and 129 people gave detailed feedback on their priorities as well as providing opinions on various strategies to help alleviate parking problems.

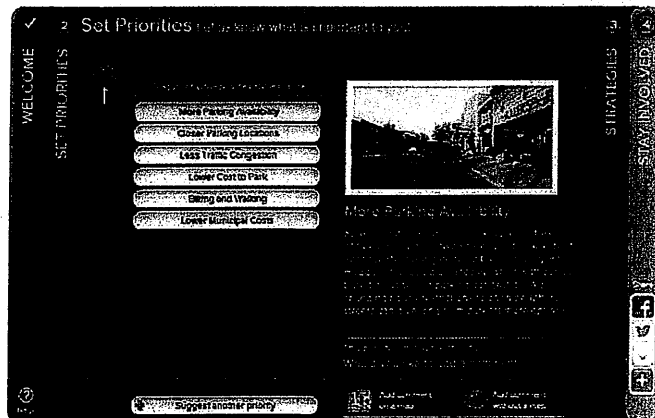
Upon visiting the website, users were asked to select from a list of suggested parking priorities and identify which priorities they felt were most important. If someone felt that their priorities weren't listed, users were given the option to suggest additional priorities. Overall, the top ranked priority for users was "more parking availability" followed by "closer parking locations." The least important priority to users of the site was "lower municipal costs."

The list of priorities on the website, and their accompanying details, included:

- **More Parking Availability**—spreading the demand for parking, with the goal of freeing up one or two spaces per block, is best accomplished using demand-based pricing. For Hinsdale, this could be accomplished with zones, based on observed parking congestion. Also, changing hourly restrictions to open peripheral streets can give long-term parkers more options.
- **Lower Cost to Park**—the cost of parking influences how long someone may occupy the spot. Prices too low encourage long-term parking; prices too high may deter some shoppers from shopping. Time limits are inefficient and expensive to enforce; they also discourage customers from spending time downtown. Any price increase should only be done with meters that accept credit cards.
- **Lower Municipal Costs**—Tax dollars cover many expenses for the Village, including management of the parking system, enforcing regulations, giving tickets, and providing parking—which is expensive. Building a parking garage costs about \$30,000 per space. Without outside funding, the costs fall on residents of Hinsdale to fund through higher taxes or diverted tax revenues.
- **Biking and Walking**—improving the bicycling and walking infrastructure with connected paths and trails, streetscape improvements, bike racks and amenities, while offering encouragement and incentive programs can be a low-cost way to reduce parking needs.
- **Closer Parking Locations**—in the busy core of downtown, it can be hard to find a spot right in front your destination. Shifting long-term parkers further from the central core will open up spaces closer to desired locations.
- **Less Traffic Congestion**—when drivers circle the block looking for park, this leads to traffic congestion—an estimated 30 percent of drivers in congested downtowns are searching for parking.

The overall priority ranking chosen by participants was:

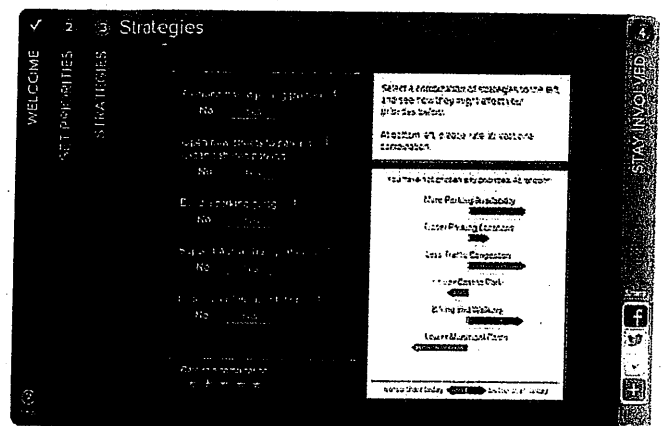
1. More Parking Availability
2. Less Traffic Congestion
3. Closer Parking Locations
4. Lower Cost to Park
5. Biking and Walking
6. Lower Municipal Costs



Next, residents were asked to explore combinations of strategies to see how they might affect their designated priorities from the previous activity. Users could also rate various combinations of strategies on a scale of 1 to 5 stars. Most combinations users explored included two of the six strategies, “open new streets to parking, expand shared parking” and “demand based pricing.” Support for other strategies was mixed, with some users leaving additional comments about the need for a parking garage to alleviate congestion; while other users expressed frustration with the present metered time limits.

***The strategies on the website that users could choose from included:***

- **Demand-based pricing**—demand-based pricing eliminates time restrictions and uses the cost of parking to affect demand. With demand-based pricing, the prices of less desirable spaces are lowered and more desirable spaces are raised, to achieve an occupancy rate of 85 percent. This should be done in incremental changes as prices too high could send shoppers to neighboring communities or the mall. But prices too low would encourage day workers to feed the meter and occupy high-demand spaces.
- **Open new streets to parking, expand shared parking**—there are streets just outside of the core that are underutilized. They may have time restrictions or they may be “no parking” streets. Also, there are parking lots that have different peak demands than the business core (like churches), and they may be willing to share parking
- **Build a parking garage**—at \$30,000 per space, constructing a parking garage is presently outside of the Village’s budget. If strategies to alleviate parking problems are unsuccessful, the community may need to consider structured parking and determine who will pay for construction and long-term maintenance costs.
- **Support active transportation**—even in cold winters, there are many people who chose to walk and bike in downtown Hinsdale. Increased support for walking and biking can get some drivers out of their cars, or make a long walk from remote parking more enjoyable. Incentive programs for employees can reward those who choose not to drive to work.
- **Increase enforcement, fines**—raising the price of a parking ticket and using progressive fines can deter habitual scofflaws. A warning for the first ticket is followed by a \$25 ticket, then \$50, then \$100, for example. The increased revenue goes to the municipality.





[illegible]

- o The Metra trains along the BNSF tracks running east-west through the middle of the Village provide excellent access to downtown Chicago, but the frequent trains (passenger and freight) create a barrier for crossing vehicles and people.
- o According to Metra data from 2006, the downtown Hinsdale Metra station has the highest ridership of the Hinsdale stations, the most parking, and the most frequent service, and only about a quarter of riders drive alone to the station.
- o The Village has a pedestrian-friendly downtown, with many amenities in close proximity, and nearly 30 percent of Metra riders walk to the station (2006).
- o Bicycling has not been developed to its full potential as a mode of transportation.

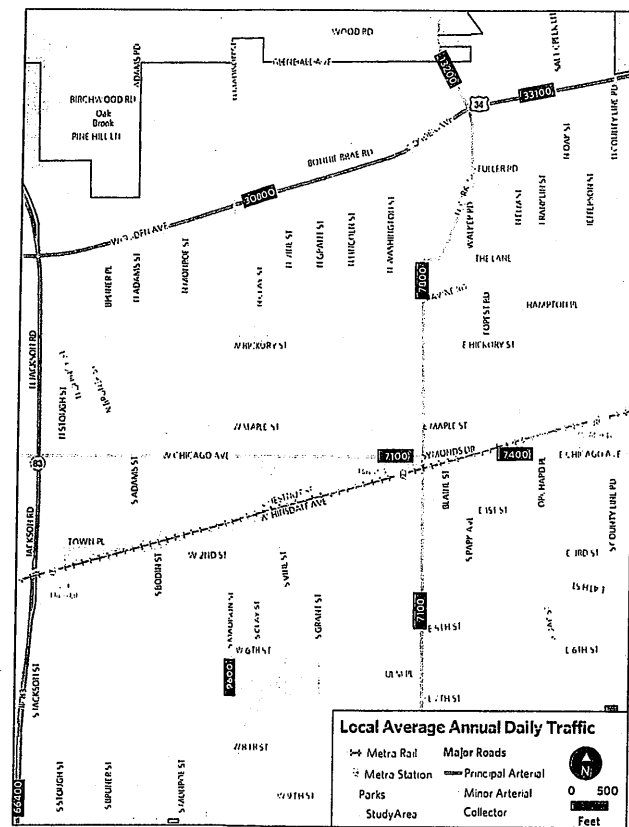
## Roadways

Hinsdale's road network connects points within the Village and provides access to regional destinations. The Tri-State Tollway (Interstate 294) serves as Hinsdale's eastern border. Hinsdale residents can access the Tri-State Tollway at an interchange with Ogden Avenue (U.S. Route 34). Ogden Avenue and Kingery Highway (Illinois Route 83) provide east-west and north-south mobility, respectively. Garfield Avenue/York Road and County Line Road are principal north-south arterials. Chicago Avenue/47th Street and 55th Street are principal east-west arterials.

The study area is centered at the intersection of First Street and Washington Street. The streets in this area provide good access for vehicles, but their character - along with pedestrian amenities - fosters a walkable shopping district. The presence of the Hinsdale Metra station in this district is another key facet of the multi-modal transportation network.

Hinsdale's residential streets are primarily laid out in a grid network which enhances the connectivity within the Village, and are predominantly between 25 and 28 feet wide, a relatively narrow width that encourages slower driving and is safer for pedestrians. This network accommodates convenient access to downtown shopping, Metra train stations, schools, parks, hospitals, and other Village destinations.

Figure 5.1. Local Average Annual Daily Traffic



## Transit

Hinsdale's public transportation service consists primarily of Pace Bus Route 668 and the Metra Rail BNSF route, which largely serves commuters who work in downtown Chicago. Riders can access the Metra from three stations in the Village: West Hinsdale, Hinsdale, and Highlands.

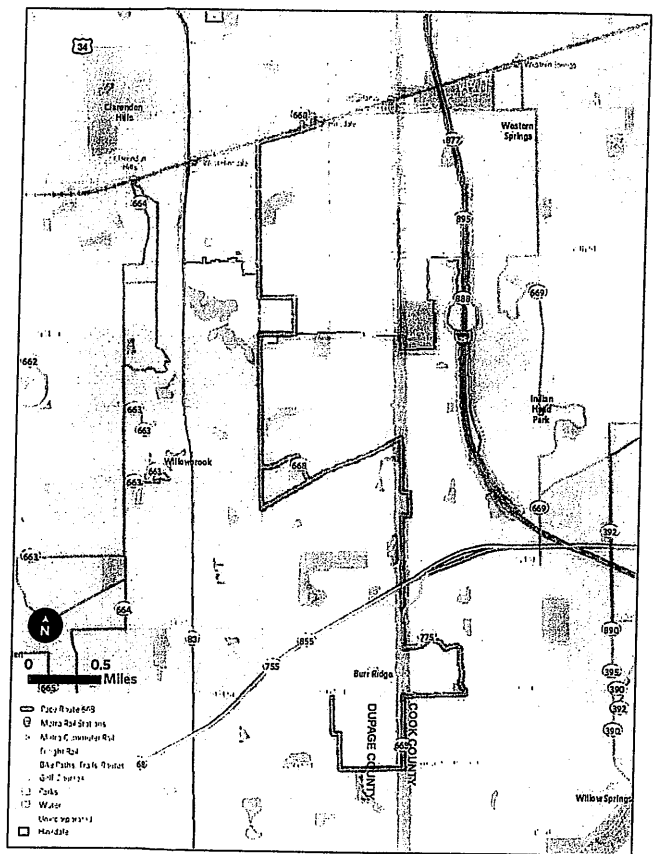
### Pace Ridership

Pace Suburban Bus serves the community with Route 668: Burr Ridge-Hinsdale feeder. This route provides rush hour commuter service from Burr Ridge, Willowbrook, and Hinsdale to the Hinsdale Metra station. Through Hinsdale, it runs primarily along S. Madison Street and W. Hinsdale Avenue, south of the BNSF tracks. Average weekday ridership on Route 668 has typically been about 50 passengers; there was a decline in ridership from 2008 to 2012 from 51 to 37, but the numbers have increased in 2013 to 46.



Source: Photo from Creative Commons by Michael Kappel.

Figure 5.2 Pace Route #668





### Metra Commuter Rail

The Metra BNSF Line is the busiest route in the entire regional commuter rail system. In January, 2013, it recorded more than 1.3 million total boardings, over one-third more than the line with the second most ridership. The route is 37.5 miles long, from Union Station to Aurora. Of the 26 stations along the line, three are in Hinsdale, and the downtown Hinsdale station had the 10th most boardings in 2006 (not counting Chicago Union Station). In 2006 (the last year Metra collected commuter ridership data), Hinsdale ranked 54 out of 234 outlying Metra stations by number of boardings.

From the West Hinsdale station on the west to the Highlands station on the east is a distance of 1.4 miles, and the Hinsdale station is between them. This represents a relatively dense grouping of stations compared to many other parts of Metra's service area.

### Metra Ridership

A Metra survey in the fall of 2006 found that usage of the commuter rail service in Hinsdale followed traditional commuting patterns with the vast majority of riders boarding an inbound train toward Chicago in the morning and alighting from an outbound train from Chicago in the evening. About 8 percent of the AM Metra riders using the Hinsdale station are reverse commuters. With 6 outbound morning peak period trains, including three express trains, stopping at Hinsdale, there is potential to increase this ridership.

Ridership data over time (from 1983 to 2006) shows a few small peaks and valleys in the total number of commuters. For the most part, though, ridership has remained relatively consistent over time.

Figure 5.3. Hinsdale Metra Ridership, 1983 - 2006

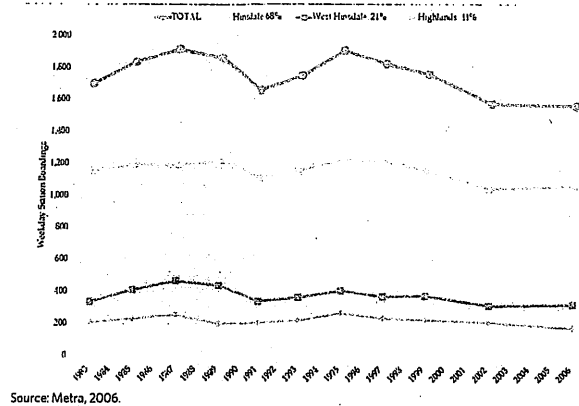
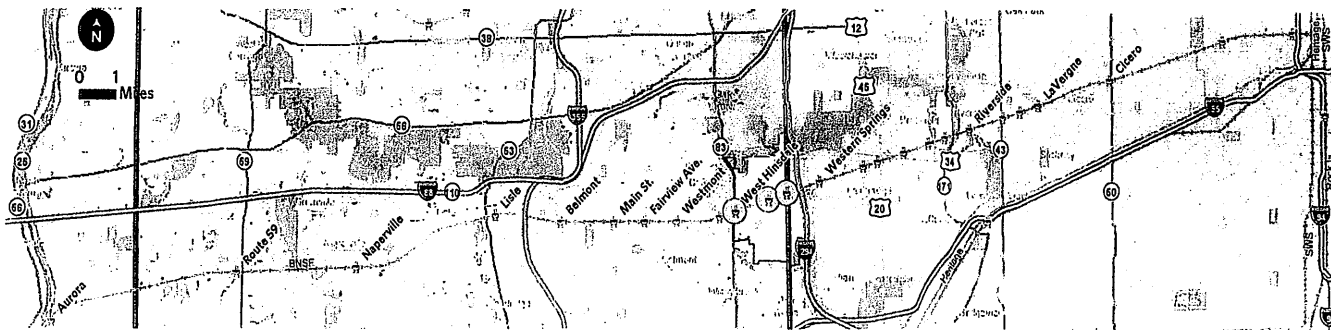


Figure 5.4. Hinsdale Metra station on the BNSF rail line



Metra data from 2006 also show that more than two-thirds of weekday station boardings in the municipality occurred at the Hinsdale station. Boardings at the West Hinsdale station accounted for just over 20 percent of the total, and boardings at the Highlands station accounted for just over 10 percent.

The Hinsdale station is the most frequently used of the three stations in the Village, and this is likely due to several factors in combination:

- **More frequent service:** During the morning peak commute time (6:00 a.m. to 10:00 a.m.), the Hinsdale station has 11 scheduled stops (in the inbound direction), compared to six for West Hinsdale and five for Highlands
- **More parking:** the Hinsdale station has 170 permitted spaces for Metra commuters, compared to 139 at West Hinsdale and 10 at Highlands. Hinsdale and Highlands stations also have daily fee spaces.
- **Face bus feeder service:** Route 668 brings commuters from Burr Ridge, Willowbrook, and Hinsdale to the Hinsdale Metra station
- **Downtown location:** Hinsdale station's location in the heart of the Village makes it a more attractive, convenient location for many people; commuters can get coffee or breakfast in the morning and pick up dry cleaning or get groceries on the way home

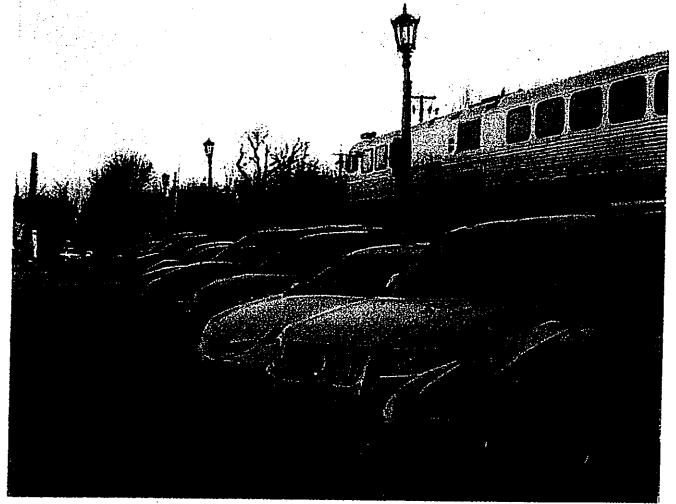


Figure 5.5. Boardings and Alightings for Hinsdale Metra Stations

Station	AM PEAK				MIDDAY				PM PEAK				EVENING			
	Inbound		Outbound		Inbound		Outbound		Inbound		Outbound		Inbound		Outbound	
	on	off	on	off	on	off	on	off	on	off	on	off	on	off	on	off
West Hinsdale	318	0	0	0	5	0	0	18	0	0	0	225	0	0	0	29
Hinsdale	777	18	11	69	127	11	9	160	98	26	21	562	20	4	2	151
Highlands	167	2	1	2	0	0	2	45	6	4	0	121	0	0	0	12

AM Peak: Start of service day to 9:15 a.m.

Midday: 9:16 a.m. to 3:29 p.m.

PM Peak: 3:30 p.m. to 6:45 p.m.

Evening: 6:46 p.m. to End of service day

### Mode of Access to Metra Stations

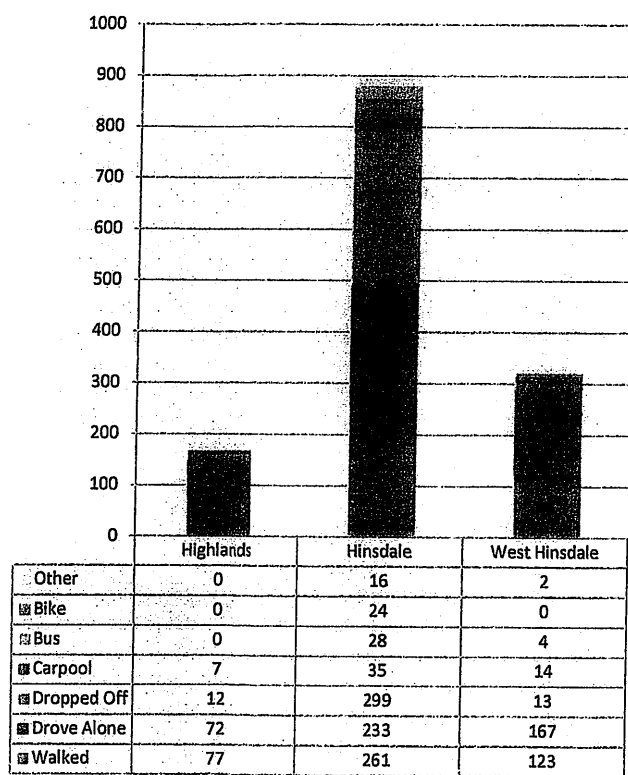
According to a 2006 Metra survey, only 26 percent of Metra riders drive alone and park at the Hinsdale station, with 33 percent dropped off and 35 percent walking, biking, or arriving by bus. For all rail commuters in the municipality, walking and driving alone were the primary modes of access. These two modes of accessing the three Metra stations in Hinsdale each represented about one-third of the total number of commuters. Being dropped off was the third most common mode of access, overall, but it was the most common at the Hinsdale station. All other modes of access combined, including carpool, bus, bike, taxi, and other, are less than any of the other three. According to the 2010 US Census, approximately 1,500 people between the ages of 18 and 65 live within a half mile of the downtown Metra station, putting many potential users within walking distance of the station.

### Metra Parking

Metra provided data for the three stations in the Village of Hinsdale along the BNSF Line: Highlands, Hinsdale, and West Hinsdale station. The findings indicate more parking availability at the Highlands and West Hinsdale stations. Highlights from the 2006 Ridership Information, 2011 Parking Counts, and 2006 Mode of Access data include:

- The Hinsdale station had the highest ridership (2006) and highest observed parking use (2011): 896 morning boardings and 96 percent occupancy (230 of 239 spots).
- The Highlands station, with only 168 morning boardings (2006), had the second highest percentage of observed parking use (2011): 64 percent, or 59 of 92 spots.
- The West Hinsdale station had the lowest percentage of observed parking use (2011): 46 percent, 65 of 139 spots for 323 morning boardings (2006).

Figure 5.6. Mode of Access to Hinsdale BNSF stations



Source: Metra, 2006.

## Walking and Bicycling

Downtown Hinsdale is a walkable, bike-able community helped tremendously by a well-connected grid network with short blocks and a concentration of uses in the core. The entire study area is within a 10-minute walk of the intersection of First Street and Washington Street.

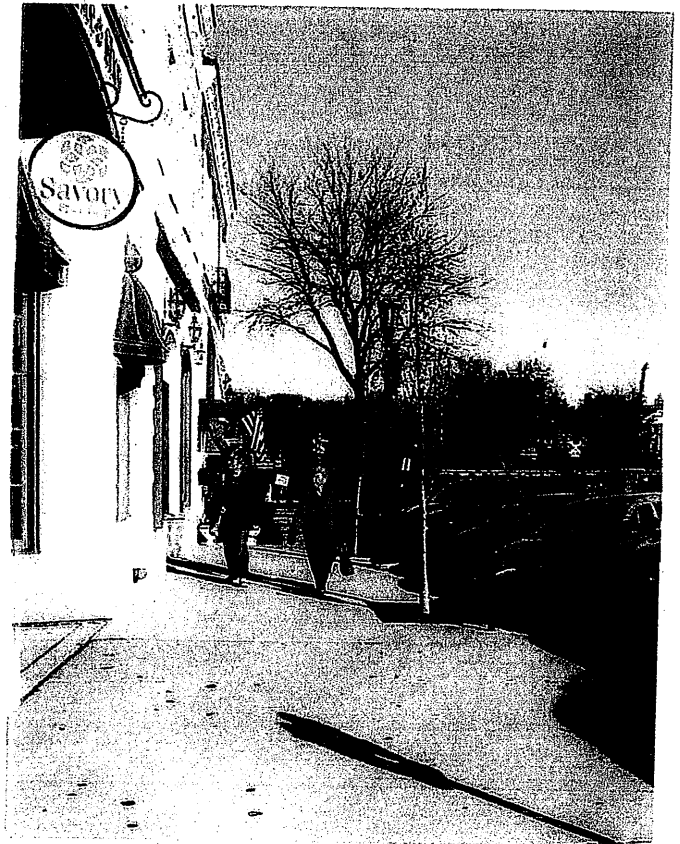
### Pedestrian Environment

Walkability is an important factor in the health of our communities. Elements of a walkable neighborhood include a central attraction, main street, or public space; buildings close to the street, and complete streets designed for safe travel for all modes – foot, bicycle, transit, and car. Access to amenities, stores, parks, and places of work are also important.

Having the ability to walk to accomplish errands or to reach a variety of amenities is good for personal health, the environment, and for household cost savings. The website WalkScore.com estimates the following:

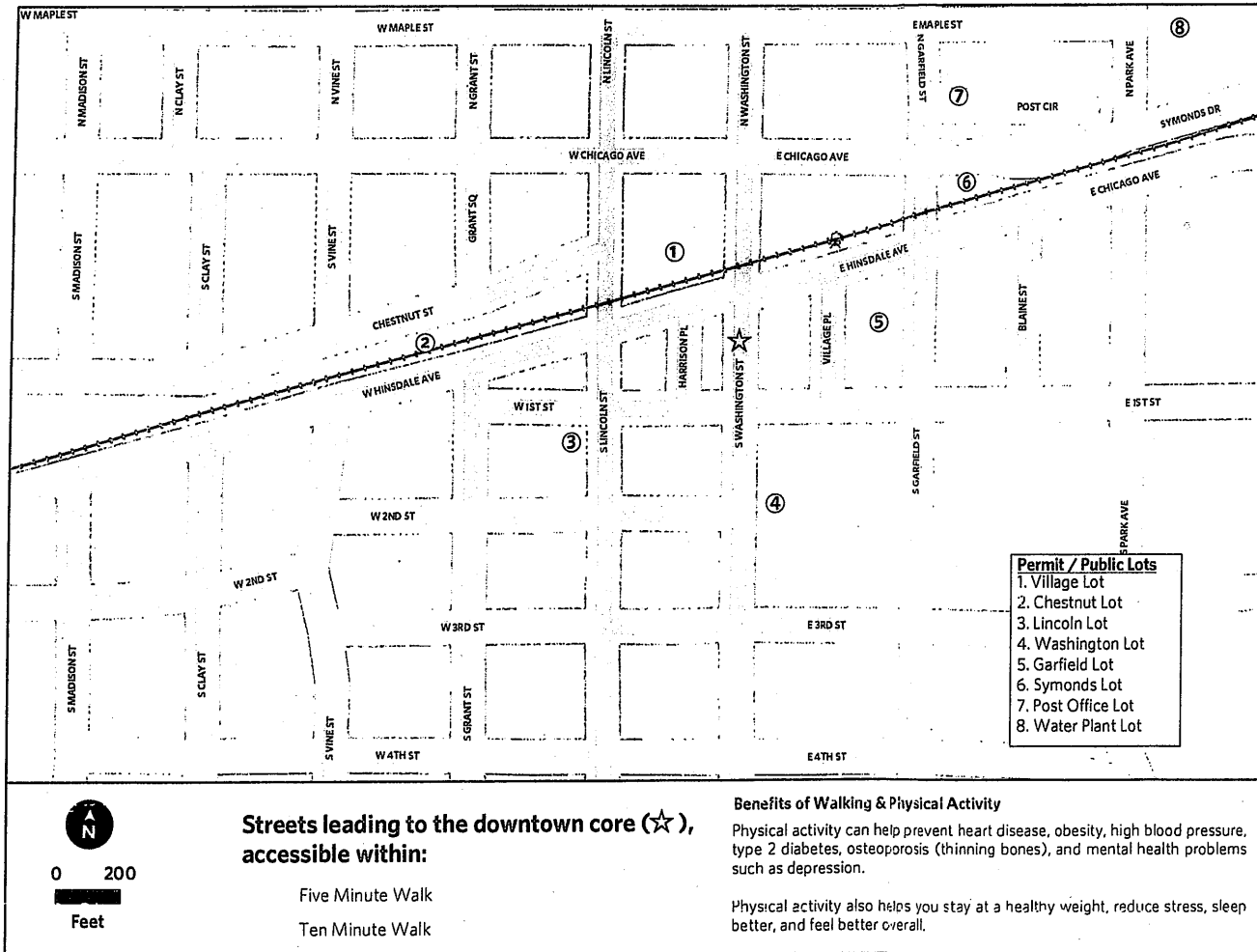
- People in walkable places weigh 6-10 lbs. less than people in auto-oriented communities.
- For every ten minutes a person spends in a daily car commute, time spent in community activities falls by 10 percent.
- One point of Walk Score is worth \$3,000 in home value.

The area centered on S. Washington Street and E. First Street Hinsdale IL 60521 has a Walk Score of 88 out of 100. This location is “Very Walkable” as most errands near South Washington Street and East First Street can be accomplished on foot. The average block length is 436 feet, and there are 152 intersections per square mile in the study area. Short blocks and lots of intersections are better for walkers.



3. For more information on Hinsdale's WalkScore, visit: <http://bit.ly/HinsdaleWalks>

Figure 5.7. Downtown Walking Map

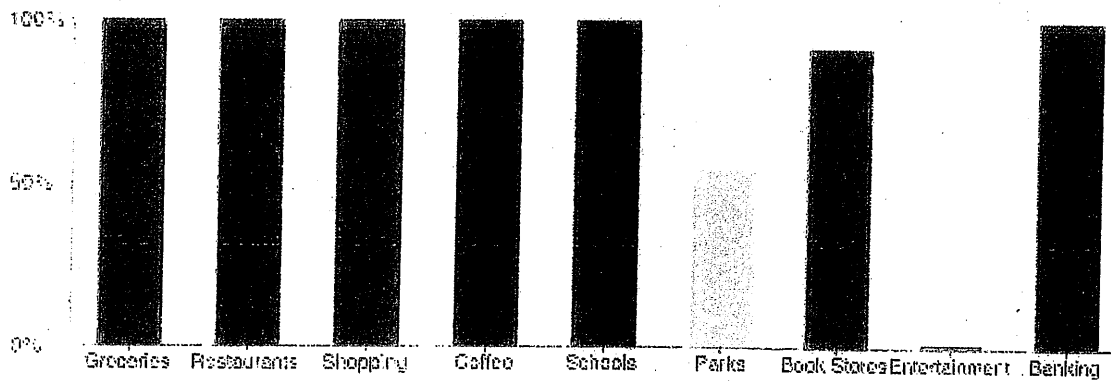


#### Walkability by Category (from WalkScore.com)

The downtown study area scores excellent in all categories (groceries, restaurants, shopping, coffee, schools, book stores, and banking) except entertainment and parks. If the Hinsdale Theater on First Street were still operating, this entertainment venue would have increased Walk Score. While Burlington Park is just north of the BNSF railroad tracks, most of Hinsdale's parks are found in the residential neighborhoods surrounding the downtown. Entertainment uses have stronger parking demand after 6:00 p.m., when other uses have less need for parking. As mentioned before, the limited "entertainment" venues downtown leave large areas of underutilized parking during the off-peak hours.



Figure 5.8. Walkability by Category (from Walkscore.com)

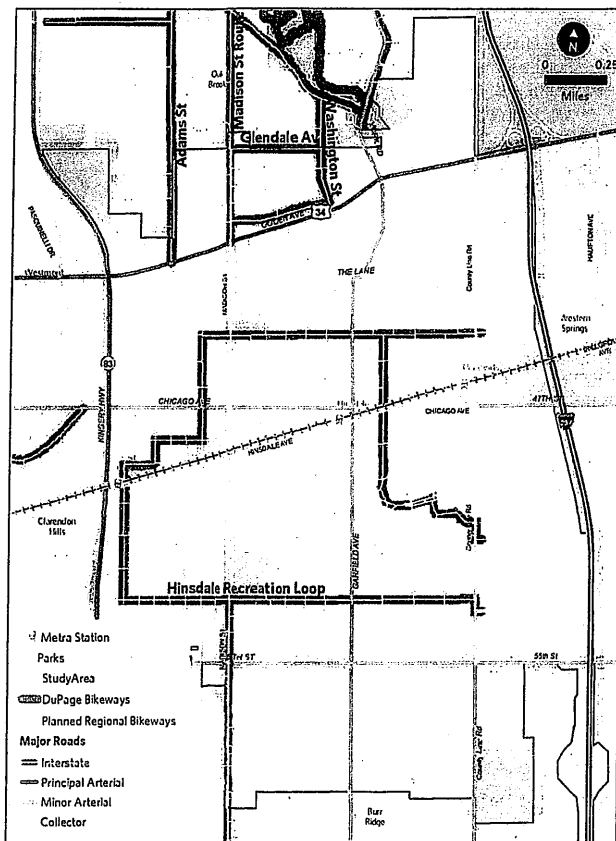


### Bicycling

The existing bicycle network has a long history, but has not had the continuous attention and maintenance to develop into a complete transportation network. In 1975, the Hinsdale Recreation Route was officially open, consisting of a 7.8 mile loop through the Village mainly south of Ogden and north of 55th Street. This route was incorporated into the bicycle plan for DuPage County in 1994. There are two county trails that travel through the Village of Hinsdale: the Salt Creek Trail and the Southern DuPage County Regional Trail. The closest portions of the Salt Creek Trail are mostly in the Village of Oak Brook, touching Hinsdale's boundary briefly near the Graue Mill on the north. The Southern DuPage County Regional Trail enters Hinsdale north along Madison Street, and continues through the southern boundary of the Village. East-west connections to neighboring communities are challenging due to Interstate 294 on the east and Route 83 on the west.

The bicycle routes in Hinsdale have historically favored recreational riders, but many commuters still ride bikes to the Metra station, as evidenced by the number of bicycles at Metra bike racks (even in January). There is a solid bicycling community, but without safe, connected networks and paths throughout the Village, it will continue to be seen as a recreational activity, rather than a mode of transportation.

Figure 5.9. Hinsdale Bikeways





### Freight

While Hinsdale is not a destination for freight transportation, it is significantly affected by the BNSF tracks running through the Village. An average of 143 trains pass through the station per day, with approximately 100 serving commuter passengers<sup>4</sup>. In addition to the Metra trains, about 35 daily freight trains and eight Amtrak trains use the BNSF railway. Travelers seeking to get from one side of the tracks to the other frequently experience delays and congestion when a train is passing through the Village; for example, a coal train can have from 110 to 120 cars per train. This is also seen as a deterrent from using the permit parking north of the tracks for employees who work south of the tracks; people dislike being exposed to the weather while waiting for trains to pass and the uncertainty of when a train might come and how long they might have to wait.

4. Fieldman, Chuck. "Trains part of daily life in Doings communities." The Doings Hinsdale, 24 May 2012. <http://hinsdale.suntimes.com/12685966-417/trains-part-of-daily-life-in-doings-communities.html>

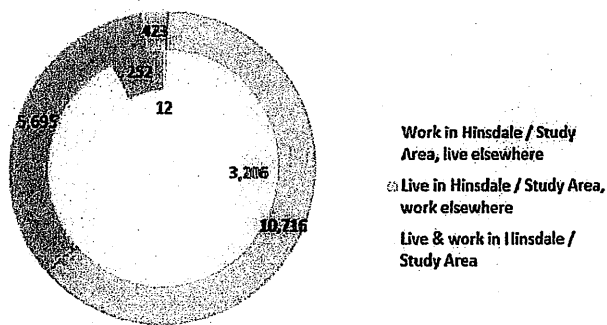


### Commuting in Hinsdale

According to data from the Longitudinal Employer-Household Dynamics (LEHD) – a program of the Center for Economic Studies at the U.S. Census Bureau – approximately twice as many people enter Hinsdale to work as people who leave Hinsdale to go to work. Comparatively few people both live and work in Hinsdale. The following chart shows the proportion of workers by place of work and place of residence. The larger outer ring is for the Village of Hinsdale, and the smaller circle is for the downtown study area.

Another aspect of LEHD analysis shows where workers employed in Hinsdale reside. The plurality (26.7 percent) of the 6,118 jobs in consideration is held by residents of the City of Chicago. Hinsdale itself is home to the second highest proportion of Hinsdale's workforce (6.9 percent). However, those top two municipalities together account for only 33.6 percent of Hinsdale's work force. The rest come in relatively small proportions from suburbs in the region. Each of only four nearby suburbs – Oak Brook, Westmont, Downers Grove, and Naperville – contributes two-percent or more of Hinsdale's workforce.

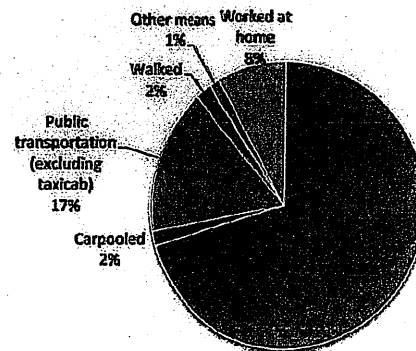
Figure 5.10. Worker Profile: Village of Hinsdale and downtown study area



Source: U.S. Census Bureau, 2013. OnTheMap Application. Longitudinal-Employer Household Dynamics Program.  
<http://onthemap.ces.census.gov/>

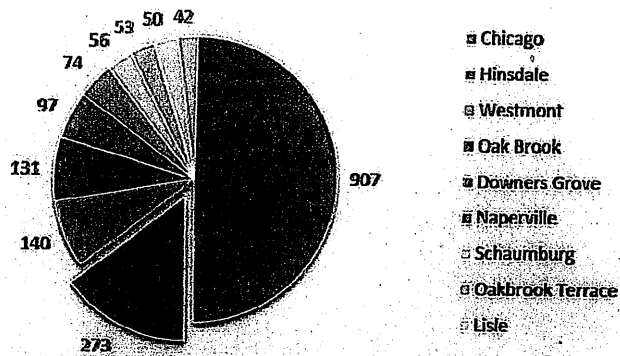
Among Hinsdale residents who work outside their homes, nearly three-quarters drive to work alone. Transit also makes up a significant share (17%); this is higher than most comparable communities, and primarily consists of residents taking the Metra to downtown Chicago. While census data is not available to show the percentage of workers in Hinsdale driving, anecdotal evidence would suggest that the vast majority of them have no option but to drive alone. The majority of workers are arriving from neighboring communities, and there are limited options for alternative modes. Providing these employees with convenient parking is a significant challenge for the Village.

Figure 5.11. Commuting to work by Hinsdale residents



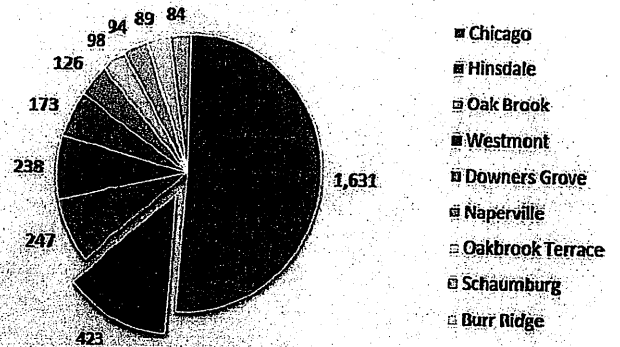
Source: 2006-2010 American Community Survey 5-Year Estimates - Selected Economic Characteristics - Hinsdale.

Figure 5.12. Where Hinsdale study area residents work



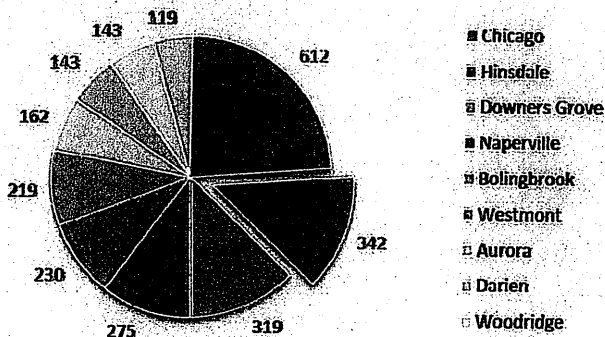
Source: U.S. Census Bureau 2013 Longitudinal-Employer Household Dynamics Program.  
Note: Jobs in All Other Locations (45,616) are not shown in chart.

Figure 5.13. Where Hinsdale residents work



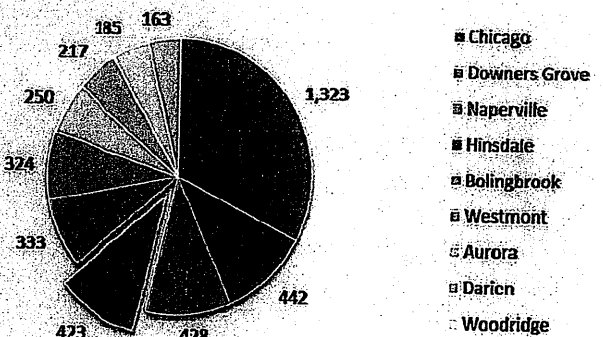
Source: U.S. Census Bureau 2013 Longitudinal-Employer Household Dynamics Program.  
Note: Jobs in All Other Locations (47,696) are not shown in chart.

Figure 5.14. Where Hinsdale study area workers live



Source: U.S. Census Bureau 2013 Longitudinal-Employer Household Dynamics Program.  
Note: Jobs in All Other Locations (62.2%) are not shown in chart.

Figure 5.15. Where Hinsdale workers live



Source: U.S. Census Bureau 2013 Longitudinal-Employer Household Dynamics Program.  
Note: Jobs in All Other Locations (63.3%) are not shown in chart.



## Section 6

# Parking Downtown

The public parking system in downtown Chicago is a complex of streets, lots, and structures. The system is designed to provide parking for a variety of users, including commuters, visitors, and businesses. The system is designed to be flexible and adaptable to changing needs. The system is designed to be efficient and cost-effective. The system is designed to be safe and secure. The system is designed to be accessible and convenient. The system is designed to be a part of the downtown fabric.

### Key Findings

- Depending on working hours, it can be cheaper to feed the meter than pay for an employee permit and park further from the core.
- The demand for parking is concentrated on Washington Street from Chicago Avenue to Third Street, Hinsdale Avenue between Lincoln Street and Garfield Street, and First Street between Lincoln Street and Garfield Street.
- There is some underutilized parking on streets within a five minute walk of the core.

### Existing Parking Supply

The Village has approximately 2,000 public parking spaces within the downtown study area. Private parking lots account for approximately 1,800 additional off-street parking spaces, for a total of 3,800 parking spaces in the study area. Both public and private parking lots were surveyed to understand how supply is utilized at different times of day. For supply counts, the study area was divided into quadrants, with Washington Street as the east-west divider and the BNSF rail as the north-south divider. The map on the following page shows the parking spaces, with colors to represent the various quadrants; the parking lots with black outlines are the public and/or permit parking lots.

Because over three-fourth of Hinsdale's supply of public parking is on-street, rather than in off-street parking lots, increasing utilization of the on-street supply can be helpful to addressing supply and demand challenges.

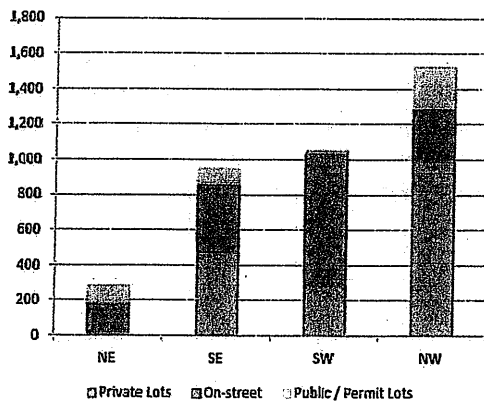
*The approximate breakdown of the 2,027 public parking spaces is:*

**Table 6.1. Public Parking Supply**

<b>Total public spaces</b>	<b>2027</b>	
<b>Total off-street spaces</b>	<b>457</b>	
<b>Total on-street spaces</b>	<b>1570</b>	
<b>North of the tracks</b>	<b>789</b>	
<b>South of the tracks</b>	<b>1238</b>	
<b>Total Northwest Quadrant</b>	<b>526</b>	<b>(286 on-street and 240 off-street)</b>
<b>Total Northeast Quadrant</b>	<b>263</b>	<b>(162 on-street and 101 off-street)</b>
<b>Total Southwest Quadrant</b>	<b>760</b>	<b>(739 on-street and 21 off-street)</b>
<b>Total Southeast Quadrant</b>	<b>478</b>	<b>(383 on-street and 95 off-street)</b>

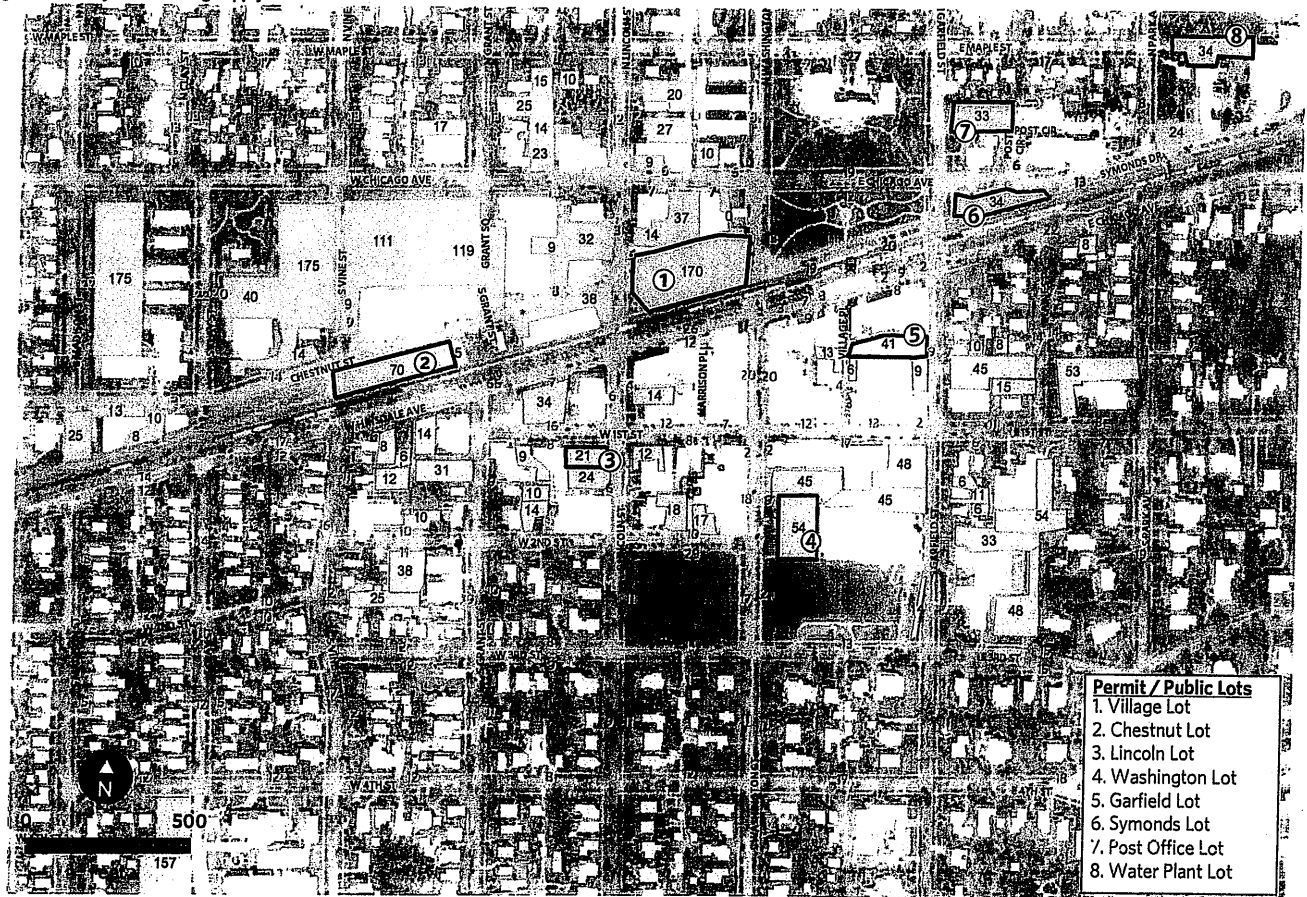
Source: CMAP collected data, 2013.

**Figure 6.1. Parking Supply by Quadrant**



Source: Hinsdale Police Department, 2006.

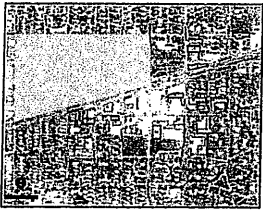
Figure 6.2. Study Area Parking Supply



NW	Private Lots	On-street	Public / Permit Lots	NE	Private Lots	On-street	Public / Permit Lots	SW	Private Lots	On-street	Public / Permit Lots	SE	Private Lots	On-street	Public / Permit Lots
	1004	286	240		24	162	101		296	739	21		477	383	95
Total			1530	Total			287	Total			1056	Total			955

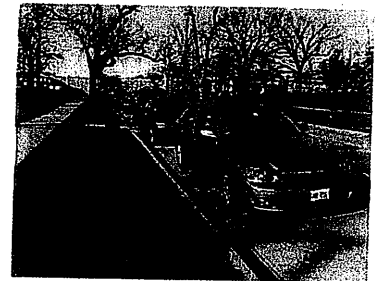
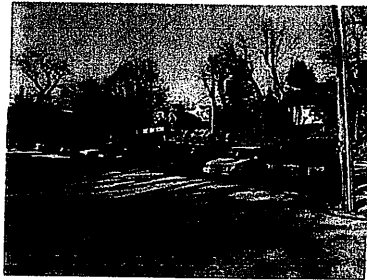
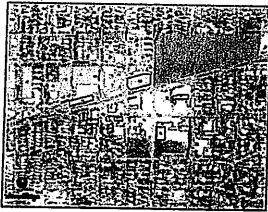
### The northwest quadrant

The northwest quadrant, in yellow, has over 1,000 private parking spaces in addition to the 526 public spaces. It has easier auto-access and is not pedestrian-oriented. It is also where the two commuter parking lots are located, and there is one private permit lot.



### The northeast quadrant

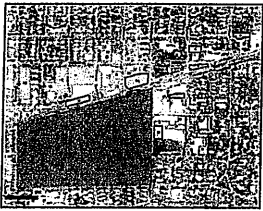
The northeast quadrant, in pink, is the smallest and has the least amount of parking, with a total of 287 spaces, only 24 of which are in private parking lots. This area houses the Village Hall, public library, police department, post office, and public works department.





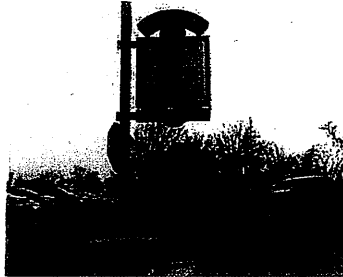
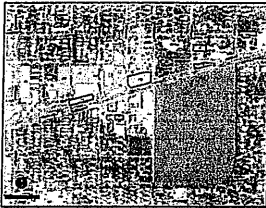
### The southwest quadrant

The southwest quadrant, in blue, is the largest. Many of the on-street spaces counted in this quadrant are along residential streets. The parking lots in this quadrant are mostly small private parking lots. The building density increases on the eastern side along Washington St. The only public / permit lot is the Lincoln Lot at Lincoln Street and First Street. All of the on-street parking spaces along the train tracks on the north side of Hinsdale Avenue west of Lincoln Street (approximately 100) are permit parking spaces.



### The southeast quadrant

The southeast quadrant has the Hinsdale Middle School, several churches, and small businesses in single family homes, in addition to the retail-rich block with Starbucks, Corner Bakery, Zazu salon, Fuller's, and more. This quadrant has the Washington Lot, intended for shopper parking. The public Garfield lot with 2-hour meters is also in this quadrant, off Garfield Street south of Hinsdale Avenue.

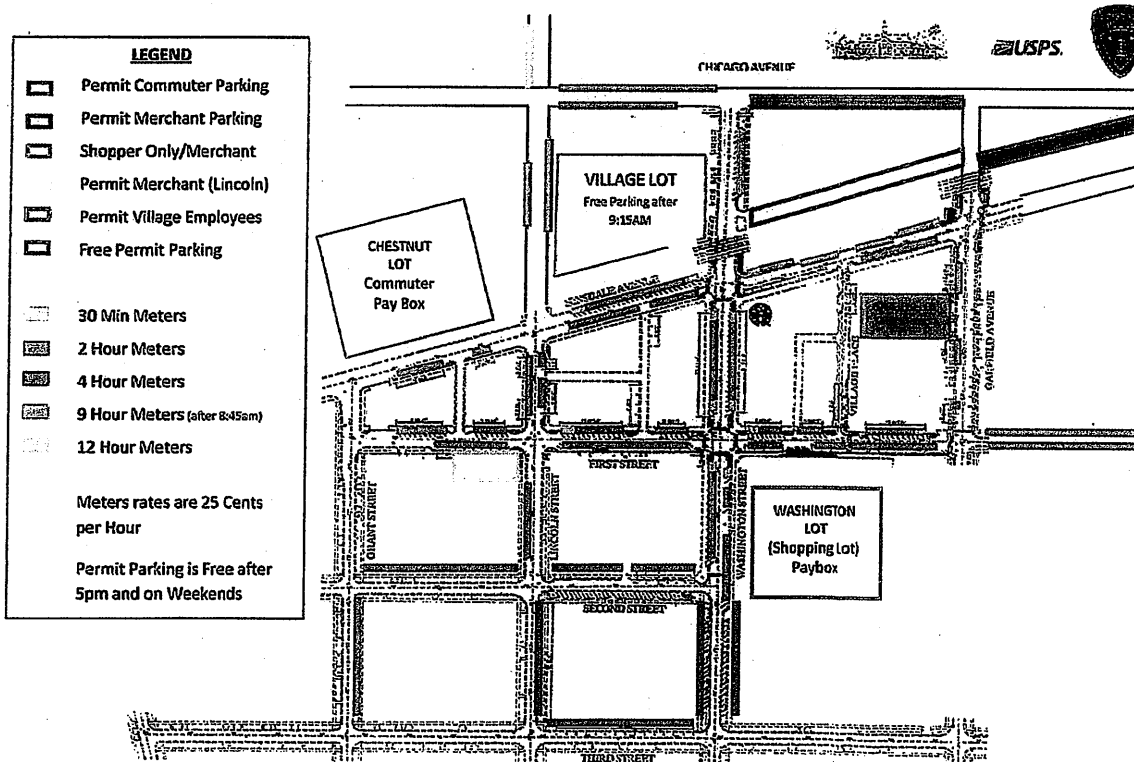


### Parking information, signage, and permits

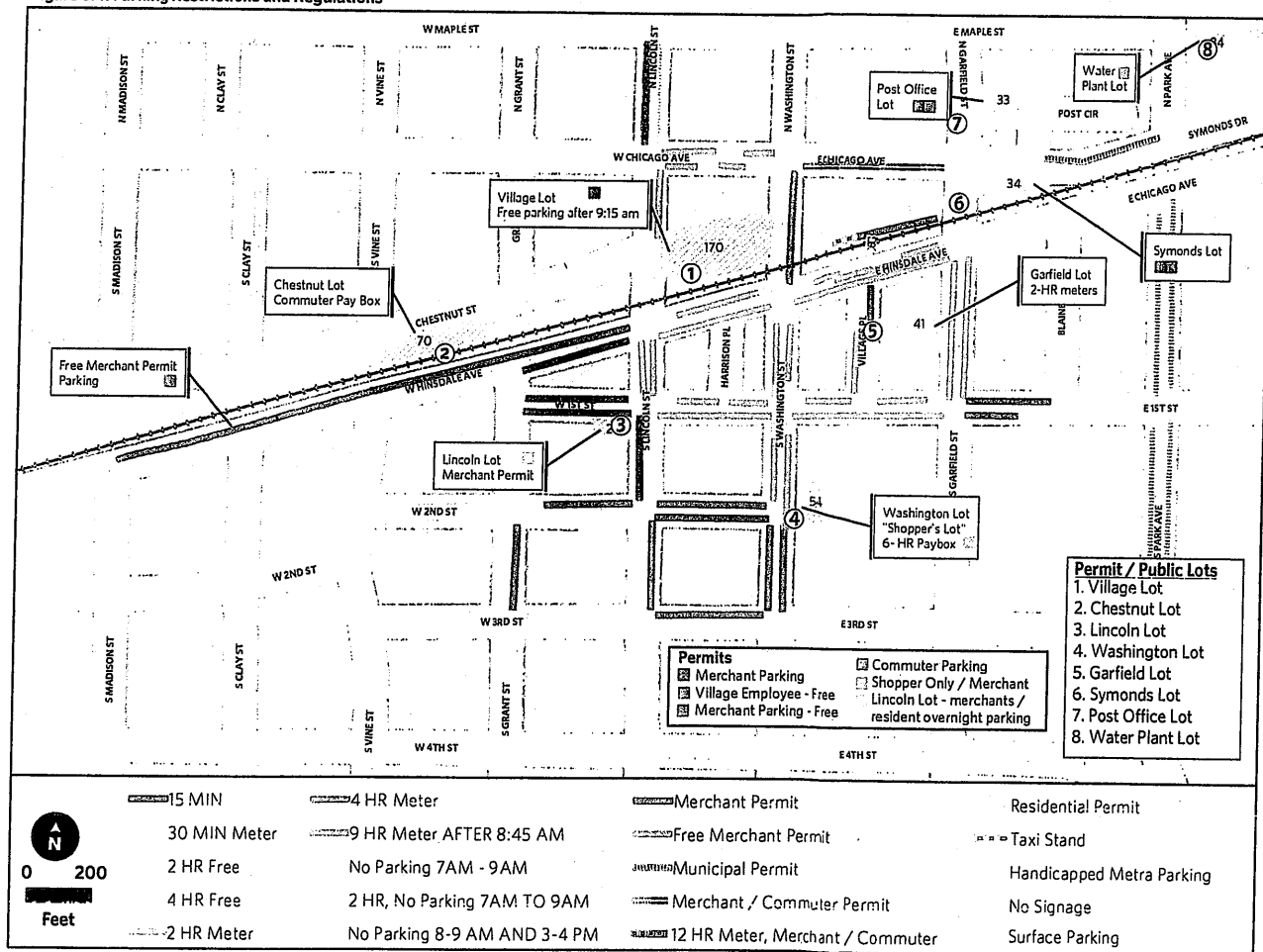
In an effort to address parking challenges, the Hinsdale police department overhauled their regulations, creating more short-term spaces and allowing some permit holders to park in a variety of spaces. Some business owners said that this helped to alleviate some problems, and others expressed confusion about where and when they are allowed to park.

The information for each permit is not available on-line. There is a printable map of parking restrictions (below), but it has red and orange lines that look to be the same color on some print-outs, the parking lots are not sized to scale, and the free merchant parking is not shown on this map. This map is not very helpful to a visitor who is otherwise unfamiliar with Hinsdale, especially if all of the areas shown on the map are full when they arrive.

Figure 6.3. Existing Hinsdale Parking Map



### Figure 6.4. Parking Restrictions and Regulations



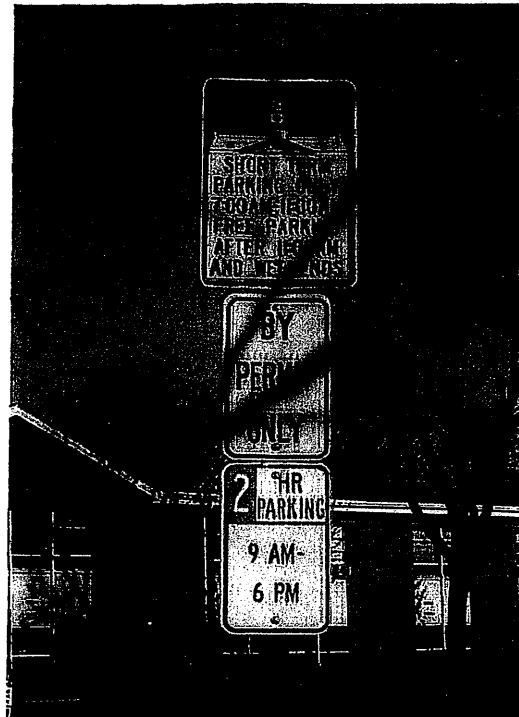
## Parking Restrictions and Regulations

In order to document all the parking restrictions in the study area, CMAP staff produced the map shown above, using data available online as well as site visits. There are many regulations and restrictions, each in place to serve various objectives. The Village wants merchants to have a place to park, but without regulating the parking through permits and time limits, such spaces would most likely be used by commuters driving to the Hinsdale station. The restrictions on early morning hours are to prevent commuters from parking all day. The hourly restrictions in the core exist to encourage parking turnover and availability for shoppers. A tiered permit system was developed, with more expensive permits allowing permit-holders to park in more desirable locations. The hourly restrictions in the periphery are in place to prevent commuters and employees from parking all day long on the residential streets. There are a significant number of streets without signage to indicate any restrictions at all.

The existing permits are priced per six months: Blue Commuter (\$310), Red Merchant (\$180), Yellow Merchant / Overnight residential (\$180), Orange Merchant (\$240 - discontinued), Free Green Municipal Employee and Free Purple Merchant parking. While some employees use the free merchant permit area, many find the distance to be too far, especially if their place of work is on the eastern side of downtown. The current price for the red merchant permit is \$30 per month. For employees whose hours fall slightly outside of the 9:00 a.m. - 5:00 p.m. meter hours, it can be cheaper to feed the meter than pay for a merchant permit. Meters are enforced on Saturdays, but the commuter lots are free and employees know that they can park there on the weekends. Many employees are willing to pay during the week if they can park closer to their final destination.

One early online survey respondent commented:

**"I haven't shopped in Hinsdale for months... not worth the hassle of finding somewhere to park. The various color 'zones' for parking are so complicated that I don't even try to understand/remember what each one means..."**



Confusing signage.

### Observed Parking Occupancy Rates

To understand where people park in Hinsdale, staff counted the number of parked cars on street segments and in parking lots at various times of day. The following maps show line segments and surface parking lots color-coded by the percentage of parked cars observed at that time of day.

The first count was conducted at 8:00 a.m. on a weekday morning, followed by 10:00 a.m., noon, 2:00 p.m., and 6:00 p.m. The parking count on Saturday took place at noon. While parking occupancy will vary from day to day, month to month, or seasonally, these counts help to give a better general understanding of where people want to park. The times were chosen to reflect arrival and departure times of commuters, downtown employees, lunch patrons, and middle school teachers and students. When staff resources do not allow for data collection at multiple time periods, follow-up parking counts could be conducted at 11:00 a.m. on a weekday, or at times reflective of any changes in land use or business peak periods. For instance, if more restaurants open, evening demand for parking will increase and may necessitate more parking counts at 6:00 p.m.

The percentage breakdowns used in the maps were chosen to reflect our target occupancy rate of 85 percent. When the street (or lot) is 85 percent full, that means that there are many cars parked, but there are still one or two spaces available per block. When occupancy levels exceed 90 percent, this leads to "parking congestion," where drivers circle the block in search of parking, or queue up to take available spots. Occupancy below 80 percent could indicate that shoppers are abandoning the downtown area for other locations. Ideally, all the streets in the downtown core would be blue, indicating a high level of street activity without complete parking congestion, in the range of 81 to 90 percent occupied. Pale yellow indicates that there is 60 percent occupancy or less; green is 61 - 80 percent occupied; and red is above 90 percent - sometimes exceeding 100 percent in parking lots where cars were illegally parked and / or observed circling for spaces when the lot was already full.

Weekday parking counts were kept separate from Saturday counts because the habits of weekday commuters have a significant impact on parking availability in the Village. Private parking lots were also included in the survey to compare with the Village supply. Not all parking spaces were counted at all times of the survey. No parking counts were conducted on Sunday.



### Weekdays: Early morning

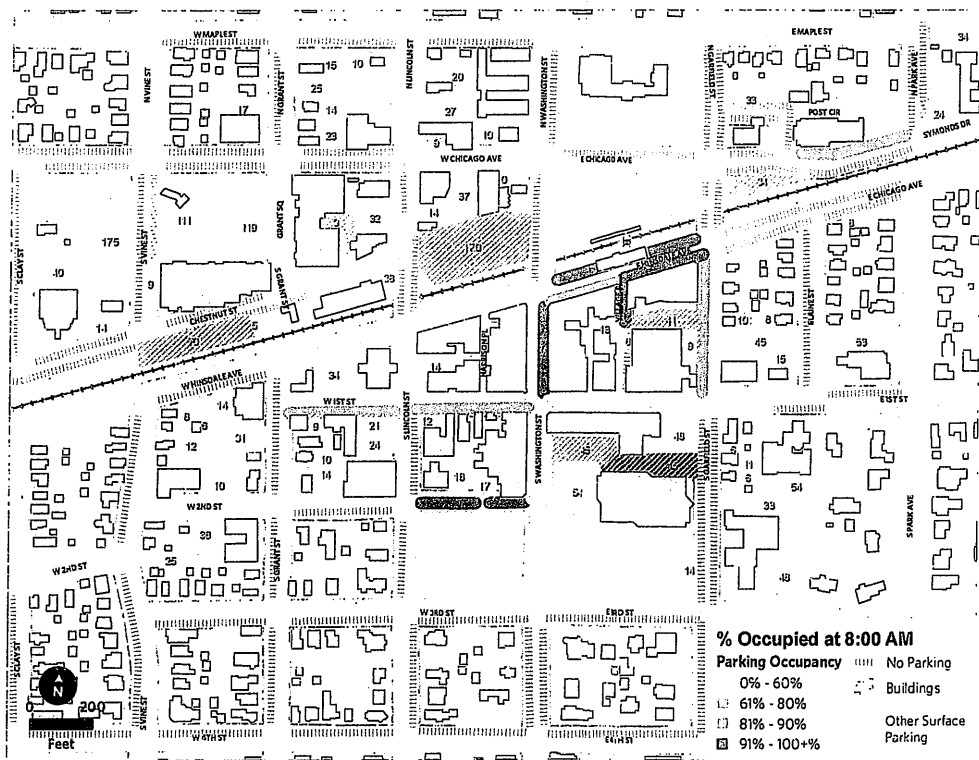
Commuters are generally the first to arrive downtown, as indicated by the occupancy in the commuter parking lots. There is frequent weekday Metra train service to downtown Chicago Union Station during the morning rush hour, with many "express" trains (indicated in green in the table below). Many commuters want to arrive at their jobs by 9:00 a.m., so the rush for commuter parking in Hinsdale is between 7:00 a.m. and 8:27 a.m. At 8:00 a.m., the lots primarily used by commuters are approaching 90 percent occupancy.

The large lot with 170 spaces converts to free parking at 9:15 a.m., but it is typically full before most merchants arrive downtown. Some businesses are open early to cater to the morning commuters, such as the Starbucks at the southeast corner of Washington Street and Hinsdale Avenue. The metered spaces are free until 9:00 a.m.

There are two faculty parking lots for the Hinsdale middle school, with the eastern one approaching 100 percent full at 8:00 a.m. as teachers get an early start to their day.

Train #	Hinsdale	Chicago Union Station
1200	5:05	5:32
1202	5:15	6:00
1206	5:35	6:35
1212	6:16	7:00
1218	6:30	7:12
1230	6:56	7:44
1226	7:02	7:35
1234	7:22	7:56
1238		8:05
1246		8:22
1248		8:23
1258	8:27	8:51
1260	8:56	9:47

Figure 6.5. Observed Parking Occupancy Rates: Weekday early morning

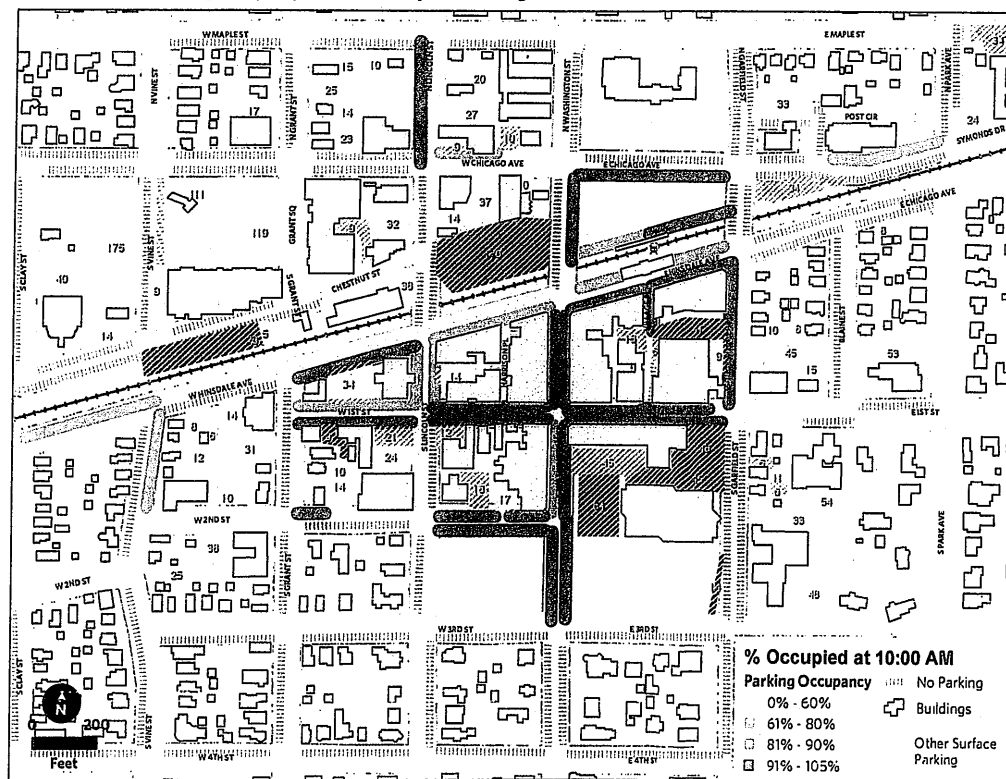


### Weekdays: Mid-morning

By mid-morning, finding a parking spot becomes a hunting game along Washington Street and First Street. The Garfield Lot, Village Lot, Washington Lot, and Chestnut Lot are full; the second middle school lot passed 80 percent occupancy. As expected, commuter lots remain full until the evening rush hour trains return. The back-in diagonal parking north of the tracks between Garfield and Washington is not fully occupied, but the vacant spaces are mostly handicapped spaces and taxi waiting stalls, making them unavailable

to merchants or commuters without mobility impairments. The merchant permit spaces on the north side of Hinsdale Avenue from Lincoln Street to Vine Street are less than 60 percent occupied and the free merchant parking from Vine to Madison is only 65 percent occupied. The permitted merchant lot at Lincoln Street and First Street is at 76 percent occupancy.

Figure 6.6. Observed Parking Occupancy Rates: Weekday mid-morning

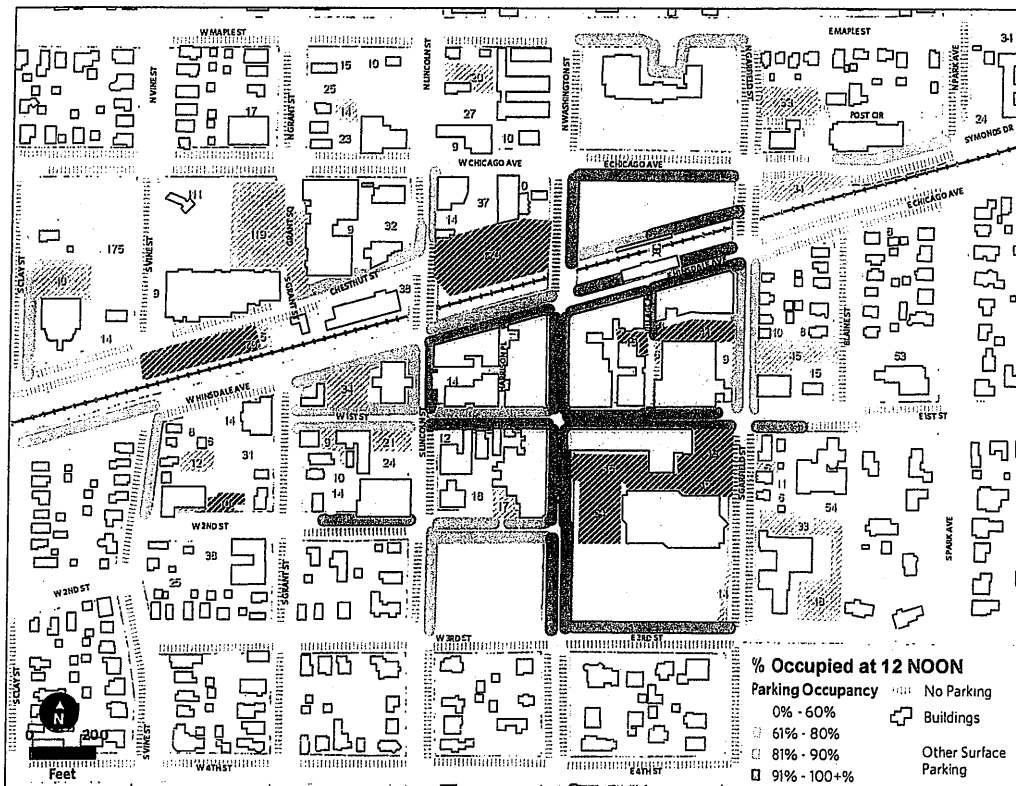




### Weekdays: Noon

Lunch-time rush hour doesn't seem to change the parking occupancy much from the mid-morning levels, but there may be more cars circling for a space, especially along First Street, where there are more restaurants.

Figure 6.7. Observed Parking Occupancy Rates: Weekday noon

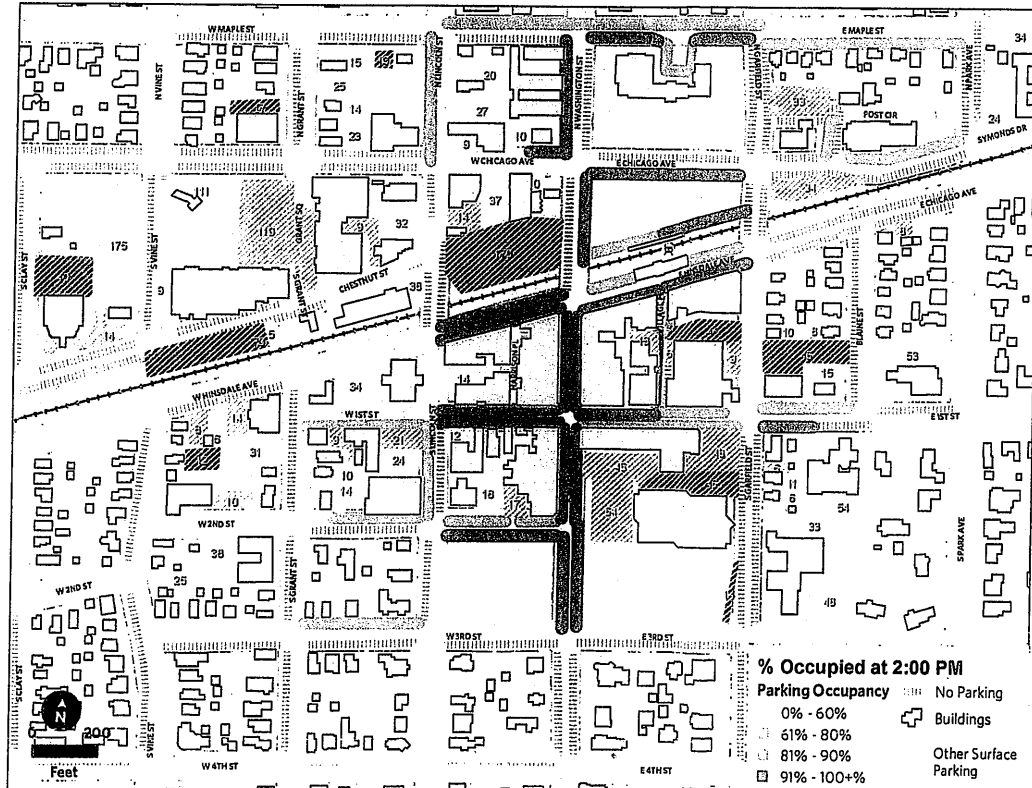


### Weekdays: Afternoon

During the 2:00 p.m. count, we observed a mid-afternoon rush around the middle school as parents arrive to pick up their children from school; many parents wait in their cars in the "Shopper Only" lot. This also affects traffic on Washington Street. The survey covered

the downtown area from 2:00 p.m. to 3:00 p.m., and may not fully capture the middle school congestion that happens closer to 2:00 p.m.

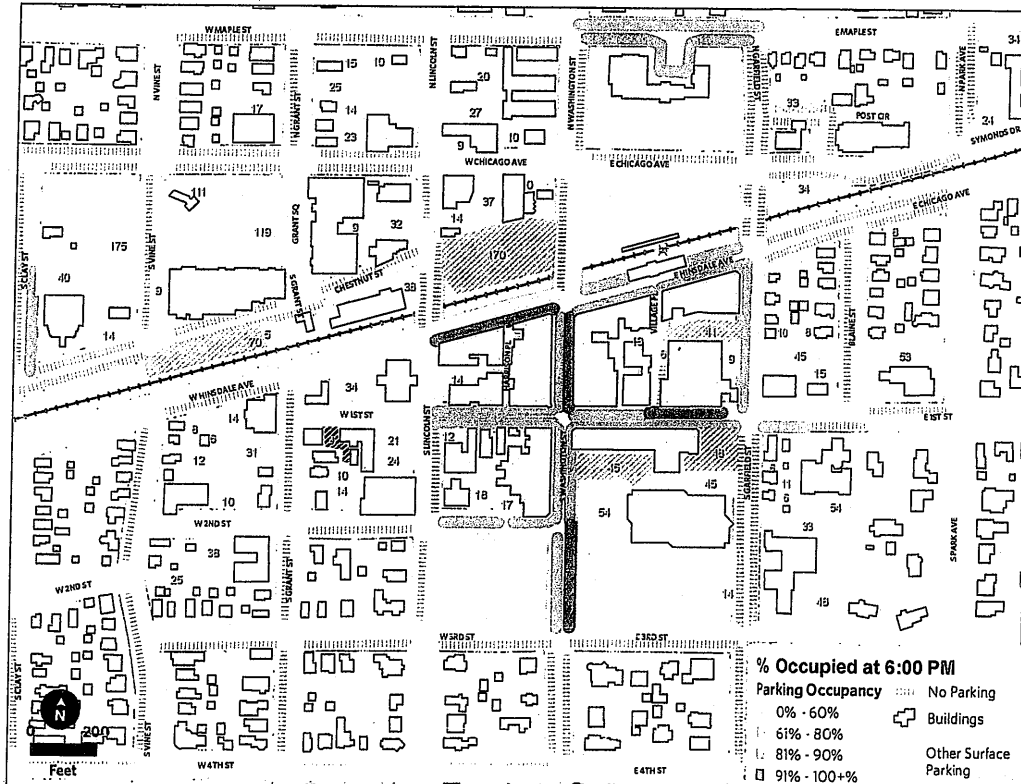
Figure 6.8. Observed Parking Occupancy Rates: Weekday afternoon



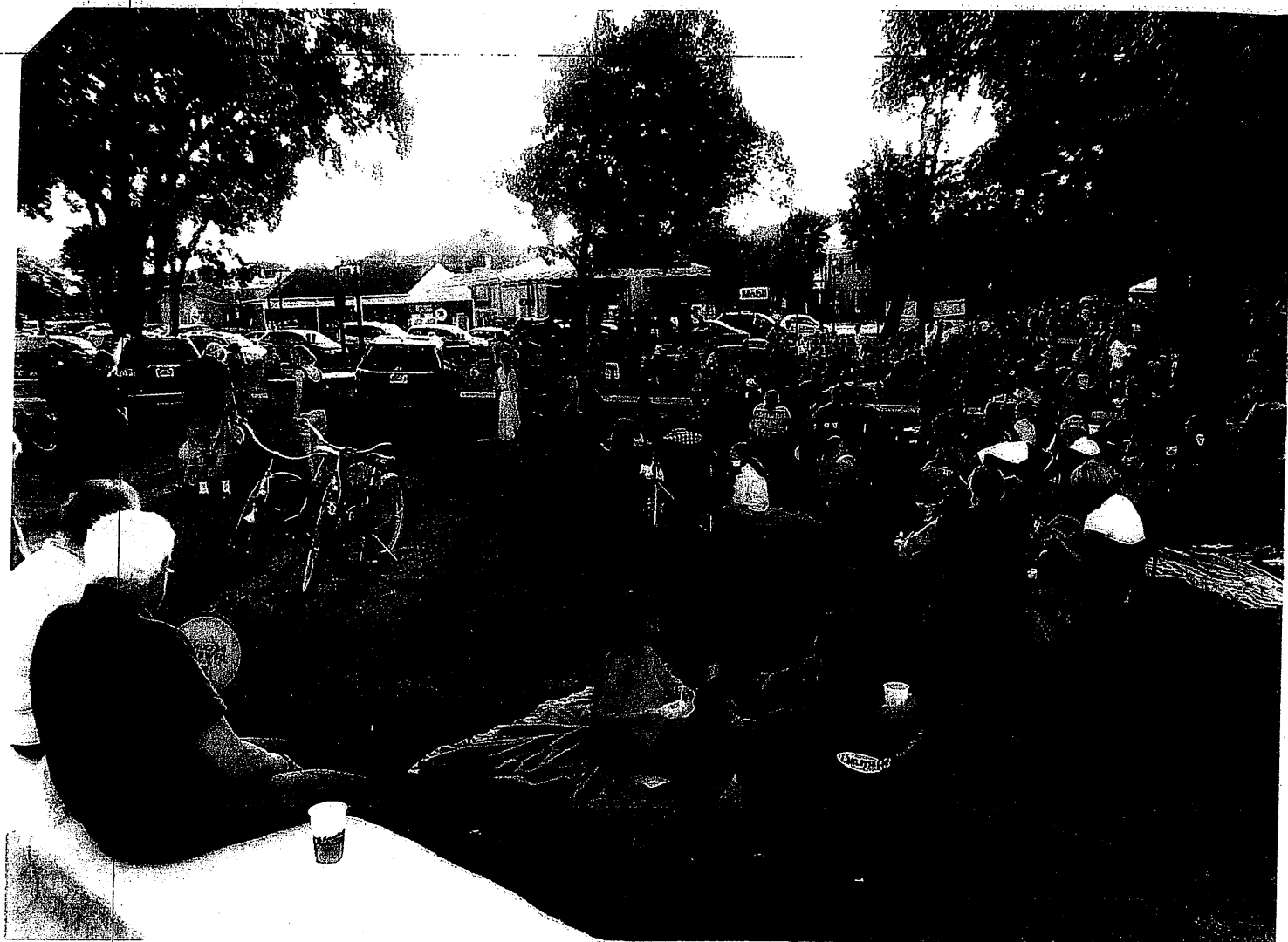
As commuters begin returning to their cars, the main commuter lots begin to empty out. There is a flood of activity with each train that arrives in the station, including the freight trains that pass through. Drivers, pedestrians, bicyclists, and scooters queue up to go

north or south across the tracks during the evening rush hour. Some businesses are closing for the evening, but the restaurants keep the streets at a healthy occupancy level around 85 percent in the core. Parking is free after 5:00 p.m.

**Figure 6.9. Observed Parking Occupancy Rates: Weekday evening**







## Section 7

# Planning and Healthy Communities

Vibrant, healthy communities have coordinated land use planning and transportation to help residents live better. Our transportation supports all modes of travel, not just driving, for the public sector, but also for individual households. An important feature of livability is its support for alternative transportation that helps reduce reliance on driving. Supporting pedestrian and bicycle travel is an important piece of transportation planning that benefits users of the transportation system — even those who continue to drive.

### Planning and Healthy Communities

Driving will continue to be the mode of choice for many Hinsdale residents, but it is important to plan for all modes, especially walking. Small increases in the mode share of pedestrians and bicyclists to accomplish short trips can significantly increase public health, as well as reduce parking needs. The physical and mental health of residents can be improved with community design. The rise chronic disease rates across the nation has put the spotlight on the relationship between public health and planning. The layout of buildings and parking, the concentration and diversity of uses, and pedestrian and bicycle amenities all influence mode choice. According to the 2009 National Household Travel Survey, 50 percent of all trips are less than three miles and 28 percent are less than one mile. Complete streets that encourage active transportation for short trips over driving can improve people's health by increasing physical activity, reducing injury by creating safe places to walk and bike, improving air quality, decreasing mental health stresses, and strengthening the social fabric of a community.

Improving walkability requires consideration of four factors. For short trips, most people with a choice between driving and walking will only make the choice to walk if the walk is "simultaneously useful, safe, comfortable, and interesting." Parking supply and design impacts walkability. When the amount of surface parking increases, buildings must be spaced further apart, making walking more of a chore, and less pleasant. When walking is enjoyable and feels safe, people walk more. Improving the walkability of streets and the perception of safety can encourage more trips on foot, as well as increase the distance drivers are willing to walk from a parking spot.

Finally, increasing the mode share of transit riders can also improve public health. Currently, about half of Americans do not meet the Surgeon General's daily recommendation of thirty minutes or more of physical activity. However, Americans who use transit "spend an average of 19 minutes daily walking to and from transit; 29 percent achieve 30 minutes of physical activity a day solely by walking to and from transit." Health experts even recommend parking further from your final destination to incorporate walking into daily activities.

5. Speck, Jeff. Interview "On Walkability: An Interview with Jeff Speck." Online: <http://parksify.com/post/56508222584/on-walkability-an-interview-with-jeff-speck>



## Section 8

# Looking forward

A small shift in the habits of downtown employees and customers could eliminate

the need for additional parking spaces. The management of parking supply affects the livability and walkability of the downtown. Building additional parking without properly managing the existing supply can induce driving and increase parking demand, leading to shortages even after having built a garage. For example, the frequency of Metra trains to Chicago makes downtown Hinsdale a desirable commuter station; additional parking will attract more Metra commuters. Conversely, managing the existing supply can be a cost-effective way to reduce demand or increase attractiveness of underutilized spaces.

### **Demand-based pricing? Parking Garage?**

Without understanding the complexities of parking and its role in the transportation system, people often say, "Just build more parking!" At \$30,000 per space for a simple above-ground structure (See Figure 8.1), parking garages are expensive and rarely pay for themselves. The management of parking supply affects the livability and walkability of the downtown. Building additional parking without properly managing the existing supply can induce driving and increase parking demand, leading to shortages even after having built a garage. For example, the frequency of Metra trains to Chicago makes downtown Hinsdale a desirable commuter station; additional parking will attract more Metra commuters. Conversely, managing the existing supply can be a cost-effective way to reduce demand or increase attractiveness of underutilized spaces.



Currently, the parking spaces in the core are full from 10 am to 5 pm. This is damaging to the local businesses whose customers cannot find a parking space, and waste their time driving in circles hoping for someone to vacate a space. It is clear that many of the cars in the core belong to employees who either would rather feed the meter than buy an employee permit, do not want to walk more than 2 blocks, or are not aware of the options available for long-term parking, such as the free merchant permit parking area.

The cost of parking is the only proven disincentive to employees who regularly take up prime parking spaces. Since they park every day, facing increased costs to park, they quickly learn where they can find cheaper or free parking. At the current rate of \$0.25 per hour, many of them would rather pay than walk a bit further. If they work outside of the traditional 9 to 5, Monday - Friday schedule, it is cheaper than purchasing an employee permit.

Demand-based pricing helps the on-street parking achieve the delicate balance between making spaces available for customers and not hurting businesses by raising the cost of parking too much. When the price is set to match demand levels, it keeps the spaces about 85% full (about one of every seven spaces is available). If this hurts businesses and there is excessive parking vacancy, prices should be lowered. If spaces are 85% full, businesses aren't suffering. And when it's easy to find parking, customers will find it more convenient. Typically, price adjustments would happen quarterly, and a website would show the changes.

Of course, some customers are strictly opposed to paying for parking and may cite this as a reason for avoiding Hinsdale altogether. These customers should be considered; there should be options for people who don't want to pay for parking. The existing free parking is not clearly communicated to residents and shoppers through the website or the existing parking map; many people are unaware that they could park for free, for two hours, within a 5-minute walk of the core.

When it comes to customer convenience, there are two things about Hinsdale's parking meters that are inconvenient and outdated: payment options, and length of stay flexibility. It is already frustrating to many to pay for parking in the first place; needing to carry quarters for the meters is an added frustration. If you have a hair appointment that takes three hours, there's no reason you shouldn't be able to pay for additional parking. The multiple layers of frustration in Hinsdale come from wasting time circling the block looking for an open space, having to pay a meter, having to use coins, not being able to extend your stay remotely, and the ultimate frustration: possible parking tickets.

Customer-friendly meters accept credit cards and cell phone payment, as well as coins. These meters remind customers when the meter is about to run out with a text message and allow them to add time remotely. When the price of parking keeps demand in check, there is no need for length of stay limits.

Despite the high costs of structured parking, it can complement parking management and encourage drivers to go directly to a garage rather than circling for a space. Parking garages are recommended when the price that drivers are willing to pay in the most desirable spaces on-street can cover the daily cost of a space in a structure, which is approximately five dollars. Revenue from on-street spaces can be used to pay for debt financing, operations, and maintenance fees for a structure. Since most drivers still prefer to park directly in front of where they are going, the prices in the garage can be lower than on-street prices to encourage longer-term garage parking, and turnover of on-street spaces.

The idea of having a parking garage in Hinsdale is popular with business owners to increase the supply of parking for their customers. Village officials are aware that the funding necessary to build a garage is not available, and some residents object to parking garages because they are typically unattractive structures and they can add to traffic congestion. Investigations into the cost of underground parking, or structures that may be more compatible with their surroundings should be pursued, alongside calculations for a pricing structure of both on-street and off-street spaces to finance a garage.

Neighboring communities are often compared to Hinsdale when looking for ideas and solutions. La Grange, to the east, frequently comes up, especially in reference to parking. In 2004, the Village of La Grange constructed an \$8 million parking garage. The garage was funded by a public transportation grant for \$3.2 million, a \$4.5 million TIF note, and \$300,000 of available TIF reserve funds. The TIF note was paid off in 4 years utilizing the annual property tax increment. A 0.25 percent non-home rule sales tax increase was approved by referendum to cover \$35,000 in annual operating and maintenance costs, including funds for long-term maintenance. If Hinsdale chooses to pursue a parking garage, Village leaders may want to consider a financing arrangement that ensures that the drivers who use the facility bear the financial burden of its construction and maintenance, rather than the community at large.

## SECTION 8. LOOKING FORWARD

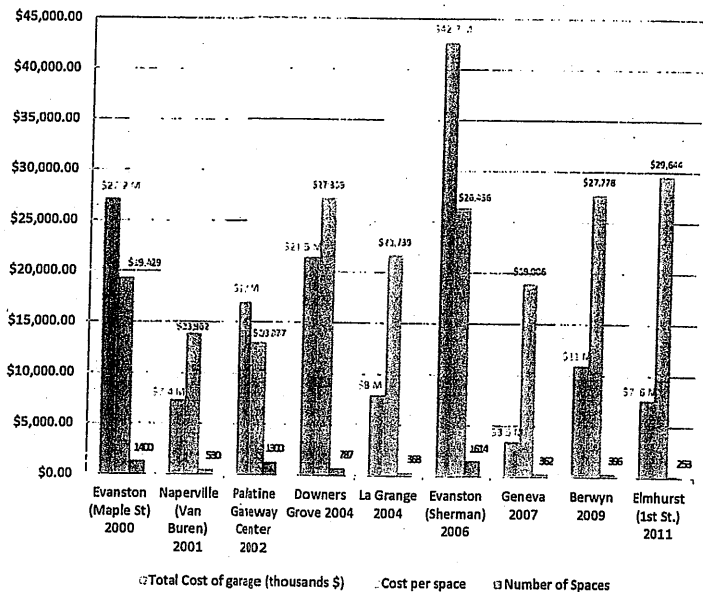
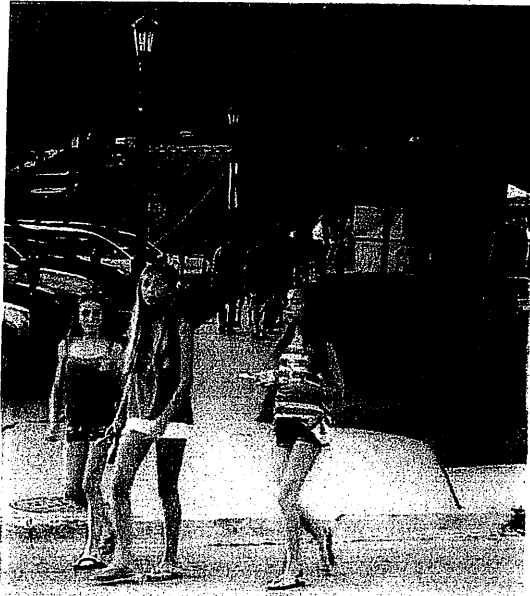



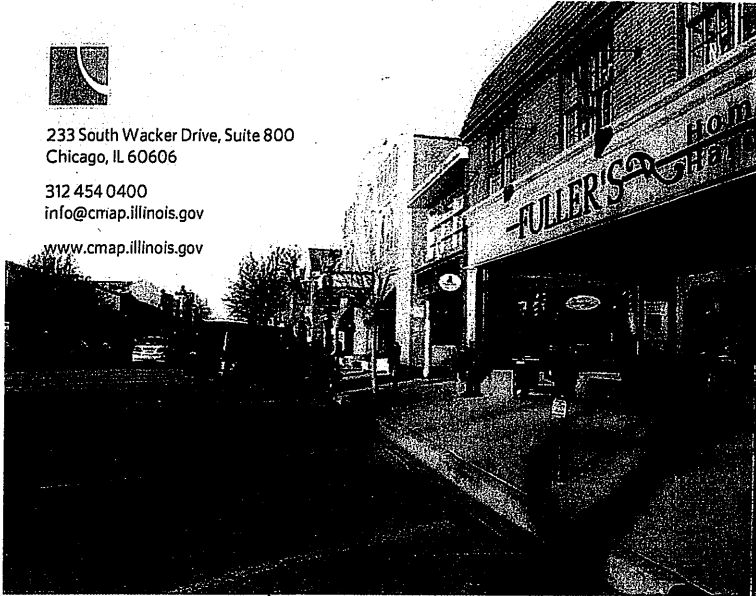
Figure 8.1. Public Parking Garages in northeastern Illinois: construction costs, cost per space, and total number of spaces.

Hinsdale is a charming Village, with unique local businesses, high-end services and retail, excellent schools, and an ideal location for Chicago commuters. Based on the data and information gathered for this Existing Conditions Report through discussions with Village residents, stakeholders, officials and staff as well as the research conducted, the Innovations in Parking Management Plan serves an opportunity to create an even better Hinsdale. The priority issues to be addressed by this plan are: an increase in parking supply (particularly long-term employee parking), performance-based pricing to manage the most desirable spaces and lower costs for less desirable spaces (with improved technology), improved user information, and encouragement of alternative modes of transportation and carpooling through financial programs and infrastructure improvements. 



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# Village of Hinsdale

## Innovative Parking Management Plan

DRAFT - January 2014



The Chicago Metropolitan Agency for Planning (CMAP) is the region's official comprehensive planning organization. Its GO TO 2040 planning campaign is helping the region's seven counties and 284 communities to implement strategies that address transportation, housing, economic development, open space, the environment, and other quality-of-life issues.

See [www.cmap.illinois.gov](http://www.cmap.illinois.gov) for more information.



**DRAFT**

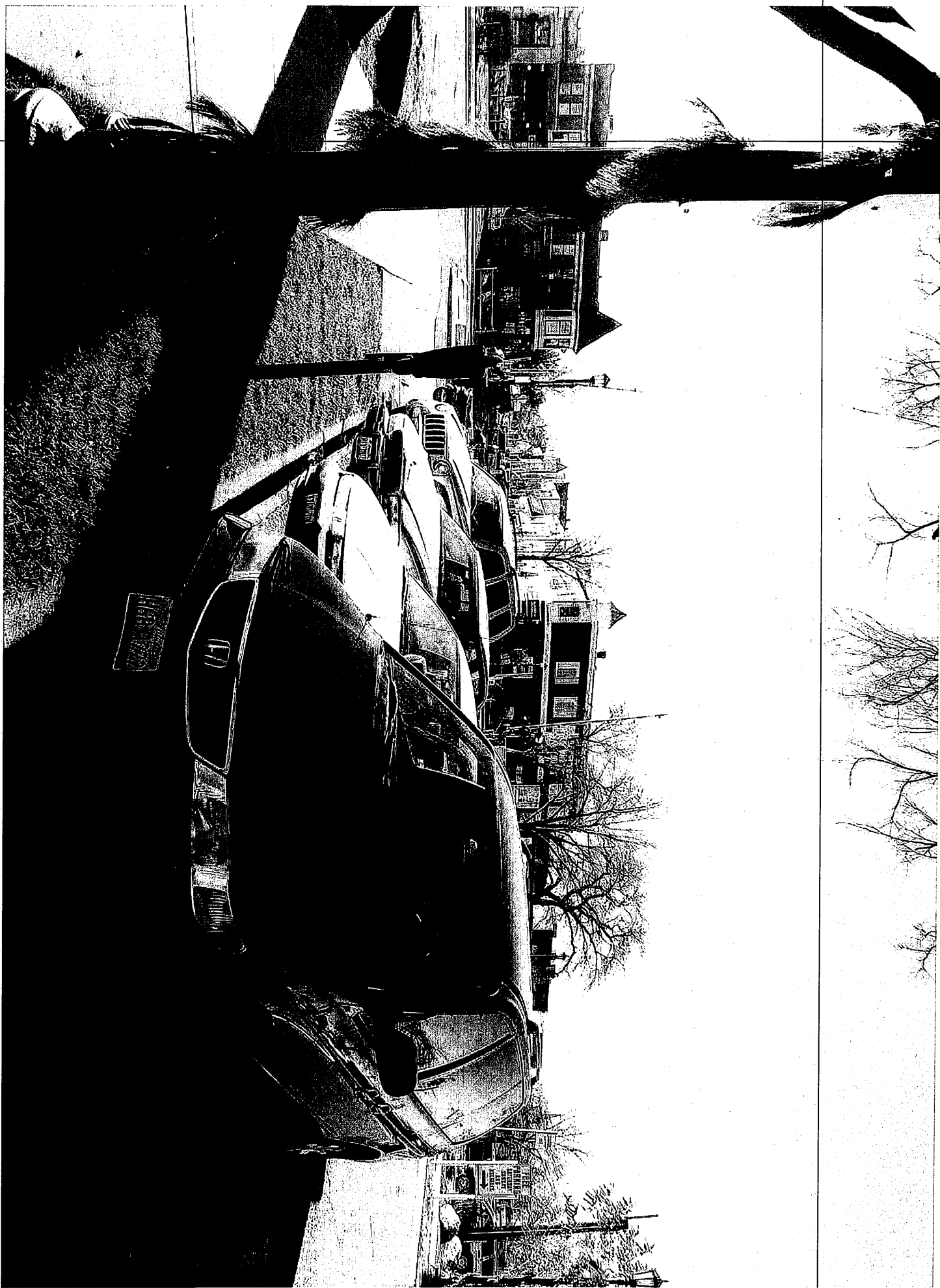
# **Innovative Parking Management Plan**



Chicago Metropolitan  
Agency for Planning

January 2014





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# Chapter 1

## Introduction

One of the GO TO 2040 plan's central goals is to create livable communities. Livability is primarily created at the local level, through planning and development decisions made by communities, developers, and individuals. While CMAP can help local governments address issues of livability in their communities, development decisions will continue to be made locally.

### Why are we doing a parking plan?

The Village of Hinsdale is known for its quaint neighborhoods, reputable school districts and well-situated location in northeastern Illinois. These assets make Hinsdale a desirable community in which to live and work, along with a major lure—its historic and charming downtown. The downtown is a vital center where residents, visitors and commuters alike can enjoy upscale boutiques, fine dining, and purchase home goods all within a compact, pedestrian-friendly area. The downtown hosts a series of events and festivities year round such as Uniquely Thursdays, Hinsdale Farmers Market, and the Annual Christmas Walk, which bring out residents and attracts numerous visitors from surrounding communities.

These amenities contribute to the prosperity of Hinsdale, leaving the Village with the challenge of accommodating the influx of people who travel to Hinsdale to shop, dine, visit downtown, attend special events, and ride Metra's commuter rail. The current parking system is proving to be outdated and insufficient, no longer meeting the needs of residents, visitors, employees, rail commuters, local businesses, and restaurants.

The limited parking spots available, parking restrictions and fees, and constant congestion caused by those searching for convenient parking add to the frustrations experienced by patrons of downtown Hinsdale.

To alleviate the problems that come with the imbalance of parking demands and supply, the Chicago Metropolitan Agency for Planning (CMAP), in collaboration with the Village of Hinsdale, thoroughly researched the parking patterns of downtown Hinsdale and examined successful parking plans implemented locally and throughout the country. The analyses aided in developing the Innovative Parking Strategies Plan for Hinsdale, which addresses the identified needs and opportunities through strategic parking recommendations.

## How we involved the community

To introduce the project to the community of Hinsdale and get a detailed understanding of their perspective on parking, a series of public outreach and engagement opportunities were designed to gather their input. This plan provides a snapshot of outreach strategies employed—a more comprehensive overview of this process can be found in the Existing Conditions Report.

During the first phase of the project, CMAP staff conducted key person interviews with 11 community stakeholders who represented distinct groups in the community including residents, business owners, developers, Village staff, and elected officials. The purpose of these confidential interviews was to gather the challenges and strengths that each stakeholder group faces in relation to the existing parking system.

A public workshop targeted to local business owners was held on April 3, 2013 to connect with the large business sector that contributes to the vibrancy of downtown Hinsdale.

At the workshop, participants learned about the project and heard from an Oak Park business owner about his experience with the Village's adjustments to parking rates to manage downtown parking demand. The goal of this workshop was to better understand parking issues specific to the downtown businesses, including their priorities, customer needs, and the needs of their employees.

To reach a broader audience, an interactive online survey was created and available online for three months, from February 19, 2013 to May 19, 2013. The survey was publicized through fliers delivered to businesses in downtown Hinsdale and posted in public locations, and as well as local newspapers and newsletters. During this time over 140 people provided detailed feedback parking priorities and possible strategies to address identified issues. The goal of the survey was to introduce the project to the wider Hinsdale community, initiate conversations surrounding the topic of parking, learn about parking priorities, and gather input to develop the strategic recommendations ultimately included in this plan.

Finally, a public open house will be held to display the parking recommendations for the Innovative Parking Strategies Plan that have been developed over the course of the past year's research, analyses and public input. The open house will be an opportunity for the Hinsdale community to learn about the proposed strategies that will help solve the parking challenges and provide feedback before it goes to the Village Board for adoption.

## Purpose of the plan

A central goal of this plan is to ensure that the existing parking spaces are used as efficiently as possible, while managing parking resources with a view for long-term provision of parking amenities. A variety of significant challenges, priorities, and ideas were raised throughout the planning process of the Innovative Parking Strategies Plan for Hinsdale. Staff received input that ranged from small frustrations - like having to dig for quarters to pay the meters - to confusion about the existing permit system, to the need for more parking. Every aspect of the public input and data collected plays an important role in developing a comprehensive and strategic parking plan. Without understanding the complexities of parking, its role in the transportation system, or the astronomical costs of building structured parking, people often say, "Just build more parking!"

By taking a closer look at what type of parking opportunities and possibilities already exist in Hinsdale, cost-efficient strategies can be put forth and easily implemented. There are currently over 2,000 public parking spots downtown available to residents, visitors, rail commuters and other community members. This number of parking spots could meet the parking demands of the community if managed properly and effectively with little burden on the general public.

The management of these existing parking spaces consists of re-balancing the supply of employee parking geographically, providing improved user information and maps, removing time limits, installing smart meters, and adjusting meter prices to be reflective of the amount of time parked and desirability of the location of parking spot.

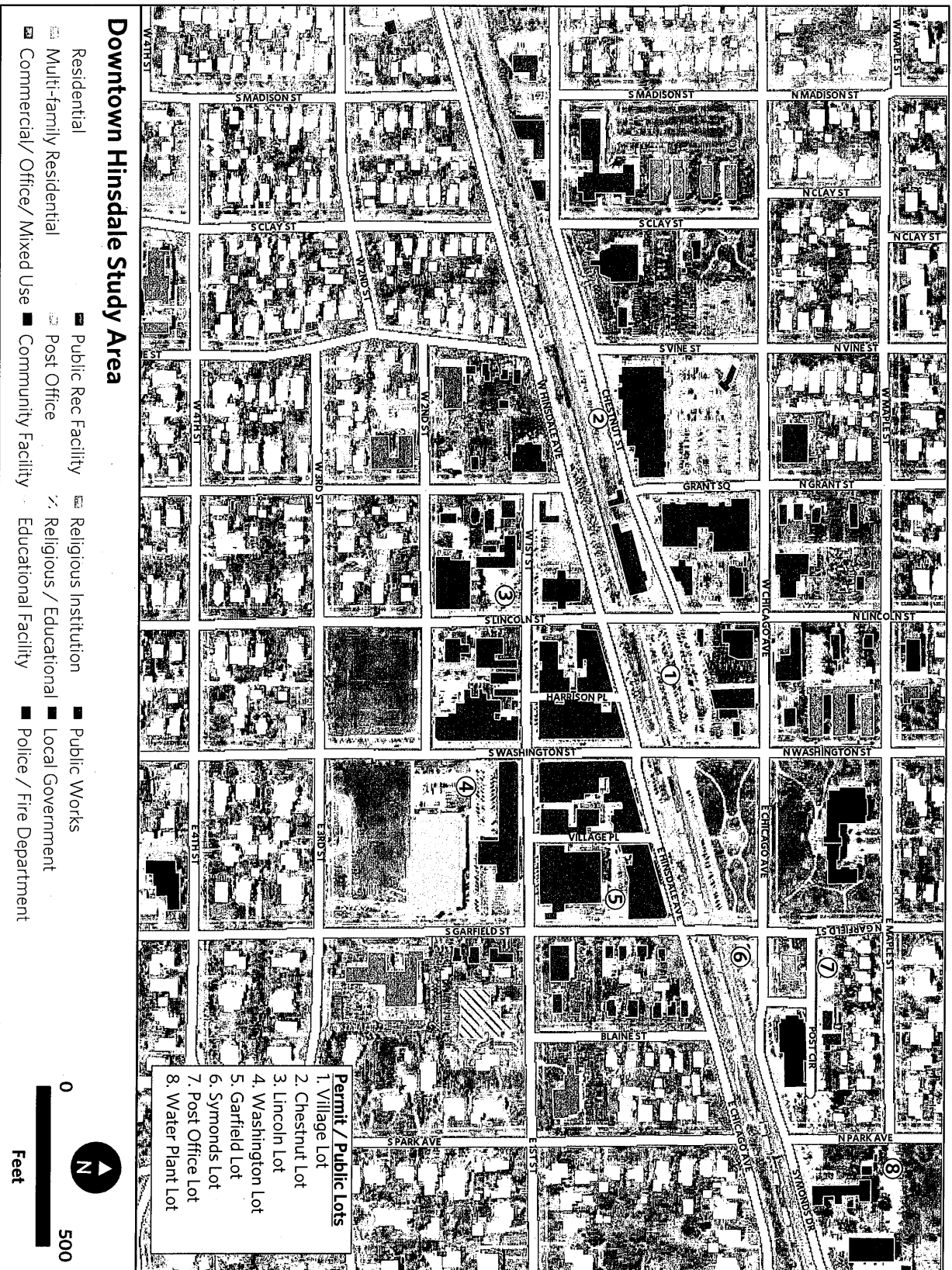
This plan details numerous short-, mid-, and long-term strategies that can be implemented to address parking management in the Village of Hinsdale based on research and information gathered from the community.

Additional background information, including outreach activities, transportation analyses, parking occupancy and turnover surveys, is available in the Existing Conditions Report, on the project website: <http://www.cmap.ilinois.gov/its/hinsdale>

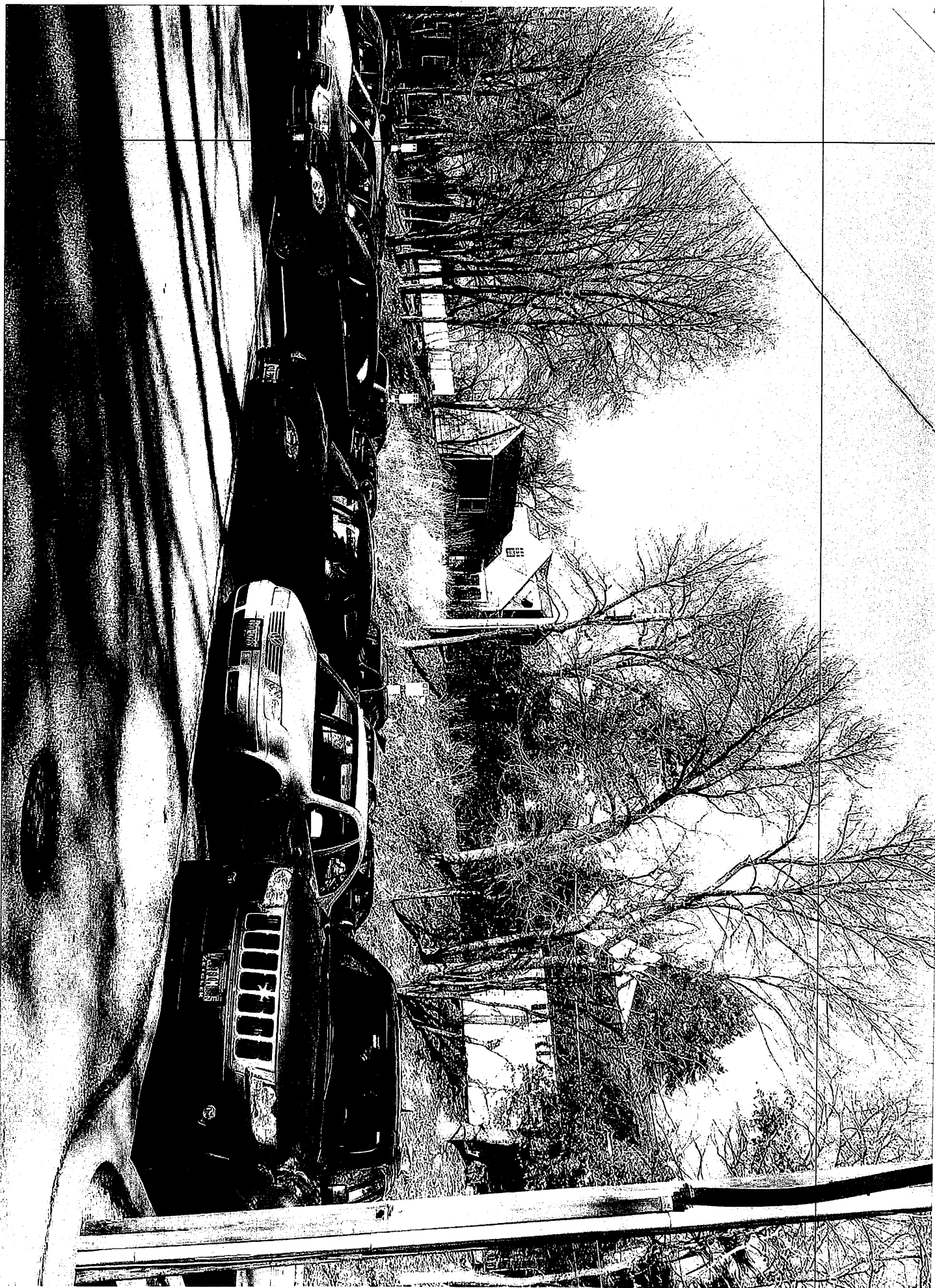
Business owner and developer, Mike Fox, sharing his experience with parking frustrations in Oak Park. Watch his presentation online: <https://www.youtube.com/watch?v=LQP4UvKjY>



Figure 1. Downtown Hinsdale Study Area







# Chapter 2

## Background Data

As communities grow, their parking needs and demands also undergo transformations, requiring different types of parking management. Over the last several decades, the types of business in Hinsdale have changed along with the habits of customers. More people are driving, and shopping trips may take longer than they did in the past. Additionally, many employees are arriving from locations outside of Hinsdale, mostly by car.

According to municipal code, private property owners are required to provide parking according to use and intensity of use. This is, however, unrealistic in a compact, walkable downtown like Hinsdale, and would place excessive burden on the private sector. There is not sufficient land area for large parking lots, and parking garages cost approximately \$30,000 per space - more than most small businesses could afford. Additionally, much of downtown Hinsdale was developed prior to this code and therefore the existing parking in the downtown was put in place at a time when the demand for parking was different.

As communities grow, their parking needs and demands also undergo transformations, requiring different types of parking management. Over the last several decades, the types of business in Hinsdale have changed along with the habits of customers. More people are driving, and shopping trips may take longer than they did in the past. Additionally, many employees are arriving from locations outside of Hinsdale, mostly by car.

The management of parking supply affects the livability and walkability of the downtown. Building additional parking without properly managing the existing supply can induce more driving and increase parking demand and traffic congestion, leading to parking shortages even after having built a garage. For example, the frequency of Metra trains to Chicago makes downtown Hinsdale a desirable commuter station; additional parking would attract more commuters from other communities to the downtown station. Conversely, managing the existing supply can be a cost-effective way to reduce demand or increase attractiveness of underutilized spaces.

Having a walkable downtown is one of the features that makes Hinsdale a unique and desirable place to live; the downtown is important to support the vitality of the entire municipality. The historic downtown was originally designed when most people walked to amenities like stores, schools, and parks. Having retained the historic building density in their core, Hinsdale has maintained a high concentration of businesses and offices in a small area. The concentration of amenities and attractions is what is appealing to customers.

From day spas to restaurants to coffee shops, the variety of businesses in the downtown area means that addressing parking demand is varied and complex. Balancing the needs of local businesses, restaurants, rail commuters, residents, and visitors is no small feat. In addition to customer parking needs, there are many employees arriving by car. When everyone is trying to go to the same part of town, it can become a challenge to find a parking spot for each automobile; people are often forced to drive in circles searching for a convenient space.

Driving and parking make up just one facet of a community's transportation infrastructure, and addressing the parking problems should be part of a comprehensive multi-modal transportation system plan. While cars will continue to be the primary mode of transportation for many, small increases in the mode share of more active forms of transportation—like walking, bicycling, and transit—can help alleviate parking problems, while helping residents lead healthier lives.

### Why a conventional parking approach won't work

The conventional approach to parking is to make it free in order to attract customers. This free parking entices customers, employees, and Metra commuters to drive and leave their car parked for long amounts of time. This strategy can work in communities without a significant amount of commercial activity, or in areas where land is plentiful and cheap, allowing surface parking to expand outward. But this approach does not work in traditional downtowns where a large number of amenities and activities occupy a small area. The expansive parking in conventional development spreads things out to a point where a walkable urban downtown isn't possible. Needless to say, downtown Hinsdale doesn't have much vacant land available to build an expansive surface parking lot.

Parking is not usually a primary land use in historic, walkable downtowns, which inevitably leads to a lack of available parking. A strategy that has evolved to combat this problem has been to impose time limits, but time limits are costly to enforce and end up penalizing customers for wanting to spend time in the downtown. If time limits aren't enforced regularly, some people will continuously feed the meter. On the other hand, if they are strictly enforced, they will end up angering customers and shoppers who overstay the limit. It may be local employees causing parking woes as they seek out the cheapest, closest parking spaces and leave their car while they work. Many of these employees know how to avoid the time limit penalties by moving their cars before the enforcement officer passes by; this is called the "two-hour shuffle."

Given a shortage of land, some downtowns are building their parking up rather than out by using municipal tax dollars to fund parking garages—a strategy that was much more affordable ten years ago. The average cost today for each space in a parking garage is approximately \$30,000, and often much more. An addition to the Naperville Van Buren parking garage in 2008, for example, cost the City of Naperville nearly \$48,000 per net new space.

Neighboring communities are often compared to Hinsdale when looking for ideas and solutions to local parking problems. The communities in these examples all have parking garages, which is something that is frequently cited in public comments. Interestingly, even with parking garages, many communities have or have dealt with many of the same problems that Hinsdale has: congested on-street parking in the core and lower parking utilization for remote areas or in garages.



# Comparison Case Study: La Grange

La Grange, to the east, frequently comes up in reference to parking. In 2004, the Village of La Grange constructed an \$8 million parking garage. The garage was funded by a public transportation grant for \$3.2 million, a \$4.5 million TIF note, and \$300,000 of available TIF reserve funds. The TIF note was paid off in 4 years utilizing the annual property tax increment. A 0.25 percent non-home rule sales tax increase was approved by referendum to cover \$35,000 in annual operating and maintenance costs, including funds for long-term maintenance. If Hinsdale chooses to pursue a parking garage, Village leaders may want to consider a financing arrangement that ensures that the drivers who use the facility bear the financial burden of its construction and maintenance, rather than the community at large.

La Grange has also chosen to make the parking garage available to downtown shoppers and visitors, rather than Metra riders, by instituting time limits. The main benefit of having the garage is that a driver knows that they can go to the garage and find a parking spot, if they are unable to find an on-street space. For most, it is not the first-choice parking spot but a guaranteed back-up. It is appealing to a downtown to have that back-up, but the costs are so high that it is not a financially prudent decision if the Village has to pay for the construction and maintenance of the garage in the absence of grants or outside funding.



La Grange, IL photo from Wikipedia, shared on a Creative Commons license, photo by user: lpangetrob



### Comparison Case Study: Naperville

Also similar to Hinsdale, parking in downtown Naperville is at a premium. In an effort to compete with other retail centers with free parking, the City has built several parking garages at no cost to drivers. By the time that they had completed construction of their second parking garage, the need for parking had already been negatively impacting the downtown and they set out to develop a system to review parking conditions and prepare for increased demand before it created more problems for the community; the City wanted to be ahead of the problem the next time. Business owners prioritized customer satisfaction, and engineers analyzed occupancy statistics, and out of these priorities they developed a "Continuous Improvement Model."

In the 1970s, the City removed parking meters from the downtown to compete with the nearby Fox Valley shopping mall. They replaced the meters with a Special Service Area. The Special Service Area levies a tax on local businesses, and new businesses are required to pay the taxes of the prior year in addition to the current tax before they open. Their first parking garage, with funding from the SSA tax, was completed in 1987. In this Continuous Improvement Model, businesses are able to offer their patrons free parking, but no matter who is shopping or how they got there, everyone is taxed at a higher rate to pay for parking. Someone who walks, rides a bike, or takes transit will also pay more to shop in Naperville.

This model has satisfied the City of Naperville and its downtown business owners, but is not seen as a replicable formula for the Village of Hinsdale, between the increasing cost of providing structured parking, the seemingly insatiable demand for free parking, and the funding of garages through taxes that impact all shoppers, rather than just those that drive. In addition, the Naperville Metra station is not adjacent to the downtown like it is in Hinsdale. Naperville has a waiting list that is between 9 and 12 years long for parking at their Metra station.



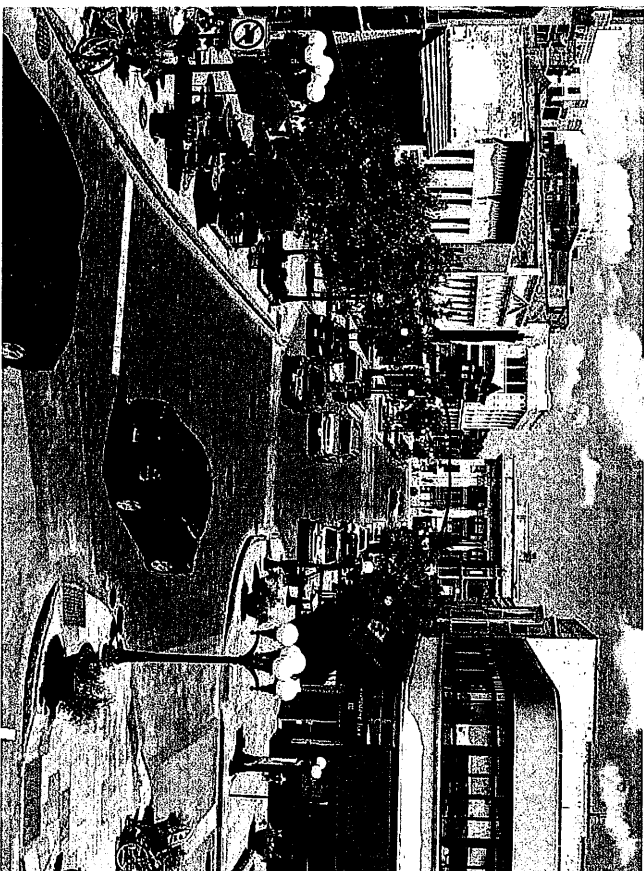
## Comparison Case Study: Oak Park

While larger and with a higher density than Hinsdale, Oak Park's downtown shares a similar historic character and mix of uses, providing its residents and commuters with a series of compact blocks filled with a variety of shopping and entertainment options. Like Naperville, Oak Park has parking garages, but unlike Naperville, they charge for parking. But even with parking meters in the mid-2000s, Oak Park's downtown retail district parking spaces were full during business hours, while spaces in their parking garage remained underutilized. This was frustrating to business owners who were losing customers, and to drivers circling in search of parking.

In 2008, the Village decided to conduct an in-depth analysis of their parking supply and demand to come up with a strategy to improve the conditions for parking in the downtown area, and to create a vibrant, safe, and walkable environment. The Village hired consultants who discovered that employees of local businesses were occupying prime parking spaces all day long while feeding the meters, which turned out to be cheaper than going to an off-street parking garage. They encouraged pricing increases in prime on-street spaces and making remote parking and off-street parking garages cheaper. By allowing people to purchase quarterly permits for the garage at a reduced rate, while raising the cost of the metered spaces, the employees changed their habits and began to park in the garage, leaving on-street spaces for retail customers. A parking management program eliminated hourly limits, priced spaces by desirability, lowered garage prices, and made it easier to pay for parking in lots with the use of pay boxes.

Parking is always a contentious issue, especially when undertaking the difficult task of raising prices, but the strategy used in downtown Oak Park has worked. In the downtown retail area, the majority of residents seem pleased with the results. Many businesses have come to see the positive impacts that pricing can have on turnover, and changed their opinions. A local business owner in Oak Park went from being one of the most outspoken opponents to parking price increases in 2008, to saying at a public meeting in 2011 that the parking price increase was "the best thing the municipality had ever done" (Interview with Cara Pavlicek, Oak Park Parking Manager, 2012).

After ironing out some early issues, turnover has increased and it is easier to find a place to park. Business owners have seen the positive effects and issued a statement of support for the changes proposed by the consultants, acknowledging that shoppers and customers are drawn to vibrant downtowns, not areas with free parking. Oak Park has realized that most people want quick, easy, and cheap parking. The process of balancing those three will always involve sacrifices. Not everything will turn out perfect the first time, but it's always possible to make adjustments to get it right.



## Implications for Hinsdale

Hinsdale absolutely needs to have enough parking to support the local businesses. To accomplish this, it is critical to first ensure that the Village is using its existing spaces efficiently. This must be balanced with residents' and business owners' concern that preserving the Village's uniqueness and local assets is important. This can be accomplished by looking holistically at the downtown transportation system and supporting all modes of transportation, which includes creating a comfortable walking and bicycling environment, offering a variety of transportation options, and adding parking spaces in a judicious and fiscally-responsible manner.

## Current parking conditions

While some newer developments in the downtown have large surface parking lots, the majority of the public parking spaces in the downtown area are found on local streets. This presents challenges when everyone wants to park in the closest space. The demand for parking is concentrated on Washington Street from Chicago Avenue to Third Street, Hinsdale Avenue between Lincoln Street and Garfield Street, and First Street between Lincoln Street and Garfield Street. These streets are often at or above capacity from mid-morning until mid-afternoon. *See the Existing Conditions Report for occupancy maps.*

The public parking lots in Hinsdale are regulated through a permit system, and some of the on-street spaces are also regulated by permits. The primary types of parking areas in the downtown core discussed below are: permit parking (this includes on-street permit parking and permit parking lots), on-street parking (non-permit), and off-street parking lots (non-permit).

### Permit parking

The goal of issuing parking permits is to manage parking by designating the places where various users can park. Hinsdale has five different types of permits: commuter, merchant, overnight, and municipal employee, each with varying costs. The parking permits are priced per six months: Blue Commuter (\$310), Red Merchant (\$180), Yellow Merchant / Overnight (\$180), Orange Merchant (\$240 - discontinued), Free Green Municipal Employee and Free Purple Merchant parking.

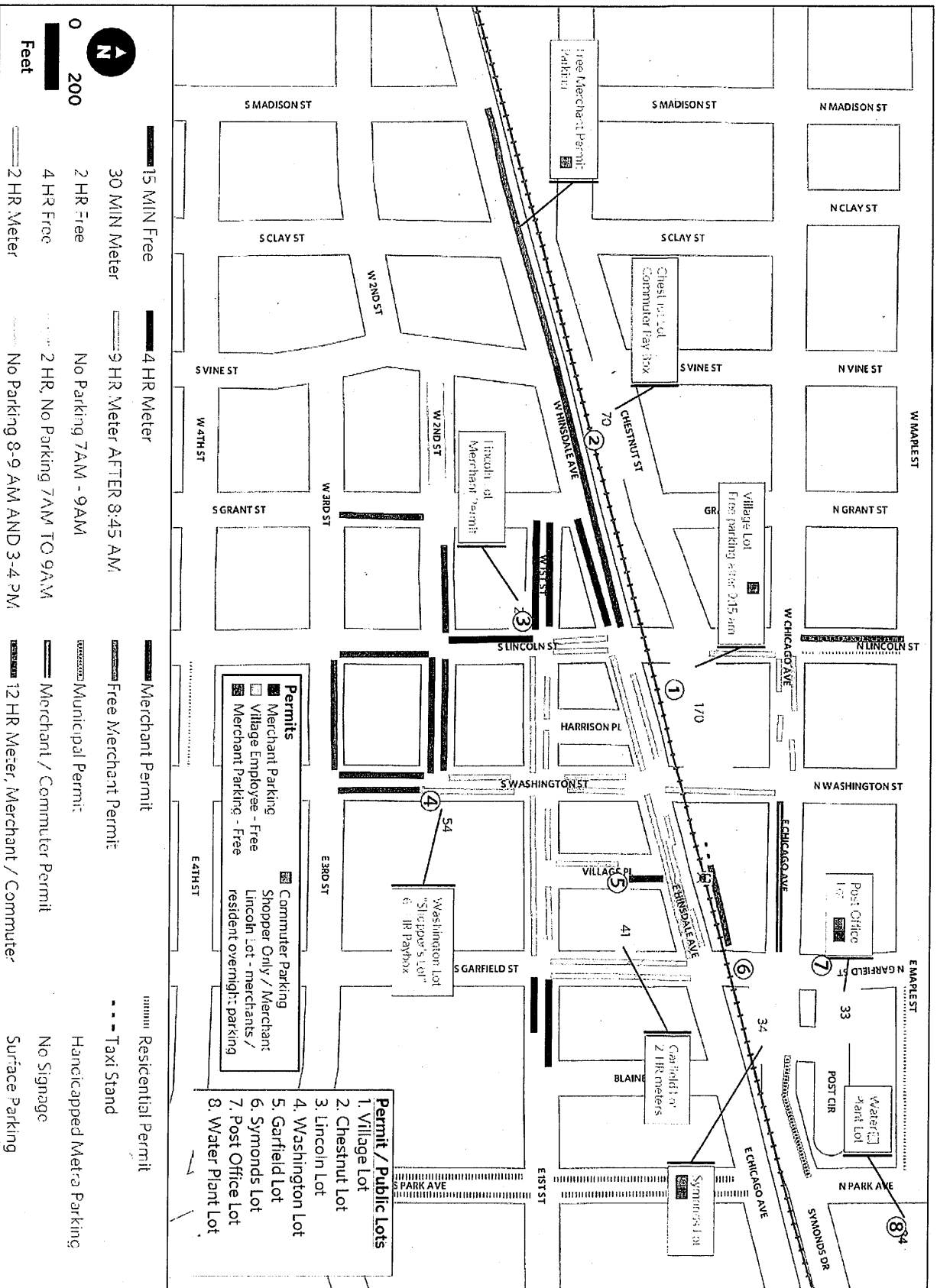
The off-street permit parking lots include: The Village Lot (Blue), The Post Office lot (Red / Blue), the Water Plant lot (Green), Symonds Lot (Red / Blue), Lincoln Lot (Yellow), the Washington Shopper's Lot (Orange), and the back-in angled parking along the Metra tracks (Red). The on-street permit parking is mostly concentrated around the field bordered by Washington Street, 3rd Street, Lincoln Street, and 2nd Street. There is also permit parking on the north side of Hinsdale Avenue, along the Metra train tracks between Lincoln and Vine (Red) and between Vine and Madison (Purple); on the east side of Grant Street between 2nd Street and 3rd Street (Red); on the south side of Chicago Avenue between Washington and Garfield (Red/Blue); the west side of Lincoln Street between Chicago Avenue and Maple Street (Red/Blue shared with meters); and Symonds Drive between the Police station and Park Avenue (Green).

Red merchant permit passes are sold to anyone who works in downtown Hinsdale. Some orange merchant permits are still in circulation, but the Village is no longer issuing new ones because the orange permit lot is shared with the "Shopper Parking Lot." The Shopper lot is often fully occupied during business hours, and the Village is hoping to free up more spaces for customers. While some employees use the free purple merchant permit area, many find the distance to be too far, especially if their place of work is on the eastern side of downtown. At \$180 for a six month permit, the monthly cost of the red merchant permit amounts to \$30. For employees whose hours fall slightly outside of the 9:00 a.m. - 5:00 p.m. meter hours, it can be cheaper to feed the meter than pay for a merchant permit. Meters are enforced on Saturdays, but the commuter lots and school parking areas are free and employees know that they can park there on the weekends. Many employees are willing to pay during the week if they can park closer to their final destination, and they can park nearby for free on the weekends, making it cheaper than purchasing an employee parking permit.

### *One early online survey respondent commented:*

**"I haven't shopped in Hinsdale for months...not worth the hassle of finding somewhere to park. The various color 'zones' for parking are so complicated that I don't even try to understand/remember what each one means..."**

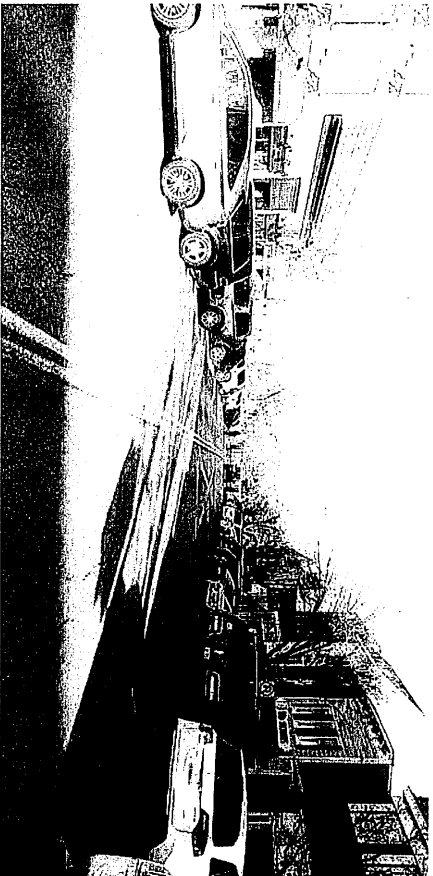
Figure 2. Parking Restrictions and Regulations



### On-street parking (non-permit)

With over three-fourths of Hinsdale's supply of public parking on local streets, rather than in off-street parking lots, balancing the utilization of the on-street parking is essential to address the supply and demand challenges. Not surprisingly, the blocks with the highest retail density have a very high demand for parking. Any successful downtown with underpriced parking, and especially towns along commuter rail lines, will have on-street parking occupancy rates above 85 percent, the level which is considered ideal for parking occupancy. Stakeholders identified the constant challenge of preventing employees from using these prime parking spaces and feeding the meter, which keeps occupancy above 90 percent during business hours. Occupancy levels exceeding 90 percent suggest that there is "parking congestion," where drivers circle the block in search of parking, or queue up to take available spots. Meanwhile, many streets just a couple blocks away have less than 60 percent occupancy.

The majority of metered parking is directly adjacent to local businesses and intended for use as customer parking. Finding metered spaces occupied, visitors and customers drive in circles searching for a space, often unaware that they can park for free just a couple blocks away. This is damaging to the local businesses whose customers cannot find a space, waste their time driving in circles hoping for someone to vacate a metered space, and leave frustrated. The employees who park in these desirable spaces either would rather feed the meter than buy an employee permit, do not want to walk more than two blocks, or are not aware of the options available for long-term parking, such as the free merchant permit parking area.



### Off-street parking (non-permit)

The public parking lots in downtown Hinsdale include the Garfield lot (with meters), the "Shoppers Only" lot (a 6-hour paybox-controlled lot shared with orange permit holders), and the pay-by-space Chestnut parking lot. In addition, there are various private parking lots at schools, churches, and retail locations. The public off-street parking lots consistently have occupancy rates above 90 percent during business hours. The private parking lots (especially churches) typically do not have occupancy rates above 60 percent during business hours.



## The unique nature of parking in downtowns

One of the main reasons people are attracted to downtowns is because of their unique character and urban design. When visitors enter a vibrant downtown, it is hard not to notice the large number of shops, salons, and destinations all within a small area, as well as the number of people walking and interacting with one another. In comparison, the first impression of a big-box store or strip mall is a stroll through the parking lot. Despite the unique layout of downtowns, users still expect to have parking available right in front of each destination and many don't expect to pay for it. Since that is rarely the case in downtown Hinsdale, there is a large gap between parking perception and reality, often leading to confusion, congestion, and frustration when parking downtown.

### Park-once

One of the most valuable aspects of a downtown is that drivers are able to complete a variety of tasks within a single area. For example, a shopper might come downtown to grab lunch with a friend at Giuliano's Pizza, go to a hair appointment at Zazu, pick up a birthday present at Stockholm Objects, and grab a coffee on the way out – all within the same block.

Ideally, a driver would be able to do all those things while only using one parking space. With the current meters and time limits, this person would have to move his or her car multiple times, or park very far from these destinations. A downtown functions best when drivers arrive, park once to complete all errands and tasks on foot, and leave. It is also more convenient to the patrons if they don't have to run out of the salon mid-appointment to move the car or feed the meter, or they don't have to skip dessert for fear of getting a ticket.

The park once strategy allows people to complete tasks quickly, conveniently, and in a lively safe environment. It encourages walking and social interaction. The particular characteristics that enable people to do a lot of different things in a small area are distinctly what makes downtowns attractive places to visit:

### 1. Density, 2. Mix of uses, 3. Walkability

#### Density

Density can be related to the number of people or amenities / destinations in the area. Human-scaled density does not have to include high-rises or giant apartment complexes. In Hinsdale, the large number of retail, housing, and amenities within a small area make it easy for shoppers to walk from one shop to the next, eliminating the need to drive to each destination. A lower density development pattern, with large parking lots between each building, would make walking between stores a burdensome chore, if not a dangerous task.

#### Mix of Uses

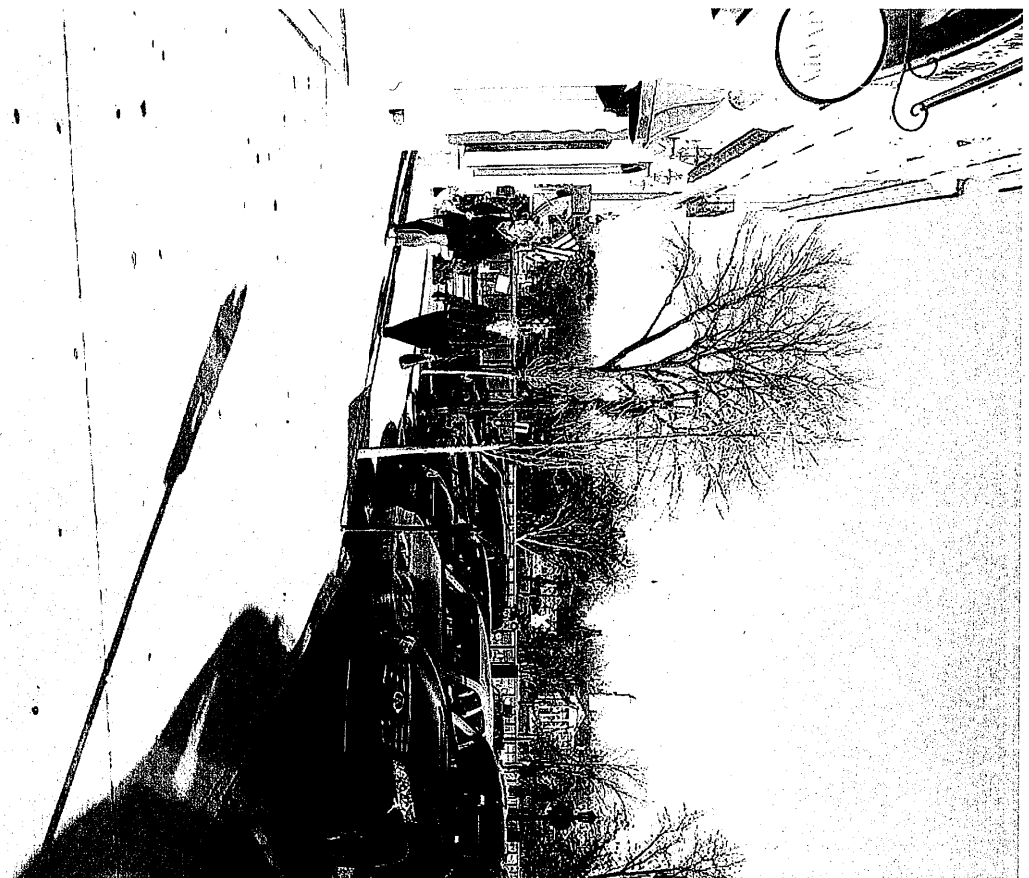
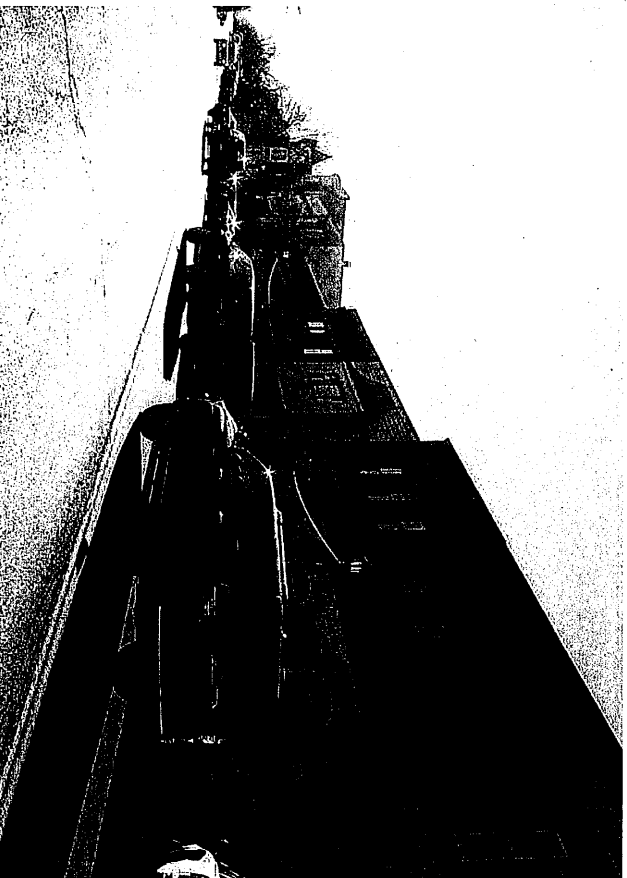
Density alone does not make a great downtown. Downtowns are also mixed use in nature, creating a variety of uses in proximity to one another. A downtown might have an ice cream store, real estate office, bank, boutique, salon, and wine shop all in the same block. Non-downtown areas have uses segregated and located further from each other, making it more difficult to walk between them.

#### Walkability

Density and mixed-use downtowns provide users with activities that entice them to these areas. The third characteristic—walkability—creates an environment that is inviting to users, luring them from one activity to the next. Downtowns are walkable when there are a variety of elements catering to pedestrians at a human scale, creating a comfortable, safe, and interesting environment. This can include amenities such as wide sidewalks, short blocks, street trees, benches, consistent building facades, retail window displays, and good pedestrian-level lighting. This creates a microenvironment for the pedestrian, where they are protected from fast moving cars, and able to enjoy the varied streetscape.

Hinsdale's downtown serves as an excellent example of how, when all of these characteristics are present, they create a thriving downtown that lures a variety of users. For parking, when these components are combined, they enable a "Park Once" environment. When a customer is able to park once and visit many locations, this adds life to the sidewalks. People on the sidewalks are important for a number of reasons: walking customers are more likely to visit a shop on a whim, more people on the street adds a sense of safety, and lastly, people like to be surrounded by other people and this adds to the overall appeal of the downtown.

Unfortunately, the time limits at metered spaces (intended to keep commuters and employees from parking for an extended amount of time), mean that customers have to move their car every two hours or risk getting a ticket. Today's downtown visits, shopping and dining experiences will often take longer than two hours.

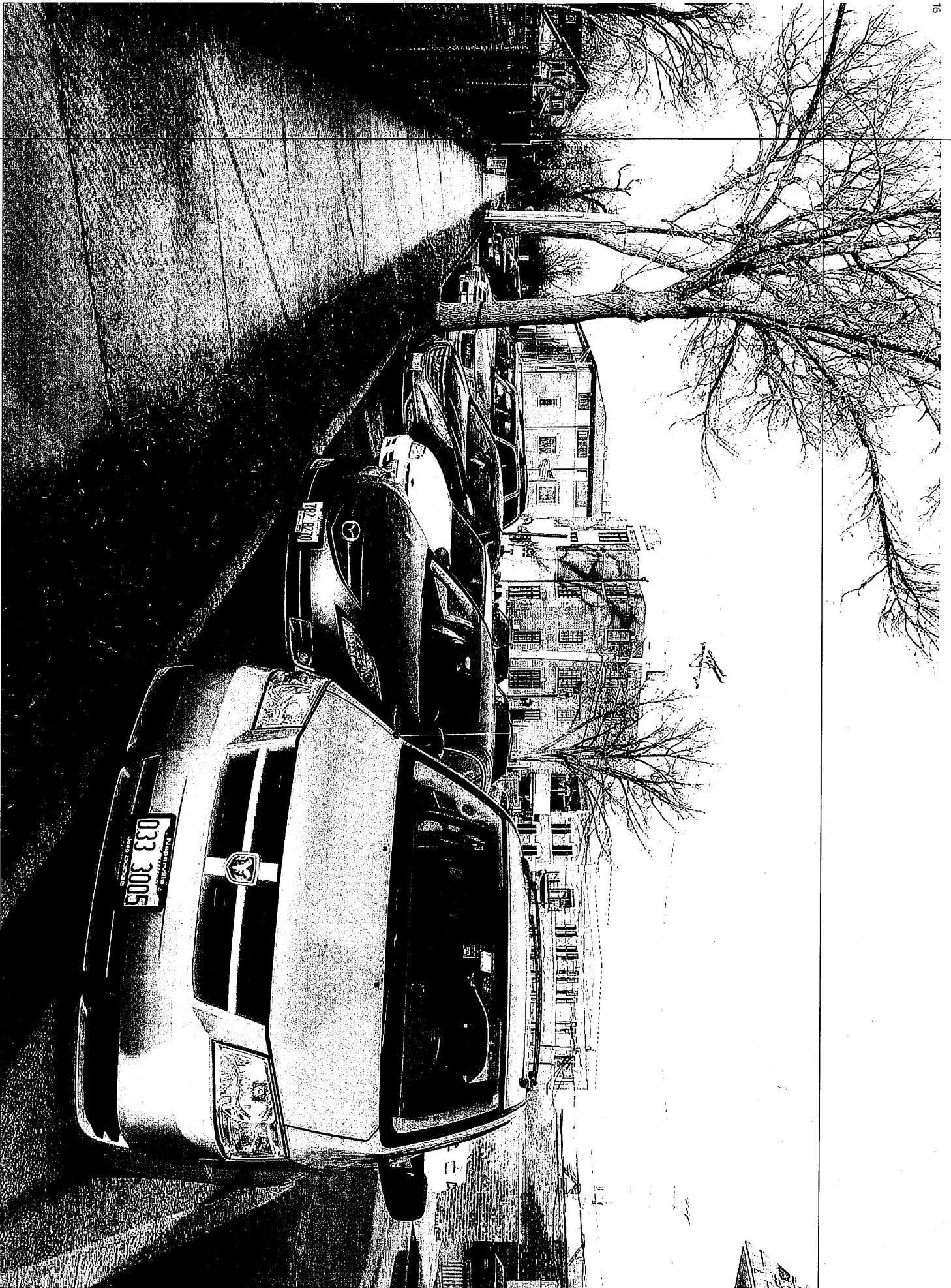


Through improved parking management strategies and initiatives, Hinsdale could further enhance its downtown and leverage the many advantages a park-once downtown enjoys. These include:

- **Decreased need to build more parking spaces.** Clustering a variety of shops and uses together allows drivers to park in just one space, versus the non-downtown environments that scatter tenants and their individual parking lots, where it is necessary to drive between stores with large parking lots.
- **Saving money.** The more parking that is built, the more money that the Village, business owners, and property owners spend on its construction and maintenance. When the Village does not need to construct additional parking, money is saved and land can be used for more productive, tax-generating activities to take place within the downtown.
- **Helping small local businesses.** When tenants are located in proximity to one another, customers are more likely to stop by and shop in a neighboring store while walking back to their vehicle, such as the customer that grabs an afternoon coffee after a hair appointment.
- **Creating a more attractive and walkable environment.** By having less parking, users are able to park within a reasonable distance of their destination and lots of other stores or restaurants.
- **Creating a sense of community.** Increasing the number of people on the sidewalk cultivates a sense of place, and makes for a safer neighborhood. The more often you walk in your neighborhoods downtown, the more likely you are to run into someone you know. Cumulative interactions such as these allow people within the neighborhood to form connections with one another and form a community, creating more interest and enthusiasm in the area as a whole.







# Chapter 3

## Parking Management Strategies

Parking management is the oversight of a community's parking resources, with the goal of balancing supply and demand through pricing, time limits, and other regulations. Why manage parking in the first place? Well-designed parking policies will ensure the continued health and vibrancy of a downtown.

If all the prime parking spaces are full all the time, this is frustrating to potential customers and visitors, and will cause many to give up on their trip downtown, ultimately hurting businesses. If most of the spaces are full, yet there is always a space or two available per block, most people will be happy and they won't even have to think about parking. Unfortunately for a parking manager, the job is only noticed when things aren't going well.

### Pricing

To solve a community's parking problems, it is important to think more like an economist (supply and demand) and less like an engineer (how can we build more parking). When the supply of any commodity is limited and the demand for it is high, the price goes up. If the commodity is free, it will be quickly used up by the first people who get to it, regardless of who might need it or want it more. Imagine a gas station offering free gasoline for one day, a college party with free beer, or a high school handing out free pizza. In these situations, supply is the only thing dictating how much will be consumed. The same economic principles apply to parking, and that is why pricing is important. The alternative of continuing to supply the highly-demanded good of parking without improving management of the existing supply is extremely expensive, and would threaten those very features that make downtown Hinsdale attractive, namely its compactness, walkability, and historic character.

Struggling downtowns often have an overabundance of parking, and almost always have spaces available. Such places do not need to charge for parking and shouldn't. Malls have a greater supply of parking than is needed and don't need to charge for parking either. Some local communities have invested millions of dollars in building downtown parking garages, only to find the same problems that Hinsdale has: people want to park on-street in front of the businesses, so their garages sit underutilized. Others have built parking garages that fill up with commuters. The true test is whether or not the garages' monthly parking payments cover maintenance costs and debt service. In some cases, like downtown Chicago where demand and prices are high, structured parking may be making a profit. However, if demand is high because the price is low, or free, in addition to being out tens of millions of dollars, the community may be back to where they started.

Hundreds of people work in downtown Hinsdale, and the Village is making improvements to solidify it as a strong shopping and dining destination, as well. A parking problem is a good problem to have – it means that people want to come to the community. The main reason to charge for parking is to ration a limited supply of a coveted good. By charging the right price for parking (less desirable spaces are cheapest, more desirable spaces are more expensive – but not too expensive), people are encouraged to park further from the high demand area or move from spaces as quickly as possible in order to pay as little as possible, and the premium spaces are made available to others. In that way, the same number of spaces can serve a greater number of visitors.

Ideally, all the streets in the downtown core would be close to 85 percent full, indicating a high level of street activity without complete parking congestion. The goal of pricing is to free up just one or two spaces per block, and shift the long-term parkers from high-demand spaces. While we can agree that merchants and employees shouldn't park in prime spaces, they do, and pricing is the only proven disincentive to employees parking in customer spaces (City of Redwood's Parking Management Plan).

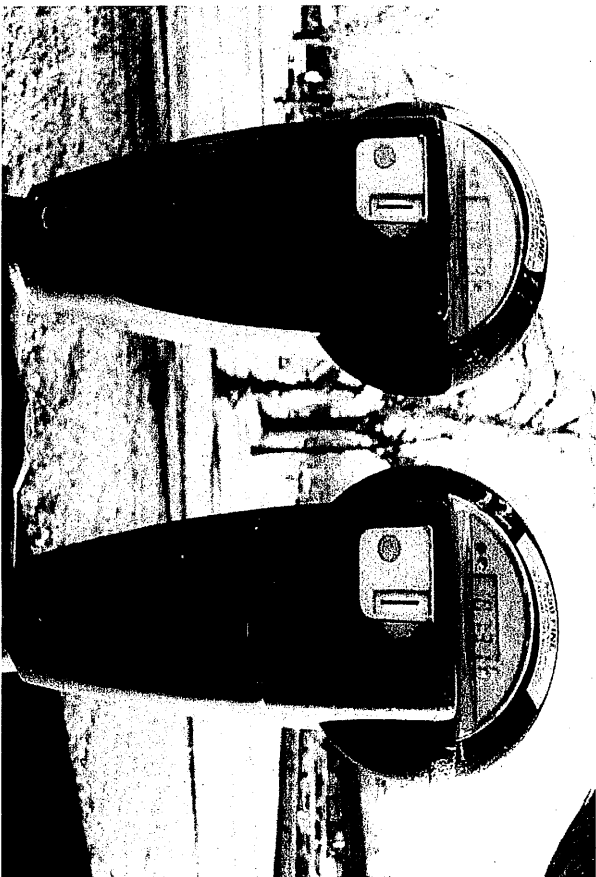


## What motivates parkers?

Many drivers rightfully think that they should be able to find parking that is convenient to their final destination. However, without effective parking regulations, some people occupy the most convenient spaces all day long, while parking that is just outside of the most popular area is underutilized, and likely not discovered by visitors.

This is where market reality – or carrots and sticks such as pricing, time limits, and permitting – comes into play. Have you ever experienced not being able to find convenient parking when you needed it? How one answers this question might, in some part, have to do with one's individual approach to parking. When looking for a parking spot, it is in the driver's best interest to find the closest spot to the destination. Whether the individual is looking to spend five minutes running an errand or a full day at the spa, people tend to look for the spot that is in their own best interest.

Parkers are motivated by a variety of reasons. Therefore, in order to price parking effectively, we must consider the needs and the different motivations of parkers. Based off of similar categories from the Redwood City Parking Plan, we have identified four categories of parkers.



### The demanding parker

There is no winning with the demanding parker. This parker believes that there should be a free parking spot waiting for them whenever and wherever they are going. What the demanding parker may not realize is that if there were free parking everywhere, other people would have the same idea and park all day long right in the downtown core. If and when the demanding parker happens to find the perfect spot, it will probably still not be good enough because of time limits or parking enforcement. Paying for parking is a nuisance, as is walking.

### The reasonable parker

People who account for the time and effort necessary to find a reasonable parking spot are a busy downtown's dream parker. The reasonable parker understands that they may not be able to park right in front of their destination; they may have to walk for a few minutes from a parking spot. This type of parker also knows that parking closer may come at a higher cost.

*Fortunately, or unfortunately, the demanding parkers and the reasonable parkers describe only a small percentage of parkers.*

*The vast majority fall into one of the following two categories:*

### The time-is-money parker

For some people, time is money and finding the closest spot to their destination is a priority. If the parker needs to get in and out, drop something off, or pick something up, or perhaps is running late, they are willing pay for the most convenient spot. This doesn't mean that they don't like free parking; they simply would prefer to have a more convenient spot even if it means paying for it.

### The thrifty parker

The thrifty parker would like to avoid paying for parking at all costs. This parker will search out free parking. This may come at a cost, not a financial cost, but will probably mean driving a few blocks away from their destination and walking. This person may need to park downtown for several hours and it isn't worth the cost of paying for parking for a number of hours. Some thrifty parkers may decide to walk or bike instead of paying for parking, or they may decide to shop at a mall if they can't get free parking in the downtown.

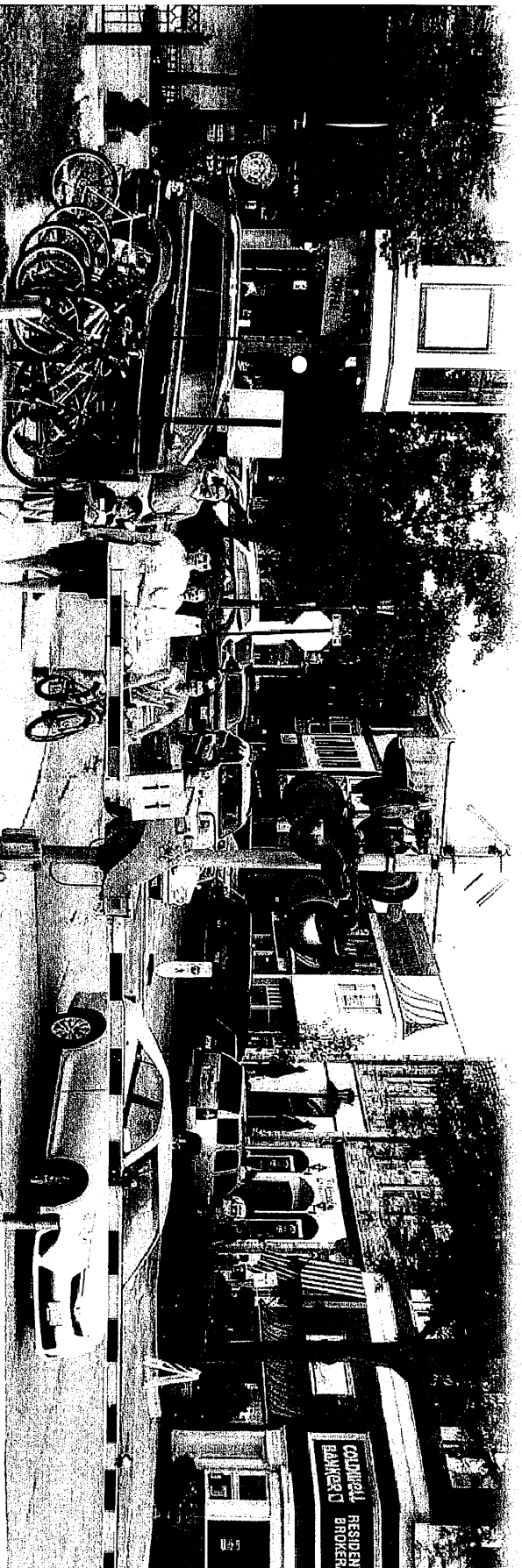
If the price of parking is adjusted according to demand, the parking demands of the thrifty parkers and the time-is-money parkers are met with different parking spaces, so that the overall demand is spread more evenly around the downtown area.

## Will charging more for parking drive away business?

Of course, some customers are strictly opposed to paying for parking and may cite this as a reason for avoiding Hinsdale altogether. These "thrifty parkers" should be considered; there should be options for people who don't want to pay for parking. The existing free parking is not clearly communicated to residents and shoppers through the website or the existing parking map; many people are unaware that they could park for free, for two hours, within a 5-minute walk of the core. What the "time-is-money" driver wants is a convenient spot; if the meter spaces are full, it doesn't matter how much the driver is willing to pay. Not charging more for parking is already driving away some "time-is-money" customers.

A parking system that is designed to manage demand and support the local businesses will not drive customers away. More likely, it will drive employees and long-term parkers out of the congested core. When it comes to customer convenience, there are two things about Hinsdale's parking meters that are inconvenient and outdated: payment options, and length of stay flexibility. It is already frustrating to many to pay for parking in the first place; needing to carry quarters for the meters is an added frustration. If you have a hair appointment that takes three hours, there is no reason you shouldn't be able to pay for additional parking. The multiple layers of frustration in Hinsdale come from wasting time circling the block looking for an open space, having to pay a meter, having to use coins, not being able to extend your stay, and the ultimate frustration: possible parking tickets.

A parking system that lets some park for free in less desirable spaces (usually short-term), and others pay for the convenience of a front-door space will open up options for drivers and create parking availability. Increased prices should not, however, be implemented with coin-only meters. Customer-friendly meters accept credit cards and cell phone payment, as well as coins. These meters can remind customers when the meter is about to run out with a text message and allow them to add time remotely. When the price of parking keeps demand in check, there is no need for length of stay limits. If it appears that the parking is underutilized, or if occupancy rates drop significantly, the meter price is too high and should be lowered.



## Time limits, other regulations, and enforcement

Many downtowns, including Hinsdale, have relied on time limits to encourage turnover. Time limits would work if every trip or visit required the same amount of time, but that's not the case in today's eclectic downtowns. What would the ideal time limit be for a mixed-use block with a coffee shop, a day spa, and a bank? A person going to the bank may only need to park for a couple of minutes, while a spa treatment at the salon could last several hours, and coffee shop visits vary from five minutes to all day. When parking spaces are time-restricted according to the surrounding uses, they are effectively removed from the general supply of parking to a user who needs to park for longer.

The different stores and destinations also have different peak hours of demand, and the business may change from one year to the next. So if you have a few spaces limited to short-term parking and a few for long-term parking, there may be times when all of the long-term spaces are full, and other spa visitors would not be able to use the available short-term spaces. It is not an efficient use of the valuable resource of parking. It is also very costly and challenging for the Village to enforce time limits, and especially varying time limits. You could have extremely rigorous enforcement to prevent abuse, but this is not customer-friendly, and ends up punishing the patrons of downtown businesses. During CMAP's parking turnover survey in downtown Hinsdale, a 15-minute space was the only parking space that had the same car in it for the entire seven hours of the survey. If the price is right, there should be no need for short-term or long-term parking. But when parking is not appropriately priced, short-term spaces are one way to help create turnover.

In an effort to address parking challenges in the recent past, the Hinsdale police department overhauled their regulations, creating short-term spaces and allowing some permit holders to park in a variety of spaces. Some business owners said that this helped to alleviate some problems, and others expressed confusion about where and when they are allowed to park.

These many regulations and restrictions serve various objectives. The Village wants merchants to have a place to park, but without regulating the parking through permits and time limits, such spaces would most likely be used by commuters driving to the Hinsdale station. The restrictions on early morning hours are to prevent commuters from parking all day. The hourly restrictions in the core exist to encourage parking turnover and availability for shoppers. A tiered permit system was developed, with more expensive permits allowing permit-holders to park in more desirable locations. The hourly restrictions in the periphery are in place to prevent commuters and employees from parking all day long on the residential streets. There are a significant number of streets without signage to indicate any restrictions at all.

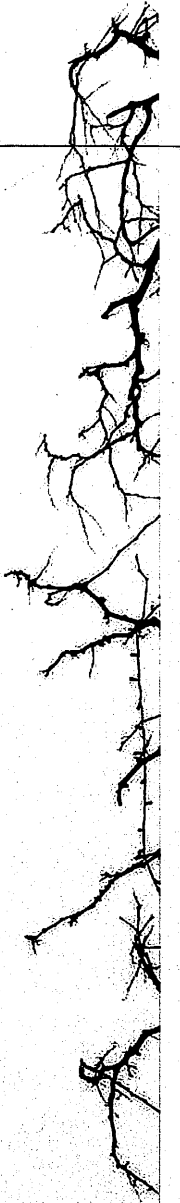
And finally, increased fines for parking violations will be necessary to ensure compliance with meter rate changes. If feeding a meter with progressive prices could potentially cost more than \$10, the cost of a parking ticket needs to be more than five dollars. This revenue should also go into the parking reserve fund. While the repeat offender \$250 fine has been successful, it is recommended that the Village evaluate the fine structure and consider changing them to start with a warning, then start higher (because \$5 is not a strong deterrent) and increase cost with the number of tickets, such as the following:

- 1st violation: Warning
- Violations 2-5: \$25 if paid within 96 hours, \$40 after
- Violations 6-10: \$50 if paid within 96 hours, \$75 after
- Violation 11+: \$75 if paid within 96 hours, \$100 after

The number of violations can be "reset" to zero at the end of the year, if desired. Typically, repeat offenders get the majority of parking tickets and the escalating scale is effective at deterring abuse. Each ticket should have a clear explanation of the violation, how to avoid it in the future, and a description of the potential fees faced for the next ticket. Sample parking tickets are in the Appendix.







# Chapter 4

## Goals and Strategies

The following section describes the five main goals of the Innovation in Parking Management Plan, the issues surrounding each topic, and potential implementation action items. A detailed table with these action items is also found in the appendix.

The priority goals to be addressed by the Village of Hinsdale through this parking plan are:

- Goal #1: Improve the parking experience for visitors and shoppers
- Goal #2: Improve parking options for downtown employees and encourage parking outside the core
- Goal #3: Plan for the long-term management and provision of parking resources
- Goal #4: Promote active transportation for residents and employees
- Goal #5: Improve the management of commuter parking



## Goal #1: Improve the parking situation

### There is limited and confusing information about where people can park.

When a customer cannot find a metered parking space available, he or she might be willing to park on a side street and walk a couple of blocks, but some of the side streets are reserved for permit parking, others are time-restricted, and there is not clear signage to direct them to underutilized parking. The information for each type of parking permit is not available on-line. There is a printable map of parking restrictions, but it has red and orange lines that look to be the same color on some print-outs, the parking lots are not sized to scale, and the free merchant parking is not shown on this map. This map is not very helpful to a visitor who is otherwise unfamiliar with Hinsdale, especially if all of the areas shown on the map are full when they arrive. There is also confusion about when the meters are enforced.

Improved parking information can help visitors, employees, and residents in their search for parking, and in their understanding of available options. For drivers who don't want to pay for short-term parking, it is important to inform them where they can park for free; customer-focused parking maps and information would help direct them to various parking options.

### Implementation Strategies

- **Create new parking maps with clear information;** this could entail a map designed for customers and visitors, and another map designed for employees
- **Improve parking information on the website** (add PDFs of new maps)
- **Encourage the use of new technology for sharing parking** (like [www.parkatmyhouse.com](http://www.parkatmyhouse.com))
- **Update the Hinsdale webpage on parking;** include a section on upcoming changes, focusing on the efficiency of parking spaces, improving customer friendliness and options, and the benefits that it will bring. Develop informational flyers that business owners can share with their customers.

### The spaces most desirable to customers are full during business hours.

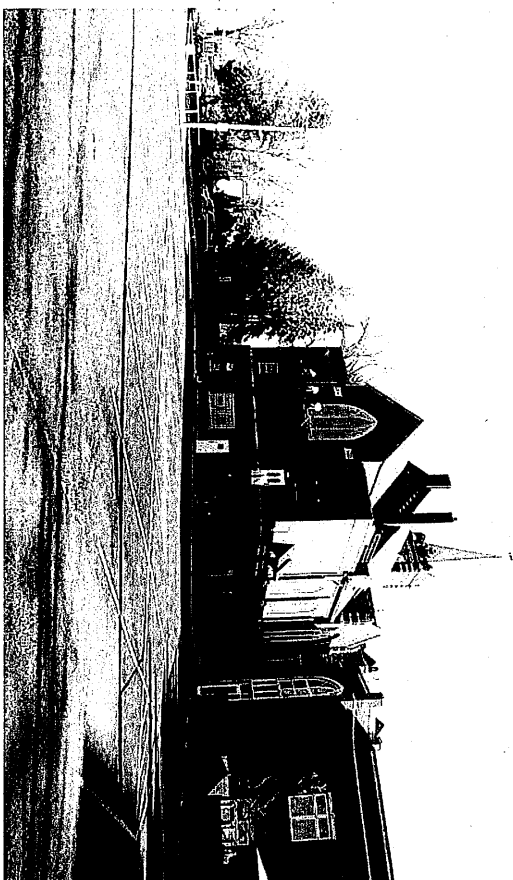
The most important factor for drivers is—first and foremost—to find a parking spot. When a customer arrives at his or her destination, they want to be able to park their car and do their errands as quickly and as painlessly as possible. Arriving in downtown Hinsdale to shop, a driver will find most metered spaces occupied. They may drive in circles searching for a space, waiting for someone to leave a spot. When they do finally find a spot, they better hope to have coins in order to feed the meter! If they don't, they risk getting a ticket. On top of this, they must be wary of the two-hour time limit and leave before it's up. This whole process is frustrating to the driver and the business owner, who may see business decline as a result.

On a typical weekday at noon, most metered spaces in Hinsdale are between 90 and 100 percent full, along with the commuter parking lots, the Garfield parking lot, the public lot at First Street and Garfield, the middle school lot, and the "shopper only" lot. Meanwhile, employee parking on Hinsdale Avenue, between Lincoln and Vine is only 36 percent occupied, and nearby residential streets are empty. Enforcement officers and local business owners have confirmed that a significant number of employees are parking in prime spaces and feeding meters or shuffling their cars to avoid tickets. This is an indication that the meter price is too low. However, the price should not be raised with the current coin-based meters, which would be an added inconvenience to shoppers and visitors, but with meters that offer payment options. There is an opportunity to shift the employee parking behavior to better utilize the employee parking spaces, freeing up the prime spots for shoppers.



Balancing supply and demand is most easily achieved through market-rate pricing, where the most desirable spaces (like those along Washington Street between Hinsdale Avenue and First Street) are the most expensive, while side streets and remote parking are the cheapest. The least desirable spaces should be free, with restrictions on morning hours to prevent Metra commuters from using them. This system provides a financial motivator for employees and those looking for cheap parking, while making the prime spaces less appealing to long-term parkers. This results in more parking available for customers who are willing to pay for a convenient space. The price change does not need to be drastic, as the goal is only to change the habits and behaviors of a small percentage of drivers. The price change is dependent upon observed levels of occupancy, and should be monitored and adjusted as necessary. If the occupancy rate consistently falls below 80 percent, then the price is too high and should be lowered. If it remains above 90 percent occupied, the price is too low.

Occupancy levels exceeding 90 percent suggest that there is "parking congestion," where drivers circle the block in search of parking, or queue up to take available spots.



#### **Implementation Strategies:**

- **Convert the Garfield Lot to a gate-controlled lot with progressive pricing**

Currently, all the spaces in the Garfield lot are 2-hour metered spaces. This strategy removes all meters in the Garfield parking lot and installs a gate that opens when a driver takes a time-stamped ticket. Upon exiting, the driver pays for time used, with price varying depending on length of stay. Allow for payment with credit card/coins, eliminate time limits, and use progressive pricing (cost per hour increases with each additional hour). Time limits discourage customers from spending time downtown for fear of getting a ticket; tickets make the experience very unpleasant. Time limits are also difficult and costly to enforce. A progressive pricing scheme would discourage employees and commuters from using the spaces for longer-term parking.

- **Replace existing meters with credit-card accepting meters**

Identify vendors who specialize in on-street parking solutions and request bids on a system to convert coin-based meters to meters that accept multiple forms of payment and allow drivers to add time time remotely. Undergo customer testing and / or surveying for thoughts on different types of meters (pay-by-space, pay-and-display, pay-by-phone, multi-space payboxes, virtual permits, etc.) and determine payment plan for the investment and the maintenance of the system.

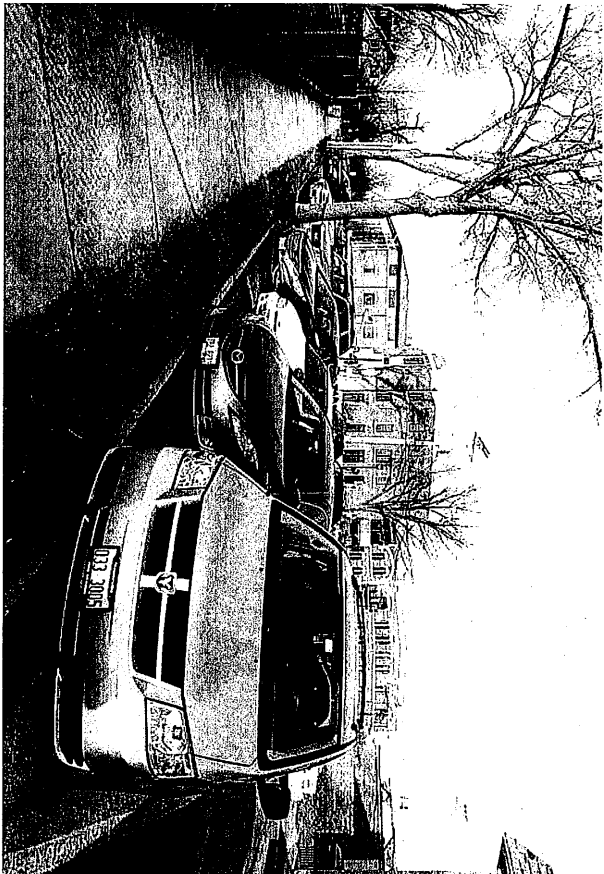
- **Convert the existing 30-minute parking spaces to 15-minute parking spaces**

There is some concern that removal of time limits could lead to people parking for extended time at the metered spaces, and the current 30-minute spaces were popular when the Village overhauled the parking system. These 15-minute spaces would not allow the user to add time, and they would only be able to pay for 15-minutes. After 6 months, these spaces should be analysed for utilization, abuse, and turnover. At that point, the Village should decide if they want to continue using time-limit spaces or if they would prefer to switch the spaces to be on the same system as the rest of the meters.

## Goal 12: Improving

### **The employee permit parking is concentrated on the southwestern side of downtown, and free employee parking is presently underutilized.**

Many employees and business owners expressed that there is not enough employee parking, but what they really mean is that there is not enough employee parking within a 5-minute walk of where they're going (generally concentrated around Washington and 1st Street). Employee parking is more heavily concentrated in the southwestern quadrant of downtown; there is not much employee permit parking in the eastern part of downtown, south of the tracks. The free parking for employees is not highly utilized; there is a reluctance of some employees to walk more than two blocks to park. Some have expressed concerns for safety late at night when most businesses are closed (no "eyes on the street").



### **Implementation Strategies**

#### **• Promote free employee parking**

Overall outreach to businesses about the purple permit parking area is needed. In addition to issuing more permits, the officer or Village staffer can find out if there is anything keeping employees from parking in the free permit area that could be fixed (lighting, crossings, sidewalks, etc.)

#### **• Add employee parking on the east side of downtown**

Some options to add employee parking areas would be to change the 2-hr parking on Blaine to 4-hr parking (to accommodate part-time workers), create parallel spaces on Chicago Avenue east of Garfield that would be reserved for purple permit holders, and / or create purple permit spaces on 1st Avenue, and remove the "Residential Permit Parking" signs on Park Avenue (the Village does not have residential permit parking). These could be replaced with "No parking 7 am - 9 am" to prevent commuters from using them, and allow the street space to be used by employees.

#### **• Pursue and encourage shared parking agreements**

For locations close to downtown with parking lots, such as local churches, it may be possible for the Village to pursue "shared use agreements" where the parking lot owner would allow use of their parking lots during their "off-peak" hours. In return, the Village could pay a pro-rated share of the maintenance costs of the parking lot, and assume liability during the hours that they allow people to use the lots. These lots would be better for employee parking than for shoppers and visitors, as they will be "off the beaten path," and harder to find; they could be reserved for free purple permit holders.

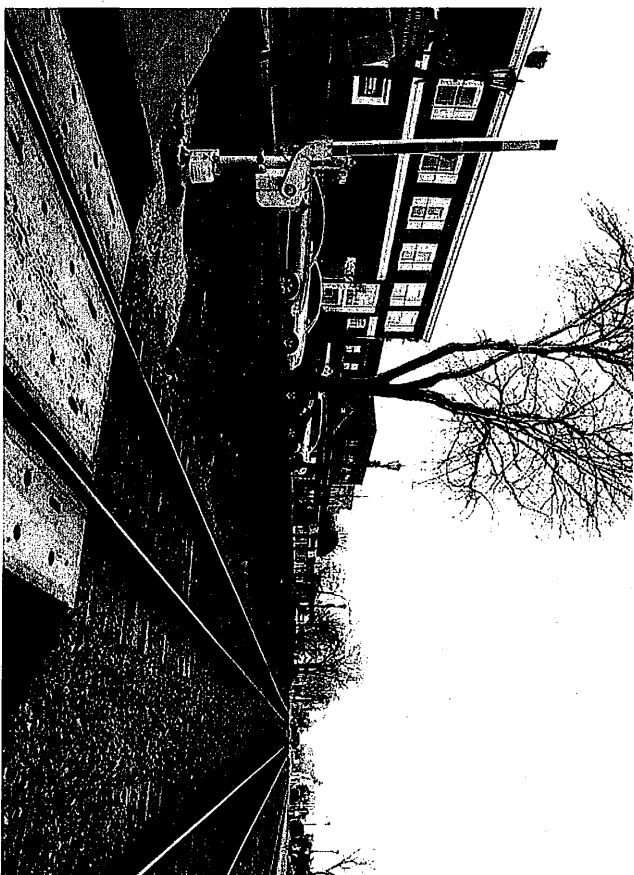
### **There is a price imbalance between employee permits and on-street meters.**

Currently, the monthly cost of feeding the meter from 9 am to 5 pm, Monday through Friday at \$0.25/hour is approximately \$42.50. If an employee works from 7 am to 3 pm or from 11 am to 7 pm, they would not have to pay for the first or last 2 hours of their stay (since meters are not in effect), and their monthly cost to feed the meter would be about \$30. This is the same cost as a merchant permit. With the prevalence of service-oriented businesses with evening hours and chain businesses catering to early morning commuters, there is a cost incentive for employees to park close to their place of work and feed the meters. It is weighed with the understanding that they could get caught for overstaying the 2-hour limit, but for many it is a risk worth taking.

An overhauled permit system utilizing more modern technology could allow for a more efficient parking experience. License plate recognition (LPR) is a newer technology that is able to quickly read license plates from a moving vehicle and is often used by police officers for enforcing time limits, as they do in the City of Berwyn. The technology can also be used to allow permit holders to register their license plate with a "virtual permit." When the enforcement officer scans the license plate, it recognizes the location as a permit parking spot and knows whether or not the car parked has a valid permit. These permits could be set up so that a driver pays less if they don't use their permit every day; this would be especially good for the commuter parking lot. The current system (where a driver pays for 6 months of parking) doesn't reward the driver who occasionally walks, rides a bike, or gets dropped off. If you've already paid for parking, you might as well use it. Additionally, the virtual permit would allow the Village to reinstate the shared permit (which was popular, but abused). A scan of the street would tell the officer if two cars are using the same permit number. The digitized system allows for streamlined enforcement, which would limit the amount of abuse. The virtual permit could even allow for residents to purchase single day passes to use Metra; they could park along Hinsdale Avenue, where existing permit spaces are underutilized.

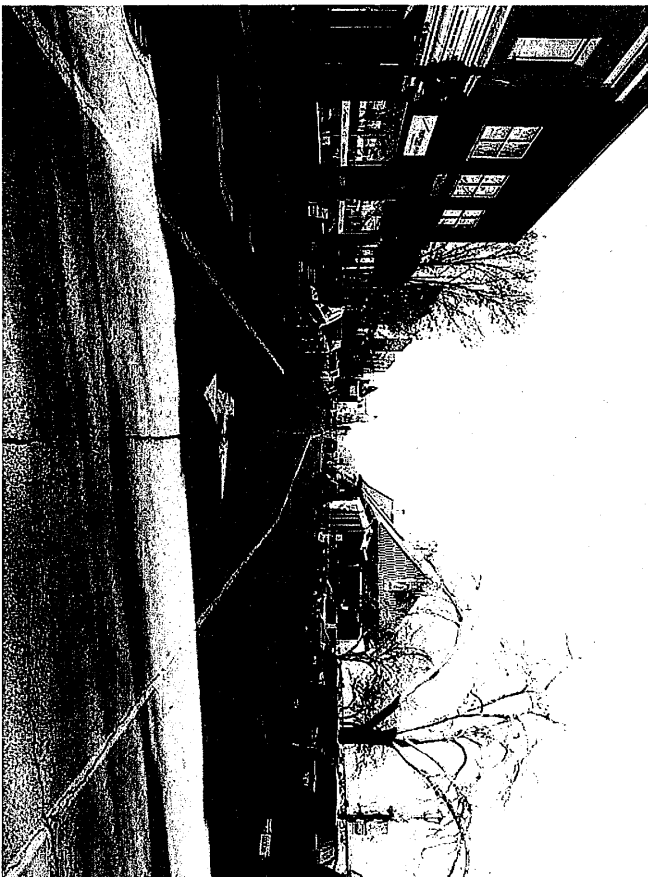
### **Implementation Strategies**

- **Modify the permit program.** Investigate virtual permit systems that allow for discounts when the permit holder doesn't drive, allow for parking areas to be shared between user groups, allow for multiple people to use one permit (but not at the same time), and are priced lower than the on-street meters.
- **Create a transportation incentive program.** Incentivizing alternative transportation by paying employees not to drive is called "Parking Cashout," and has been found to reduce parking demand and driving by around 10 percent, even in areas with minimal public transit. A downtown parking management committee could use some parking revenue to create a fund that would provide downtown employees with reduced cost (or free) Metra and Pace passes, or to pay employees who walk or ride bicycles to work instead of driving. An employer would benefit from participating in the program if it means that more spaces would be open for their customers.



### Goal #3-Plan for the downtown

**Any additional parking meter revenue should be reinvested in the downtown core, not diverted to the Village's general fund.** The goal of parking pricing is to achieve an 85 percent occupancy level, keeping a few spaces available without driving customers away. The goal of a parking management plan is not to generate revenue, but this may happen as a result of appropriately priced parking. The best way for a community to use that additional revenue is to reinvest it directly into the streets where there is paid parking. This shows customers and business owners that their meter money is being put to use, and not filling budget gaps. The funds could go to support any desirable service or repair, such as power-washing sidewalks, fixing cracked or broken sidewalks, repairing potholes, installing decorative planters or benches, to help businesses make façade improvements, or to construct additional parking.



#### **Implementation Strategies**

##### **• Create a downtown parking committee**

The downtown parking committee could be a subcommittee of the Economic Development Commission and would be responsible for managing any additional parking meter revenue collected from increased fees and fines. Rather than going to the Village's general fund, this money should be deposited into a reserve parking account, to fund downtown streetscape improvements, parking supply increases as-needed (parking lots or garages), and to support incentive programs to encourage use of alternative transportation. The Village has expressed support for this reinvestment of meter revenues.

##### **• Prioritize parking projects and downtown streetscape spending, manage parking pricing**

The downtown parking committee will present the Village Board with their recommendations as to how future parking revenue be spent to improve the downtown area, provide incentives for alternative transportation, and plan for future parking needs. They will need to hold open and transparent meetings, prepare and approve budgets, and continue to monitor and balance the cost of parking to ensure that there is approximately 85 percent occupancy during peak parking hours. A successful parking management program will generate sufficient revenue to support the maintenance, modernization, and expansion of parking resources. These investments will need to be paid off over time and the committee will help determine a payment plan that provides for maintenance and operations of parking resources.

## Goal #2: Promote Active Transportation

**Small shifts in the habits of downtown visitors and employees can reduce parking needs.** While cars will continue to be the primary mode of transportation for most, small increases in other modes — like walking, bicycling, and transit — could make up a greater share of trips in the future, and would help to alleviate parking problems, activate the sidewalks, and improve public health.

### *Implementation Strategies*

- **Promote walking for health and encourage bicycling as transportation (not just recreation)**

Ideally, a staff person would be assigned to promoting healthy commuting options. Their role could include developing a partnership with the local hospital to host walking events and informational material about the health benefits of walking and bicycling. The Village could also provide bike maps, including walking distance time on downtown maps, participate in bike-to-work week, and give employers information about biking around Hinsdale.

- **Improve the bicycling network**

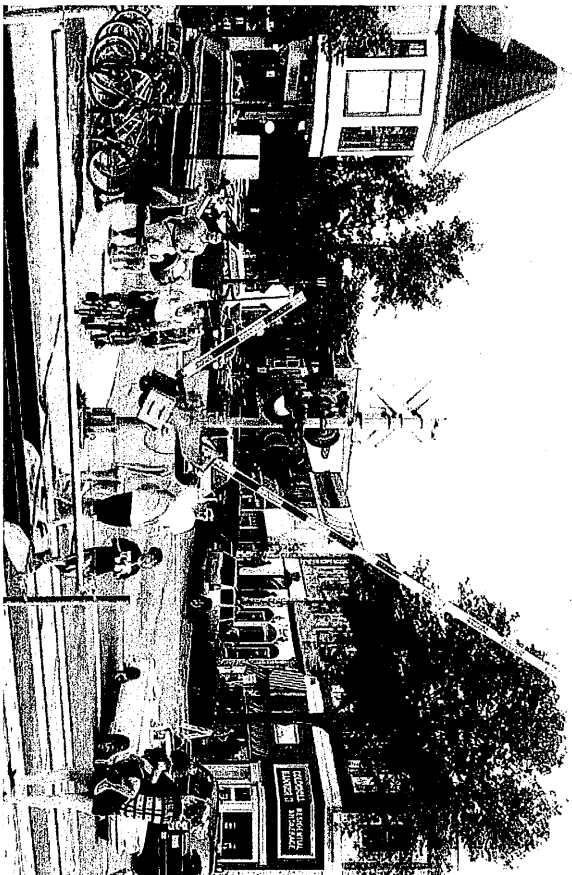
On-street bike lanes leading to the Metra station from neighborhoods and to nearby existing bike lanes and paths would support additional bicycle travel. Making it safer to get around Hinsdale on a bicycle for adults and children would require commitment to a connected network of bike lanes and bike paths. Connections to the Metra station are important to offer commuters a safe alternative to driving to the station.

- **Improve bicycle facilities at the Metra station**

The Village could install covered bicycle racks for Metra commuters who ride bikes to the station. The current bicycle racks in Hinsdale are well-utilized. More bike racks would be needed to accommodate an increase in bicycle commuting. Other communities, such as Wilmette and Lake Bluff) have shown that you can make even better bicycle parking by providing a safe, sheltered area for the bikes as close to the station platform as possible.

- **Improved pedestrian experience along Hinsdale Avenue**

Some employees have said that they don't like walking from the purple permit area late at night; improving the pedestrian connections to the remote parking areas could improve utilization rates. Additionally, to encourage people to walk more, the Village should ensure that the experience is safe, enjoyable, and interesting. Some improvements may include benches, planters, and signage. Improved lighting along Hinsdale Avenue was mentioned as a priority.



## Goal #5: Improve the neighborhood

### The frequency of commuter trains to and from downtown Chicago makes downtown Hinsdale an attractive commuter station.

Merchants have indicated that while some businesses benefit from an increase in commuters, for the most part, they are not patronizing businesses in high enough numbers to warrant additional parking. There may be opportunities for shifting some commuters to the Highlands or West Hinsdale stations with additional parking availability, through pricing incentives. Encouraging alternative modes of travel to and from the station, rewarding commuters who drive less frequently, while modestly raising the cost of parking can improve the usage of transit without deterring transit ridership. The cost of Metra parking should increase with the increase in demand for parking, especially if structured Metra parking is desired in the long-term. The Village should coordinate with Metra on price increases and set target occupancy goals for parking lots at their three stations.



Photo by Tony Fischer Photography, shared on a Creative Commons license on Flickr.

### Implementation Strategies

- **Use pricing to make parking at West Hinsdale and Highlands more attractive than downtown Hinsdale**

There is more underutilized spaces at the West Hinsdale and Highlands stations, and there is potential to use Metra parking spaces more efficiently with pay-by-space technology. If it were cheaper to park at a different station, and more expensive to park at Hinsdale, some commuters would switch stations, freeing up valuable parking spaces in the downtown.

- **Investigate the possibility of “virtual permits” that would give a discount to commuter permit holders if they use the parking less frequently**

When a permit holder pays for parking on a monthly basis, or a 6-month basis, there is no incentive to walk when there's extra time and the weather is nice. There is no incentive to get dropped off when it's convenient for your spouse to do so; you've already paid for parking, so you might as well use it. A virtual permit allows for monthly payment, but gives discounts if the permit-holder doesn't use it every day. This small incentive is enough to encourage some people to adjust their behavior and open up parking spaces.

- **Allow residents to purchase day-parking passes to ride Metra**

Residents who want to travel downtown have complained about the lack of parking options when the main commuter lot is full (which is just about every weekday). The Village of Downers Grove sells daily parking permits for \$3. It would be best to only allow this after 9:30 a.m. to discourage commuters from using it. This could be done with an underused area (possibly along Hinsdale Avenue between Grant and Vine), sharing with the employee permit spaces, for example.



- **Consider leasing a couple of prime parking spaces to a company that offers online reservations (ie. SpotHero, ParkWhiz, Parking Panda, ParkMe)**

New companies that help drivers find parking are starting up all over Chicagoland. The main features that these companies offer is usually an online app that lets users reserve parking at their destination and pre-pay with a credit card. A reserved parking space might cost more than a metered space, but would be desirable for some who are willing to pay more for a space when they need it, and not worry about parking tickets. Typically, when the users sign up for the program, they accept all responsibility and liability when they agree to terms and services, so the Village does not have to cover it. This would be a good short-term action, while the demand for multi-hour parking is still unmet. For example, these spaces might be desirable to salon customers whose services take longer than two hours. Spot Hero has a list of companies providing parking services in Chicago and nation-wide: <http://blog.spothero.com/parking-resources-companies-blogs/>

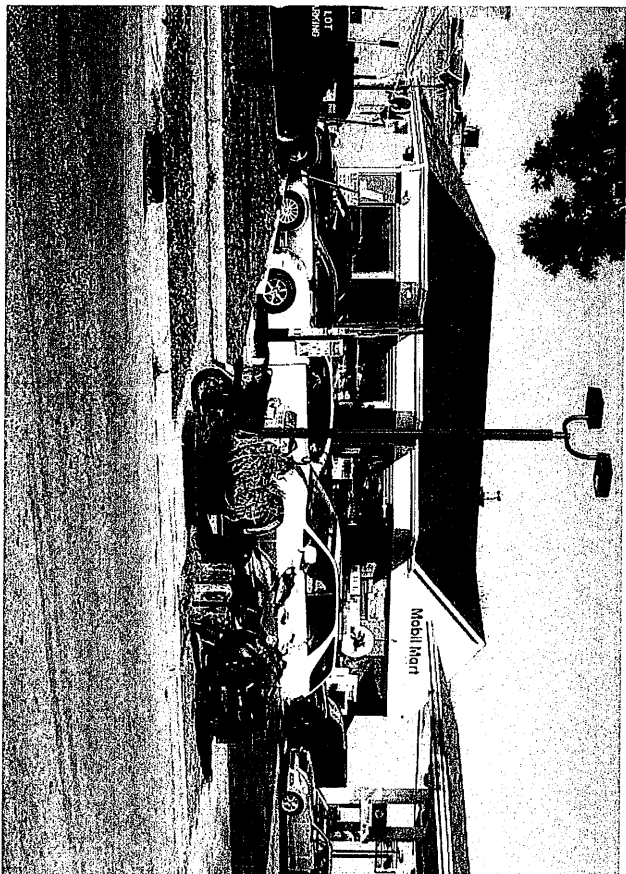
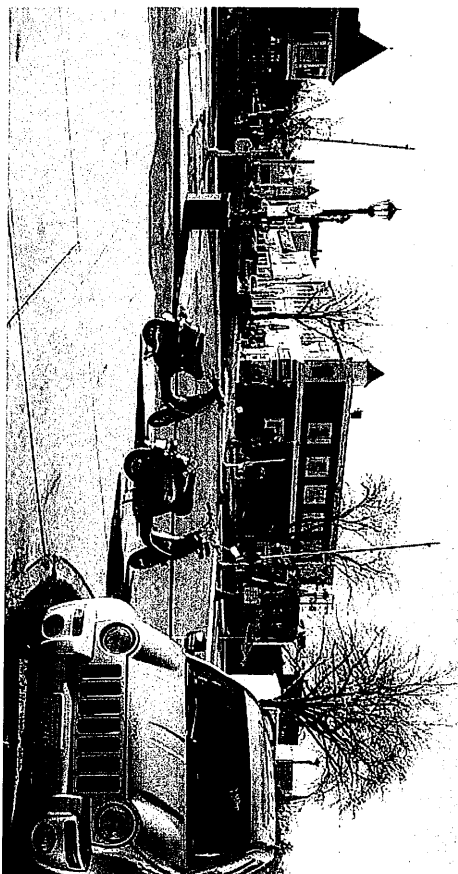
- **Install a concrete slab for a designated scooter parking area**

With commuter parking demand so high, anyone arriving at the Hinsdale station on a motor scooter is taking up less space than a car, so the Village sees scooters as a good thing, but it would be helpful if there were a designated scooter area. This will help to prevent the scooters from blocking sidewalks.

- **Convert the Village Commuter lot into a pay-by-space lot**

Permit holders would still be able to park in the lot, but it would not be free after the morning rush. Since the Village lot is usually full by the time the lot becomes free, this action would not have a significant impact on parking availability. This action would require LPR technology for efficient enforcement.

Note: As part of this study, the Village asked BNSF to consider increasing express trains or modifying the schedule at Highlands or West Hinsdale but BNSF is not able to adjust their schedule at this time.







# Chapter 5

## Conclusion

A small shift in the habits of downtown employees and customers could eliminate parking congestion in the core streets. With only 10 to 15 percent of drivers parking further from the core, or shifting modes (to walking, biking, or transit), the parking occupancy would fall to the desired level of 85 to 90 percent full, meaning that most drivers could easily find a space.

The goal of a parking management plan is to make it easier for customers to find convenient parking that suits their needs. The strategies recommended in this plan begin with improving the user information, working with businesses and downtown employees to improve usage of employee parking areas, using parking pricing to manage demand, and providing increased options for parking convenience in terms of payment options and length of stay. The strategies are organized for appropriate phasing.

If a customer needs a convenient parking spot, a paid space should be available for them. If they don't want to pay, a free space should be easy to find within a reasonable walking distance. If they need a paid space for more than two hours, they should be able to pay a premium for that time. If they are an employee, there should be a low-cost space available for them to park outside of the core, during business hours. As stated previously, the cost of parking is the only proven disincentive to employees who regularly take up prime parking spaces. Since they park every day, facing increased costs to park, they quickly learn where they can find cheaper or free parking. At the current rate of \$0.25 per hour, many of them would rather pay than walk a bit further, and for some, it is cheaper than purchasing an employee permit.

The strategy of adjusting meter rates to manage demand levels is typically not the path of least resistance for a municipality, but it makes the most economic sense and is often the last resort when employees continue to use spaces that are intended for customers. In return for paying the fair market price for parking, the Village will be able to ensure that a customer can easily find a convenient parking space, will no longer have to keep a roll of quarters in the car, will not have to worry about getting a ticket (if they pay), will not have to worry about the two hour time limit, and will not have to drive in circles waiting for someone to leave. Finally, to prove that the meter changes will be initiated with the goal of improving the customer experience, the Village has made a commitment to allow any additional revenue collected to be reserved for improvements to downtown streetscaping and parking management programs and infrastructure.

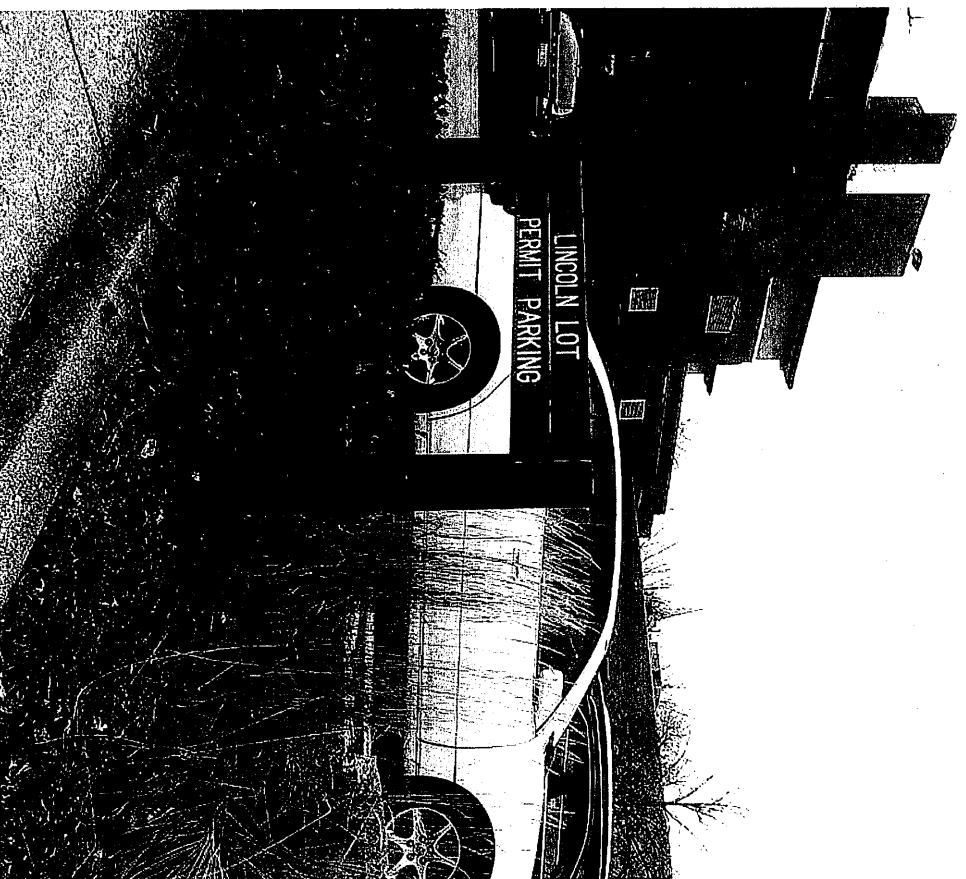
The Innovative Parking Strategies Steering Committee has agreed that the first parking price adjustments should be implemented in the Garfield parking lot, with the use of progressive pricing where the cost to park increases with the length of stay. The parking lot would be retrofitted with a credit-card gate system with the user paying for time parked upon exit.

The existing meters in downtown Hinsdale should not be used in conjunction with a price increase, as the need for more quarters would be another inconvenience on customers. If the experience with price changes in the Garfield parking lot is viewed as successful (increased vacancy and turnover) by Village officials and business owners, the two-hour time limit should be removed and customer-friendly meters should be installed to accept various forms of payment, including credit cards and cell phone payment, as well as coins. They should also use progressive pricing with rates similar to, or somewhat higher than, those in the Garfield lot because on-street parking is more desirable than an off-street lot. These meters should be able to remind customers when the meter is about to run out with a text message and allow them to add time remotely. When the price of parking keeps demand in check, there is no need for length of stay limits. The Village should undergo customer testing and / or surveying for thoughts on different types and styles of meters (pay-by-space, pay-and-display, pay-by-phone, multi-space pay boxes, etc.).



The Village should continue to invest in the walkability of the downtown core, as well as improve the bicycling infrastructure. Small increases in the mode share of pedestrians and bicyclists to accomplish short trips can significantly increase public health and community vitality, as well as reduce parking needs. For short trips, most people with a choice between driving and walking will only make the choice to walk if the walk is "simultaneously useful, safe, comfortable, and interesting."<sup>1</sup> Driving will continue to be the mode of choice for most people that visit downtown Hinsdale, but it is important to plan for all modes, especially walking.

Implementing changes to downtown Hinsdale's parking system may be more challenging than leaving it as it is, or than spending millions of dollars on a parking garage. However, the alternatives would likely not solve the main problem, which is lack of convenient on-street parking spaces. Implementing the recommended changes would address this key problem, with a customer-first approach focused on convenience and options. This would strengthen the historic downtown and ensure that it continues to be a magnet for people and unique local businesses and restaurants. ■



<sup>1</sup> Speck, Jeff. "On Walkability: an Interview with Jeff Speck." By Ash Blankenship. Parksify.com, Web. <http://parksify.com/post/56508222584/on-walkability-an-interview-with-jeff-speck>. 28 Oct. 2013.



# Appendix

## Implementation Actions

This section contains tables with the implementation goals and associated actions, color-coded by timeline, from “Short-term / quick win” to “Long term,” these actions have the associated responsible implementers and partners as well as some ideas for initial first steps. There is also a sample of text for parking violations with payment information and information to prevent future violations, which would need official Hinsdale Police Department information as well. And finally, some sample maps are included to indicate shopper parking options and employee parking options.

Action	Timeline	Lead Implementer (potential partners)	First steps	Explanation
<b>1. Improve the parking experience for visitors and shoppers</b>				
Improve user information	Short-term/ quick win	CMAA / Village of Hinsdale	Create new parking maps with clear information, improve parking information on the website (add PDFs of new maps), encourage the use of new technology such as parking apps (parkmyhouse.com)	Improved parking information can help visitors, employees, and residents in their search for parking, and in their understanding of available options. For drivers who don't want to pay for parking, it is important to inform them where they can park for free, customer-focused parking maps and information would help direct them to parking options that meet the needs of their trip.
Educational campaign for upcoming parking changes	Short-term/ quick win	CMAA / Village of Hinsdale (Chamber of Commerce)	Update the Hinsdale webpage on parking, include section on planned changes, focusing on efficiency of parking spaces, improving customer friendliness and options, and the benefits that it will bring. Develop informational flyers that the business owners can share with their customers.	It will be easier to manage customer expectations and overall user experience if the knowledge of the change has been widely shared with the community and business owners. A campaign to get people's attention might say something like, "Time fumbling for quarters? New credit card payment options coming soon!" or "Need to park for more than 2 hours? Don't worry! Soon you'll be able to extend your meter time."
Convert the Garfield Lot into a gate-controlled lot with progressive pricing	Early /Mid-term	Village of Hinsdale	Remove all meters in the Garfield parking lot, install a gate that opens when a driver takes a time-stamped ticket; upon exiting, driver pays for time used. Allow for payment with credit card /coins, eliminate time limits, use progressive pricing (cost per hour increases with each additional hour)	Time limits discourage customers from spending time downtown for fear of getting a ticket; tickets make the experience very unpleasant for shoppers. Time limits are also difficult and costly to enforce. A progressive pricing scheme would discourage employees and commuters from using the spaces for longer-term parking.
Credit-card meters to replace coin meters	Mid-term	Village of Hinsdale	Identify vendors who specialize in on-street parking solutions and request bids on a system to convert coin-based meters to meters that accept multiple forms of payment and allow drivers to add time time remotely. Undergo customer testing and / or surveying for thoughts on different types of meters (pay-by-space, pay-and-display, pay-by-phone, multi-space payboxes, virtual permits, etc.)	Since most metered spaces are full from 9:00 a.m. to 5:00 p.m. in the downtown core, while free parking just a couple blocks away is vacant, it is an indication that the meter price is too low. However, the price should not be raised with the current coin-based meters, which would be inconvenient to shoppers and visitors. Consider a progressive pricing setup, with smart meters, and identify the initial cost of investment and estimate the estimated payback period.

Action	Timeline	Lead Implementer (potential partners)	First steps	Explanation
Promote free employee parking	Short-term / quick win	Village of Hinsdale, Chamber of Commerce (Local business owners)	Overall outreach to businesses about the purple permit parking area is needed. In addition to issuing more permits, the officer or Village staffer can find out if there is anything keeping employees from parking in the free permit area that could be fixed (lighting, crossings, sidewalks, etc.)	Some employees have said that they don't like walking to the free area at night, but there may be others who simply don't know about the parking available. If the enforcement officer can visit businesses with high numbers of employees and issue permits on the spot, as well as listen to any concerns about the purple parking area, it can increase utilization of the underused free merchant parking area. Additionally, if the concerns raised by employees can be fixed, the officer can report the necessary improvements to Village staff.
Modify parking permit program	Early / mid-term	Village of Hinsdale	Investigate virtual permit systems that allow for discounts when the permit holder doesn't drive, allow for parking areas to be shared between user groups, allow for multiple people to use one permit (but not at the same time), and are priced lower than the on-street meters.	There is a price imbalance between employee permits and on-street meters. Currently, the monthly cost of feeding the meter from 9:00 a.m. to 5:00 p.m., Monday through Friday at \$0.25 / hour is approximately \$42.50. If an employee works from 7:00 a.m. to 3:00 p.m. or from 11:00 a.m. to 7:00 p.m., they would only pay for six hours, and their monthly cost to feed the meter would be about \$30. This is the same cost as a merchant permit. With the prevalence of service-oriented businesses that have evening hours and chain businesses catering to early morning commuters, there is a cost incentive for employees to park close to their place of work and feed the meters. It is weighed with the understanding that they could get caught for overstaying the 2-hour limit, but for many it is a risk worth taking. Additionally, some employees were fond of the now-defunct permit passes that the Village of Hinsdale allowed to be used by more than one person. This program was being abused and a virtual permit program could allow for easy enforcement (with LPR technology) to prevent abuse, yet reinstate the program for whom it was convenient.
Add employee parking on the east side of downtown	Mid-term	Village of Hinsdale	Some options to add employee parking areas would be to change the 2-hr parking on Blaine to 4-hr parking (to accommodate part-time workers), create parallel spaces on Chicago Avenue east of Garfield that would be reserved for purple permit holders, and / or create purple permit spaces on 1st Avenue, and remove the "Residential Permit Parking" signs on Park Avenue, a program which the Village says does not exist. These could be replaced with "No parking 7 am - 9 am" to prevent commuters from using them, and allow the street space to be used by employees.	Many employees and business owners expressed that there is not enough employee parking, but we have found that the employee parking is not geographically balanced. Employee parking is more heavily concentrated in the southwestern quadrant of downtown; there is not much employee permit parking in the eastern part of downtown, especially south of the tracks, where there are employers with high number of employees and chain businesses. The free merchant parking in the western edge of downtown is not highly utilized; there is a reluctance of some employees to walk more than two blocks to park. Some have expressed concerns for safety late at night when most businesses are closed (no "eyes on the street").
Pursue and encourage shared parking agreements	Mid / Long-term	Village of Hinsdale	Identify underutilized parking lots and contact the owner to ask about peak hours of demand, and whether they would be willing to share some spaces with the Village. The Village could pay a share of maintenance costs, and assume liability during hours that they allow people to use the lot. The Village would need to draft a shared parking agreement.	For locations close to downtown with parking lots, such as local churches, it may be possible for the Village to pursue "shared use agreements" where the parking lot owner would allow use of their parking lots during their "off-peak" hours. In return, the Village could pay an agreed up on amount and assume liability during the hours that they allow people to use the lots. These lots would be better for employee parking than for shoppers and visitors, as they will be "off the beaten path," and harder to find; they could be reserved for free purple permit holders.
Create a transportation incentive program	Mid / Long-term	Parking Management Committee	The Parking Management committee could use some parking revenue to create a fund that would provide downtown employees with reduced cost (or free) Metra and Pace passes, or to pay employees who walk or ride bicycles to work instead of driving.	Incentivizing alternative transportation by paying employees not to drive is called "Parking Cashout," and has been found to reduce parking demand and driving by around 10 percent, even in areas with minimal public transit.

2. Improve parking options for downtown employees and businesses



Action	Timeline	Lead Implementer (potential partners)	First steps	Explanation
<b>3 Managing Long-Term Maintenance of Parking</b>				
Create a downtown parking committee	Short-term	Village of Hinsdale	The downtown parking committee could be a subcommittee of the Economic Development Commission and would be responsible for managing any additional parking meter revenue collected from increased fees and fines. Rather than going to the Village's general fund, this money should be deposited into a reserve parking account, so that as demand increases, there will be money to fund parking supply increases (parking lots or garages) and to support incentive programs to encourage use of alternative transportation, or to fund downtown streetscape improvements.	The ultimate purpose of having the meters is to manage parking and prevent employees from using the prime spaces. When meter prices increase to keep up with demand, this is likely to generate additional revenue. The Village has committed to meters for parking management purposes, and not revenue generation, and has agreed to keep additional downtown meter revenue in the downtown area. A committee will need to be manage the additional funds to pay for parking investments and plan for future parking needs.
Manage funds and prioritize parking projects and downtown streetscape spending.	Mid / Long-term	Downtown Parking Committee	A successful parking management program will generate sufficient revenue to support the maintenance, modernization, and expansion of parking resources. These investments will need to be paid off over time and the committee will determine a payment plan that provides for maintenance and operations of parking resources. The downtown parking committee will present the Village Board with their recommendations as to how future parking revenue be spent to improve the downtown area, provide incentives for alternative transportation, and plan for future parking needs.	The downtown parking management committee will be responsible for determining how future parking revenue is spent and will need to hold open and transparent meetings, using the revenue to improve the downtown area, provide incentives for alternative transportation, and plan for future parking needs. They will also need to continue to monitor and balance the cost of parking to ensure that there is approximately 85 percent occupancy during peak parking hours.

Action	Timeline	Lead Implementer (potential partners)	First steps	Explanation
4. Promote active transportation for adults and children				
Promote walking for health and encourage bicycling as transportation (not just recreation).	Early /Mid-term	Village of Hinsdale	Ideally, a staff person would be assigned to promoting healthy commuting options. Their role could include developing a partnership with the local hospital to host walking events and informational material about the health benefits of walking and bicycling. The Village could also provide bike maps, participate in bike-to-work week, give employers information about biking around Hinsdale.	While cars will continue to be the primary mode of transportation for most, small increases in other modes – like walking, bicycling, and transit – could up a greater share of trips in the future, and would help to alleviate parking problems, activate the sidewalks, and improve public health.
Improve the bicycling network	Early /Mid-term	Village of Hinsdale	On-street bike lanes leading to the Metra station from neighborhoods and to nearby existing bike lanes would support additional bicycle travel.	Making it safer to get around Hinsdale on a bicycle for adults and children would require commitment to a connected network of bike lanes and bike paths. Connections to the Metra station are important to offer commuters a safe alternative to driving to the station.
Improve bicycle facilities at the Metra station	Early /Mid-term	Village of Hinsdale	The Village could install covered bicycle racks for Metra commuters who ride bikes to the station.	The current bicycle racks in Hinsdale are well-utilized. More bike racks would be needed to accommodate an increase in bicycle commuting. Other communities, such as Wilmette and Lake Bluff have shown that you can make even better bicycle parking by providing a safe, sheltered area for the bikes near the train station.
Improved pedestrian experience along Hinsdale Avenue	Mid-term / start now	Village of Hinsdale	Based on feedback received from the outreach efforts to downtown businesses regarding the purple permit parking area, the Village could work to address any safety and lighting issues needed.	Some employees have said that they don't like walking from the purple permit area late at night; improving the pedestrian connections to the remote parking areas could improve utilization rates. Additionally, to encourage people to walk more, the Village should ensure that the experience is safe, enjoyable, and interesting. Some improvements may include benches, planters, and signage.

Action	Timeline	Lead Implementer (potential partners)	First steps	Explanation
Allow residents to purchase day-parking passes to ride Metra	Short-term / quick win	Village of Hinsdale	The Village could sell day-of parking passes to Hinsdale residents, and designate an underused area for that purpose (possibly along Hinsdale Avenue between Grant and Vine), sharing with the employee permit spaces.	Residents who want to travel downtown have complained about the lack of parking options when the main commuter lot is full (which is just about every weekday). The Village of Downer's Grove sells daily parking permits for \$3. It would be best to only allow this after 9:30 a.m. to discourage commuters from using it.
Consider leasing a couple of prime parking spaces to a company that offers online reservations (i.e. Spothero, ParkWhiz, Parking Panda, ParkMe)	Short-term / quick win	Village of Hinsdale	New companies that help drivers find parking are starting up all over Chicago and the surrounding area. The main features that these companies typically provide include an online app that lets users reserve parking at their destination. A reserved parking space might cost more than a metered space, but would be desirable for some who are willing to pay more for a space when they need it, and not worry about parking tickets. Typically, when the users sign up for the program, they accept all responsibility and liability when they agree to terms and services, so the Village does not have to cover it. This would be a good short-term action, while the demand for multi-hour parking is still unmet. For example, these spaces might be desirable to salon customers whose services take longer than two hours. Spot Hero has a list of companies providing parking services in Chicago and nation-wide: <a href="http://blog.spothero.com/parking-resources-companies-blogs/">http://blog.spothero.com/parking-resources-companies-blogs/</a>	This would be a good short-term action, while the demand for multi-hour parking is still unmet. For example, these spaces might be desirable to salon customers whose services take longer than two hours.
Investigate the use of "virtual permits" that would give a discount to commuter permit holders if they use the parking less frequently	Early / mid-term	Village of Hinsdale	Investigate virtual permit systems that allow for discounts when the permit holder doesn't drive, allow for parking areas to be shared between user groups, allow for multiple people to use one permit (but not at the same time), and are priced lower than the on-street meters.	When a driver pre-pays for the commuter parking permit, she has no incentive to use an alternative travel mode if the opportunity arises. When there is a financial motivation (saving money), the driver can consider the mode each day and when they can be dropped off or walk to the station when the weather is nice, they're much more likely to do so.
Balance Metra riders between Hinsdale stations	Mid-term	Village of Hinsdale (Metra)	Use pricing to make parking at West Hinsdale and Highlands more attractive than downtown Hinsdale. Investigate the possibility of "virtual permits" that would give a discount to commuter permit holders if they use the parking less frequently.	Merchants have indicated that commuters are not patronizing businesses in high enough numbers to warrant additional parking. However, additional Metra parking with the existing pay-by-space technology could be considered at the Highlands station or the West Hinsdale station. The cost of Metra parking should increase with the increase in demand for parking, especially if structured Metra parking is desired in the long-term.
Convert the Village Commuter lot into a gate-controlled access lot	Mid-term	Village of Hinsdale (Metra)	Permit holders would still be able to park in the lot, but it would not be free after the morning rush. Since the Village lot is usually full by the time the lot becomes free, this action may not have a significant impact on parking availability.	A system that "knows" how many cars are in the lot could tell drivers if there are spaces available and would prevent them from driving around the lot looking for a space, if it is already full. Any additional revenue would go to the parking fund.
Install a concrete slab for a designated scooter parking area.	Mid-term	Village of Hinsdale	Use of motor scooters for Metra commuters has increased in recent years at the Hinsdale station, and the scooters often crowd the sidewalk.	With commuter parking demand so high, anyone arriving at the Hinsdale station on a motor scooter will be taking up less space than a car, so the Village sees scooters as a good thing, but it would be helpful if there were a designated scooter area. This will help to prevent the scooters from blocking sidewalks.

## Sample Parking Tickets

Handheld ticket printers can be programmed to print the ticket with the information relevant to the particular violation. In the absence of high-tech printouts, a link to the online resources (maps, restriction information, etc.) as a minimum would be necessary:

*While we appreciate your business, we need to manage our parking supply.*

### **You have parked at an expired meter.**

*To avoid this ticket in the future, you can sign up to receive text reminders of your meter time and remotely add money to the meter. Or you can park at the gated Garfield lot and pay when you leave. If you are an employee, you are eligible for a free Purple Employee permit or a Red Employee Permit. There's free 2-HR parking within a short walk of this spot. Maps are online.*

**Since this is your first violation, this is only a warning.**

For more information on Hinsdale's Parking System, visit [www.HinsdaleParking.com](http://www.HinsdaleParking.com). If you believe this ticket was received in error, please contact Pat Smith: 630-555-5555.

### **Parking Violation**

*While we appreciate your business, we need to manage our parking supply.*

### **You have parked at an expired meter.**

*To avoid this ticket in the future, you can sign up to receive text reminders of your meter time and remotely add money to the meter. Or you can park at the gated Garfield lot and pay when you leave. If you are an employee, you are eligible for a free Purple Employee permit or a Red Employee Permit. There's free 2-HR parking within a short walk of this spot. Maps are online.*

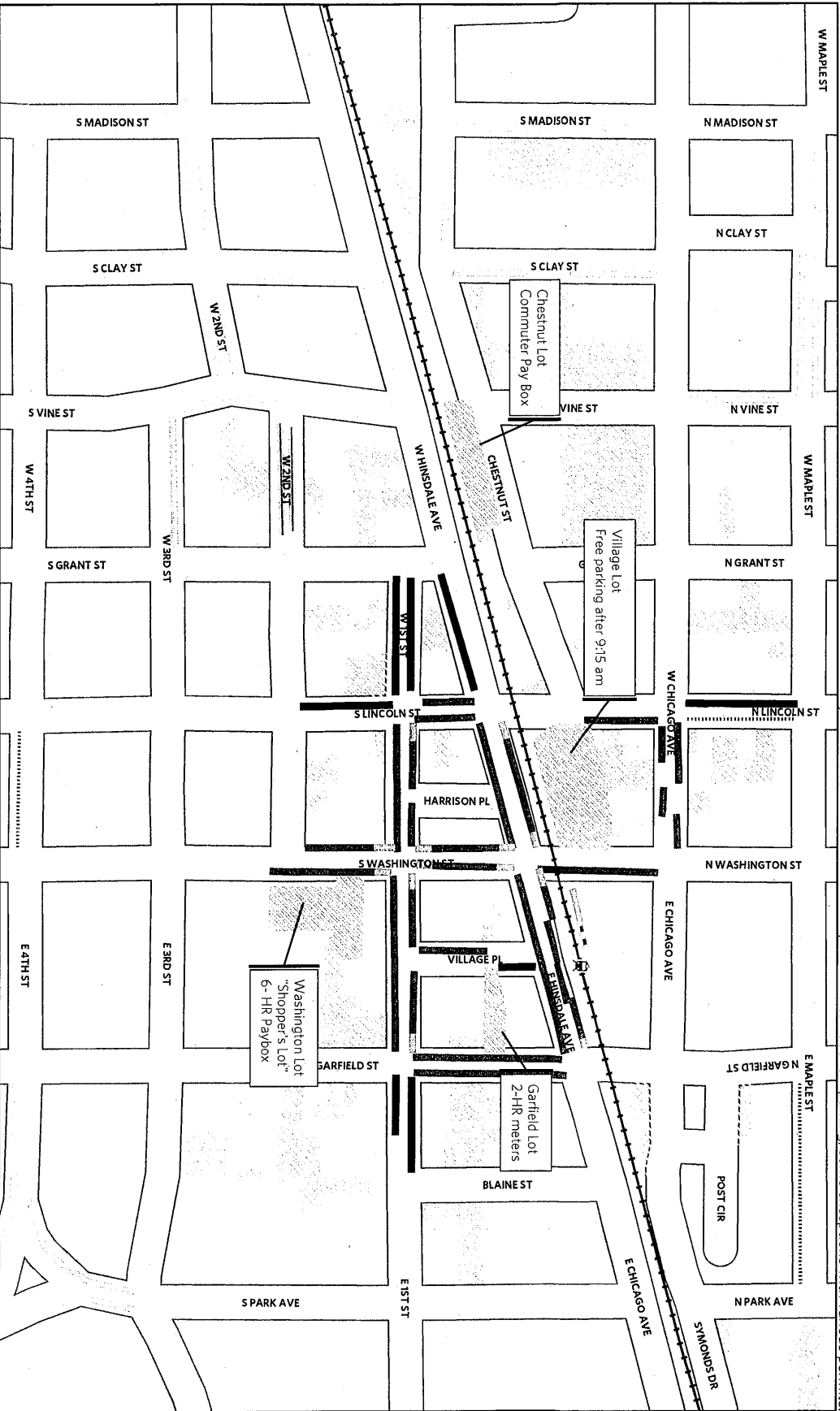
**This is your 5<sup>th</sup> violation; this ticket is \$25 if paid within 96 hours, \$40 after. The next violation for this vehicle will be \$50.**

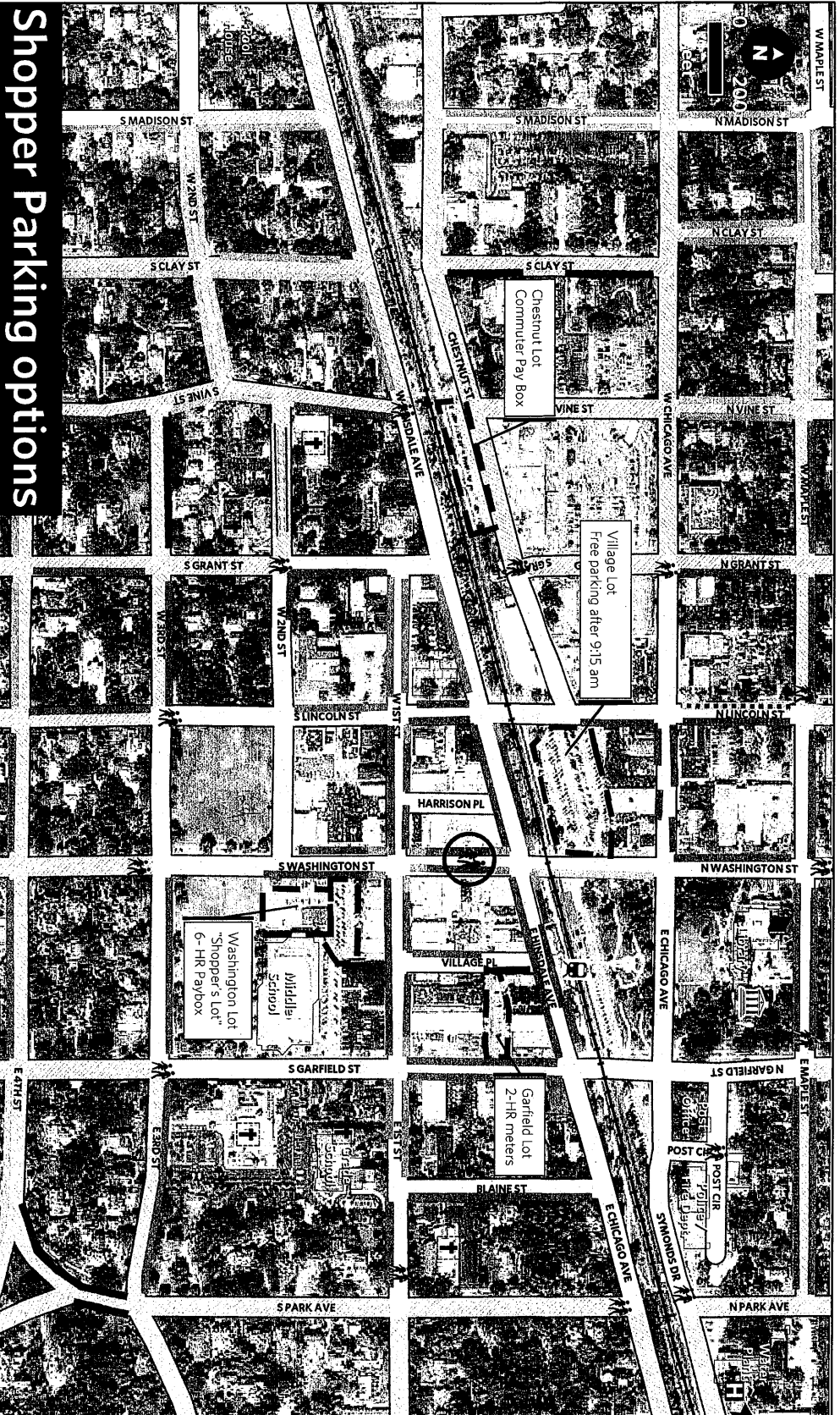
For more information on Hinsdale's Parking System, visit [www.HinsdaleParking.com](http://www.HinsdaleParking.com). If you believe this ticket was received in error, please contact Pat Smith: 630-555-5555.

# Shopper Parking options




















## Sample Maps

Any street that is not color-coded is presumed to not allow parking, some exceptions with various permits.





## Shopper Parking options

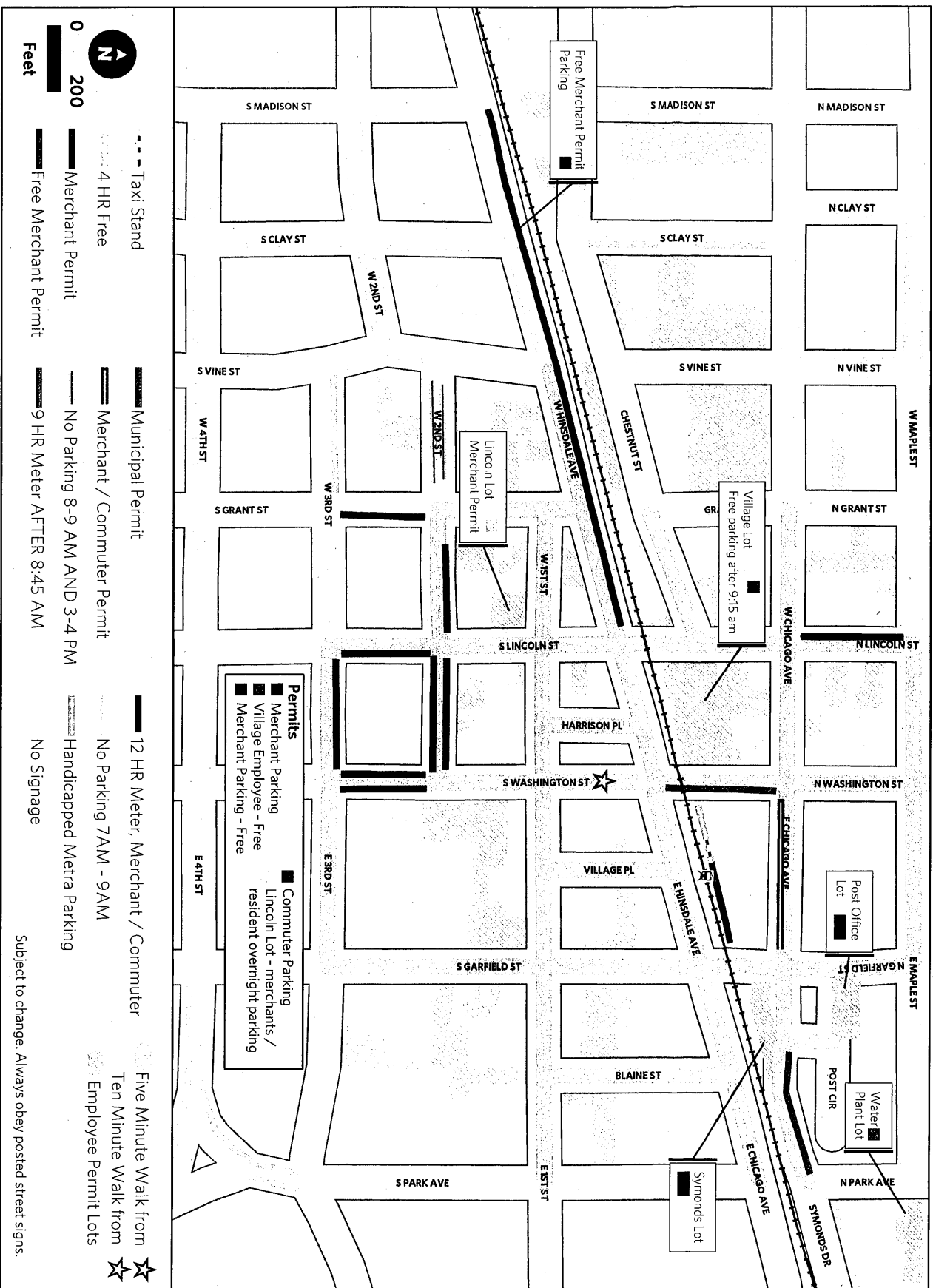
-  Public Parking Lots
-  15 MIN Parking
-  30 MIN Meter
-  2 HR Meter
-  4 HR Meter
-  9 HR Meter AFTER 8:45 AM
-  12 HR Meter
-  Taxi Stand
-  Handicapped Parking
-  No Signage
-  2 HR Free
-  2 HR, No Parking 7AM TO 9AM
-  4 HR Free
-  No Parking 8-9 AM AND 3-4 PM
-  No Parking 7AM - 9AM
-  Five Minute Walk from  
Ten Minute Walk from
-  Library
-  Village Hall
-  Religious affiliation

Subject to change. Please obey signage. \*Walking time is based on an average speed of a healthy adult, about 3 mph.

Any street that is not color-coded is presumed to not allow parking; some exceptions with various permits.

# Hinsdale Employee Parking options & Walking Time

Any street that is not color-coded on this map does not allow parking or is not intended for employees.







# Employee Parking options

- Taxi Stand
- 4 HR Free
- Merchant Permit
- Free Merchant Permit
- No Parking 7AM - 9AM
- Municipal Permit
- Merchant / Commuter Permit
- No Parking 8-9 AM AND 3-4 PM

- Handicapped Metra Parking
- 9 HR Meter AFTER 8:45 AM
- 12 HR Meter, Merchant / Commuter
- No Signage

- Five Minute Walk from
- Ten Minute Walk from
- Village Hall
- Library
- Religious affiliation

- Permits
- Merchant Parking
- Village Employee - Free
- Merchant Parking - Free
- Commuter Parking
- Lincoln Lot - merchants / resident overnight parking

Subject to change. Please obey signage.  
 \*Walking time is based on an average speed of a healthy adult, about 3 mph.  
 Any street that is not color-coded is presumed to not allow parking, some exceptions with various permits.



The Chicago Metropolitan Agency for Planning (CMAP) is the region's official comprehensive planning organization. Its GO TO 2040 planning campaign is helping the region's seven counties and 284 communities to implement strategies that address transportation, housing, economic development, open space, the environment, and other quality-of-life issues.

See [www.cmap.illinois.gov](http://www.cmap.illinois.gov) for more information.

**REQUEST FOR BOARD ACTION**

<b>AGENDA SECTION NUMBER</b>	<b>ORIGINATING DEPARTMENT Community Development</b>
<b>ITEM</b> Cases A-17-2014 – Applicant: Kathy Napleton – Request: Referral of a Text Amendment to Section 6-106, to allow Cooking Schools, with Ancillary Cleaning Classes, in the O-1 District as Special Uses.	<b>APPROVAL</b>

The Applicant, Kathy Napleton, has submitted an application to amend Article VI (Office Districts), Section 6-106 (Special Uses), of the Village of Hinsdale Zoning Code, to allow Cooking Schools, in the O-1 Specialty Office District as a Special Use. In addition to the text amendment, the applicant has also requested the necessary special use to allow a cooking school, with a maximum of 10 students, at 111 S. Vine Street. While both requests would ultimately go through the Plan Commission for consideration, the text amendment is required to first be considered by the Village Board, for the appropriateness of the request as it relates to the O-1 District before referring it on to the Plan Commission for a public hearing and full consideration of the overall request.

As stated in their attached application, the applicant is interested in operating a small cooking school, with classes no larger than 10 students, out of the existing facility at 111 S. Vine Street. In addition to the cooking school, the applicant has indicated that the classes would also include instruction on nutrition, as well as how to properly clean and sanitize a cooking area and kitchen using toxic-free cleaning. She feels that this type of instruction would be a welcome fit for not only Hinsdale, but most appropriate for the O-1, Office District, given the size and nature of the classes and the convenience of a residentially sized kitchen. Should the Committee and Board determine that the request is appropriate and warrants full consideration from the Plan Commission, the applicant has submitted, and is prepared to present the full application, which includes the additional request for the Special Use to allow the requested cooking school.

When an application contains a request for a text amendment to allow a practice as a Special Use, and also has a concurrent application for that Special Use, the process would be as follows:

1. Appearance before the Zoning and Public Safety Committee for a referral of the Text Amendment.
2. Appearance before the Board of Trustees for a referral of the Text Amendment.

**Should the applicant receive a favorable referral from both of these bodies, the application would continue as follows:**

3. Appearance before the Plan Commission to schedule the public hearing for both the Text Amendment AND the Special Use.
4. Appearance before the Plan Commission for the public hearings for both the Text Amendment and the Special Use.
5. Appearance before the Zoning and Public Safety Committee to consider the referral from the Plan Commission for both the Text Amendment and the Special Use.
6. Appearance before the Plan Commission to consider the Findings and Recommendations for both the Text Amendment and Special Use.
7. Appearance before the Board of Trustees for final consideration of both the Text Amendment and the Special Use.

Below is draft language proposed by the applicant that would amend the Zoning Code so that Cooking Schools would be established as Special Uses in the O-1, Specialty Office District:

**Section 6-106 Special Uses**

O-1

O-2

O-3

**B. Services:**

9. Cooking Schools (8299)

S

Should the Committee find the request to be appropriate, the following motion would be acceptable:

**MOTION:** Move to recommend that the application be referred to the Plan Commission for review and consideration of a Text Amendment to Section 6-106 (Special Uses), to Allow Cooking Classes as Special Uses, in the O-1, Specialty Office District.

**APPROVAL****APPROVAL****APPROVAL****APPROVAL****MANAGER'S  
APPROVAL**

**COMMITTEE ACTION:** On June 23, 2014, the Zoning and Public Safety Committee unanimously moved to recommend approval of the above motion.

**BOARD ACTION:**



**VILLAGE  
OF HINSDALE**

FOUNDED IN 1873

**VILLAGE OF HINSDALE  
COMMUNITY DEVELOPMENT  
DEPARTMENT**

**PLAN COMMISSION APPLICATION  
FOR BUSINESS DISTRICTS**

**I. GENERAL INFORMATION**

**Applicant**

Name: Kitchen Nutrition, LLC (contract purchaser)

Address: 441 E. 4<sup>th</sup> Street

City/Zip: Hinsdale, IL 60521

Phone/Fax: (630) 968- 9355 /

E-Mail: kathy.napleton@kitchennutrition.com

**Owner**

Name: Tim Thompson, Inc.

Address: 215 West Ayres

City/Zip: Hinsdale, IL 60521

Phone/Fax: ( ) /

E-Mail:

**Others, if any, involved in the project (i.e. Architect, Attorney, Engineer)**

Name: Peter Coules, Jr.

Title: Attorney

Address: 15 Salt Creek Lane, Suite 312

City/Zip: Hinsdale, IL 60521

Phone/Fax: ( 630) 920 - 0406 / (630) 920 - 1338

E-Mail: peter@donatellicoules.com

Name:

Title:

Address:

City/Zip:

Phone/Fax: ( ) /

E-Mail:

**Disclosure of Village Personnel:** (List the name, address and Village position of any officer or employee of the Village with an interest in the owner of record, the Applicant or the property that is the subject of this application, and the nature and extent of that interest)

1) N/A

2)

3)

## II. SITE INFORMATION

Address of subject property: 111 S. Vine Street, Hinsdale, IL 60521

Property identification number (P.I.N. or tax number): 09 - 12 - 110 - 003

Brief description of proposed project: To create a text amendment to allow a cooking school (with auxiliary toxic-free cleaning classes) to be a special use in the 0-1 zoning district. The use is directly out of the "Standard Industrial Classification Manual" which is utilized by the Village as a guide. Then this use will be granted a special use to perform same at 111 S. Vine Street, Hinsdale, IL 60521.

General description or characteristics of the site: The property has been utilized by Tim Thompson Builders

Neither the current structure nor the property set back will change, as no new structures will be built. Only the inside will be changed as the kitchen will be cosmetically enhanced.

Existing zoning and land use: 0 - 1

Surrounding zoning and existing land uses:

North: 0 - 1

South: 0 - 1

East: 0 - 2

West: R - 4

Proposed zoning and land use: The existing 0 - 1 with a special use for whole living and cooking classes.

**Please mark the approval(s) you are seeking and attach all applicable applications and standards for each approval requested:**

☐ Site Plan Disapproval 11-604

☐ Design Review Permit 11-605E

☐ Exterior Appearance 11-606E

☒ Special Use Permit 11-602E  
Special Use Requested: For a cooking school (classes) and whole living classes (toxic-free) will be offered to the public.

☒ Map and Text Amendments 11-601E  
Amendment Requested: A subparagraph 9 to be added to 6-106(B) to allow a special use for cooking classes and auxiliary healthy living classes.

☐ Planned Development 11-603E

☐ Development in the B-2 Central Business District Questionnaire

## TABLE OF COMPLIANCE

Address of subject property: 111 S. Vine

The following table is based on the O-1 Zoning District.

	Minimum Code Requirements			Proposed/Existing Development
	O-1	O-2	O-3	
Minimum Lot Area (s.f.)	8,500	25,000	20,000	N/A
Minimum Lot Depth	125'	125'	125'	N/A
Minimum Lot Width	60'	100'	80'	N/A
Building Height	30'	40'	60'	N/A
Number of Stories	2.5	3	5	N/A
Front Yard Setback	35'	25'	25'	N/A
Corner Side Yard Setback	35'	25'	25'	N/A
Interior Side Yard Setback	10'	10'	10'	N/A
Rear Yard Setback	25'	20'	20'	N/A
Maximum Floor Area Ratio (F.A.R.)*	.40	.50	.35	N/A
Maximum Total Building Coverage*	35%	N/A	N/A	N/A
Maximum Total Lot Coverage*	80%	80%	50%	N/A
Parking Requirements				N/A
Parking front yard setback	35'	25'	25'	N/A
Parking corner side yard setback	35'	25'	25'	N/A
Parking interior side yard setback	10'	10'	10'	N/A
Parking rear yard setback	25'	20'	20'	N/A
Loading Requirements				N/A
Accessory Structure Information				N/A

\* Must provide actual square footage number and percentage.

Where any lack of compliance is shown, state the reason and explain the Village's authority, if any, to approve the application despite such lack of compliance: \_\_\_\_\_

## CERTIFICATION

The Applicant certifies and acknowledges and agrees that:

- A. The statements contained in this application are true and correct to the best of the Applicant's knowledge and belief. The owner of the subject property, if different from the applicant, states that he or she consents to the filing of this application and that all information contained in this application is true and correct to the best of his or her knowledge.
- B. The applicant understands that an incomplete or nonconforming application will not be considered. In addition, the applicant understands that the Village may require additional information prior to the consideration of this application which may include, but is not limited to, the following items:
1. Minimum yard and setback dimensions and, where relevant, relation of yard and setback dimensions to the height, width, and depth of any structure.
  2. A vehicular and pedestrian circulation plan showing the location, dimensions, gradient, and number of all vehicular and pedestrian circulation elements including rights-of-way and streets; driveway entrances, curbs, and curb cuts; parking spaces, loading spaces, and circulation aisles; sidewalks, walkways, and pathways; and total lot coverage of all circulation elements divided as between vehicular and pedestrian ways.
  3. All existing and proposed surface and subsurface drainage and retention and detention facilities and all existing and proposed water, sewer, gas, electric, telephone, and cable communications lines and easements and all other utility facilities.
  4. Location, size, and arrangement of all outdoor signs and lighting.
  5. Location and height of fences or screen plantings and the type or kind of building materials or plantings used for fencing or screening.
  6. A detailed landscaping plan, showing location, size, and species of all trees, shrubs, and other plant material.
  7. A traffic study if required by the Village Manager or the Board or Commission hearing the application.
- C. The Applicants shall make the property that is the subject of this application available for inspection by the Village at reasonable times;
- D. If any information provided in this application changes or becomes incomplete or inapplicable for any reason following submission of this application, the Applicants shall submit a supplemental application or other acceptable written statement containing the new or corrected information as soon as practicable but not less than ten days following the change, and that failure to do so shall be grounds for denial of the application; and
- E. The Applicant understands that he/she is responsible for all application fees and any other fees, which the Village assesses under the provisions of Subsection 11-301D of the Village of Hinsdale Zoning Code as amended April 25, 1989.
- F. THE OWNER OF THE SUBJECT PROPERTY AND, IF DIFFERENT, THE APPLICANT ARE JOINTLY AND SEVERALLY LIABLE FOR THE PAYMENT OF THE APPLICABLE APPLICATION FEE. BY SIGNING THE APPLICATION, THE OWNER HAS AGREED TO PAY SAID FEE, AND TO CONSENT TO THE FILING AND FORECLOSURE OF A LIEN AGAINST SUBJECT PROPERTY FOR THE FEE PLUS COSTS OF COLLECTION, IF THE ACCOUNT IS NOT SETTLED WITHIN THIRTY (30) DAYS AFTER THE MAILING OF A DEMAND FOR PAYMENT.

On the 22nd day of May, 2014, I/We have read the above certification, understand it, and agree to abide by its conditions.

\_\_\_\_\_  
Signature of applicant or authorized agent

Kathleen Napleton

\_\_\_\_\_  
Name of applicant or authorized agent

\_\_\_\_\_  
Signature of applicant or authorized agent

\_\_\_\_\_  
Name of applicant or authorized agent

SUBSCRIBED AND SWORN  
to before me this 22nd day of  
May, 2014.







COMMUNITY DEVELOPMENT  
DEPARTMENT  
**ZONING CODE TEXT AND MAP  
AMENDMENT APPLICATION**

**Must be accompanied by completed Plan Commission Application**

**Address of the subject property or description of the proposed request:** 111 South Vine Street, Hinsdale, IL 60521

**REVIEW CRITERIA**

Section 11-601 of the Hinsdale Zoning Code regulates Amendments. The amendment process established is intended to provide a means for making changes in the text of the Zoning Code and in the zoning map that have more or less general significance or application. It is not intended to relieve particular hardships nor to confer special privileges or rights. Rather, it is intended as a tool to adjust the provisions of the Zoning Code and the zoning map in light of changing, newly discovered, or newly important conditions, situations, or knowledge. The wisdom of amending the text of the Zoning Code is a matter committed to the sound legislative discretion of the Board of Trustees and is not dictated by any set standard. However, in determining whether a proposed amendment should be granted or denied the Board of Trustees should be guided by the principle that its power to amend this Code is not an arbitrary one but one that may be exercised only when the public good demands or requires the amendment to be made. In considering whether that principle is satisfied in any particular case, the Board of Trustees should weigh, among other factors, the below criteria.

Below are the 14 standards for amendments that will be the criteria used by the Plan Commission and Board of Trustees in determining the merits of this application. Please respond to each standard as it relates to the application. Please use an additional sheet of paper to respond to questions if needed. If the standard is not applicable, please mark N/A.

1. The consistency of the proposed amendment with the purpose of this Code.

According to Code, the purpose of the 0-1 specialty office district is intended to provide for small offices in older areas

of the village, while maintaining the residential character and appearance of the area. The change to add a cooking school with auxiliary classes in nutrition and toxic free cleaning fully complies with the intent for this district.

2. The existing uses and zoning classifications for properties in the vicinity of the subject property.  
The existing uses and zoning classifications are 0-1 and 0-2 Office Districts and residential across the street. The term to

be added as Sub-Paragraph 9 to 6-106 (B) "Special Use" is for cooking classes and auxiliary personal development classes as they are uses directly out of the "Standard Industrial Classification Manual" which is utilized by the Village as a guide.

3. The trend of development in the vicinity of the subject property, including changes, if any, such trend since the subject property was placed in its present zoning classification.



The proposed addition of the requested addition to Section 6-106(B) for cooking classes serves the community and fits the O-1 specialty office district.

4. The extent, if any, to which the value of the subject property is diminished by the existing zoning classification applicable to it. The building has been on the market for a while and the special use will have a positive impact on the community and meets the spirit of the O-1 district.
5. The extent to which any such diminution in value is offset by an increase in the public health, safety, and welfare. Not applicable as this will not impact the public health, safety, or welfare.
6. The extent, if any, to which the use and enjoyment of adjacent properties would be affected by the proposed amendment. None.
7. The extent, if any, to which the value of adjacent properties would be affected by the proposed amendment. If anything, there will be a positive impact on the surrounding areas as the property will only be utilized for classes inside and for providing a service not presently offered in Hinsdale.
8. The extent, if any, to which the future orderly development of adjacent properties would be affected by the proposed amendment. None.
9. The suitability of the subject property for uses permitted or permissible under its present zoning classification. While the building is suitable for O-1, the requested change for an addition to Section 6-106(B) "Special Use" and will be a positive addition to the district. It is a service that was not contemplated when the Code was created and is not more intensive than current uses allowed in O-1.
10. The availability of adequate ingress to and egress from the subject property and the extent to which traffic conditions in the immediate vicinity of the subject property would be affected by the proposed amendment. Not an issue.

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11. The availability of adequate utilities and essential public services to the subject property to accommodate the uses permitted or permissible under the present zoning classification.

No changes are necessary.

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12. The length of time, if any, that the subject property has been vacant, considered in the context of the pace of development in the vicinity of the subject property. Not applicable.
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13. The community need for the proposed amendment and for the uses and development it would allow. The community will greatly benefit from having the business in the area. The intent is for there to be classes

of up to 10 persons at a time learning to cook simply and to live naturally (toxic free). The farm house


structure on the property fits with the spirit of what is being taught.

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14. The reasons, where relevant, why the subject property should be established as part of an overlay district and the positive and negative effects such establishment could be expected to have on persons residing in the area. Not applicable.
- 
- 
-

DATE July 3, 2014

9a.

<b>AGENDA SECTION</b>	ACA	<b>ORIGINATING DEPARTMENT</b>	Finance
<b>ITEM</b>	Accounts Payable	<b>APPROVED</b>	Darrell Langlois  Assistant Village Manager/Director of Finance

At the meeting of July 7, 2014 staff respectfully requests the presentation of the following motion to approve the accounts payable:

**Motion:** To move approval and payment of the accounts payable for the period of June 14, 2014 through July 3, 2014 in the aggregate amount of \$1,719,417.02 as set forth on the list provided by the Village Treasurer, of which a permanent copy is on file with the Village Clerk.

**STAFF APPROVALS**

<b>APPROVAL</b>	<b>APPROVAL</b>	<b>APPROVAL</b>	<b>APPROVAL</b>	<b>MANAGER'S APPROVAL</b> 
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**COMMITTEE ACTION:**

**BOARD ACTION:**


**VILLAGE OF HINSDALE**

**ACCOUNTS PAYABLE WARRANT REGISTER #1568**

**FOR PERIOD June 14, 2014 through July 3, 2014**

The attached Warrant Summary by Fund and Warrant Register listing TOTAL DISBURSEMENTS FOR ALL FUNDS of \$1,719,417.02 reviewed and approved by the below named officials.

APPROVED BY  DATE 7/2/14  
VILLAGE TREASURER/ASSISTANT VILLAGE MANAGER

APPROVED BY  DATE 7/2/14  
VILLAGE MANAGER

APPROVED BY \_\_\_\_\_ DATE \_\_\_\_\_  
VILLAGE TRUSTEE



**Village of Hinsdale**  
**Warrant # 1568**  
**Summary By Fund**

<b>Recap By Fund</b>	<b>Fund</b>	<b>Regular Checks</b>	<b>ACH/Wire Transfers</b>	<b>Total</b>
General Fund	10000	412,116.38	-	412,116.38
Capital Project Fund	45300	448,659.70		448,659.70
Water & Sewer Operation	61061	53,073.05		53,073.05
Water & Sewer Capital	61062	348,254.24		348,254.24
Escrow Funds	72100	106,310.00		106,310.00
Payroll revolving Fund	79000	22,327.33	328,664.32	350,991.65
Library Operations	99000	12.00		12.00
<b>Total</b>		<b>1,390,752.70</b>	<b>328,664.32</b>	<b>1,719,417.02</b>



**Village of Hinsdale**  
**Schedule of Bank Wire Transfers and ACH Payments**  
**1568**

Payee/ Date	Description	Vendor Invoice	Invoice Amount
Electronic Federal Tax Payment Systems			
6/20/2014	Village Payroll #13 - Calendar 2014	FWH	46,614.76
7/3/2014	Village Payroll #14 - Calendar 2014	FWH	51,020.91
Electronic Federal Tax Payment Systems			
6/20/2014	Village Payroll #13 - Calendar 2014	FICA/MCARE	41,428.48
7/3/2014	Village Payroll #14 - Calendar 2014	FICA/MCARE	44,420.94
Illinois Department of Revenue			
6/20/2014	Village Payroll #13 - Calendar 2014	State Tax Withholding	18,258.28
7/3/2014	Village Payroll #14 - Calendar 2014	State Tax Withholding	19,481.29
ICMA - 457 Plans			
6/20/2014	Village Payroll #13 - Calendar 2014	Employee Withholding	14,767.07
7/3/2014	Village Payroll #14 - Calendar 2014	Employee Withholding	14,666.56
H SA PLAN CONTRIBUTION		Employee Withholding	1,792.04
H SA PLAN CONTRIBUTION		Employee Withholding	5,917.04
Intergovernmental Personnel Benefit Cooperative Employee Health Insurance June 2014		Employer/Employee	-
Illinois Municipal Retirement Fund		Employer/Employee	70,296.95

**Total Bank Wire Transfers and ACH Payments 328,664.32**

**ipbc-general -**  
**payroll 328,664.32**





Run date: 02-JUL-14

Village of Hinsdale

Page: 1

## WARRANT REGISTER: 1568

DATE: 07/07/14

VOUCHER	VOUCHER DESCRIPTION	INVOICE NUMBER	AMOUNT PAID
<b>AFLAC-FLEXONE</b>			
183252	ALFAC OTHER	062014000000000	\$202.19
183253	AFLAC OTHER	062014000000000	\$275.77
183254	AFLAC SLAC	062014000000000	\$58.41
183269	ALFAC OTHER	062014000000000	\$56.00
<b>Total for Check: 98428</b>			<b>\$592.37</b>
<b>AMERICAN EXPRESS</b>			
183231	ASST MERCH	802005-05/14	\$16.95
183231	ASST MERCH	802005-05/14	\$105.23
183231	ASST MERCH	802005-05/14	\$79.31
183231	ASST MERCH	802005-05/14	\$49.95
183231	ASST MERCH	802005-05/14	\$13.00
183231	ASST MERCH	802005-05/14	\$65.95
183231	ASST MERCH	802005-05/14	\$43.68
<b>Total for Check: 98429</b>			<b>\$374.07</b>
<b>BLITT &amp; GAINES, P.C.</b>			
183264	GARNISHMENT	062014000000000	\$362.12
<b>Total for Check: 98430</b>			<b>\$362.12</b>
<b>BRIAN WISMER ENTERTAINMEN</b>			
183238	LUNCH ON THE LAWN	63320	\$247.50
<b>Total for Check: 98431</b>			<b>\$247.50</b>
<b>CHASE</b>			
183233	P & I	2157	\$98,123.93
183233	P & I	2157	\$9,552.93
<b>Total for Check: 98432</b>			<b>\$107,676.86</b>
<b>COLONIAL LIFE PROCCESING</b>			
183244	COLONIAL S L A C	062014000000000	\$60.98
183245	COLONIAL OTHER	062014000000000	\$27.63
183266	COLONIAL S L A C	062014000000000	\$36.08
<b>Total for Check: 98433</b>			<b>\$124.69</b>
<b>COMCAST</b>			
183241	TV'S	0009242-06/2014	\$39.97
183241	TV'S	0009242-06/2014	\$39.97
<b>Total for Check: 98434</b>			<b>\$79.94</b>
<b>GARGANO, KATHLEEN</b>			
183243	ILCMA CONFERENCE	18005	\$180.05
<b>Total for Check: 98435</b>			<b>\$180.05</b>
<b>HENEHAN, MIKE</b>			
183242	SAFETY GLASSES	63223	\$100.00
<b>Total for Check: 98436</b>			<b>\$100.00</b>
<b>I.U.O.E.LOCAL 150</b>			
183259	LOCAL 150 UNION DUES	062014000000000	\$783.65
<b>Total for Check: 98437</b>			<b>\$783.65</b>
<b>MCELROY, TIM</b>			
183236	TRAINING REIMBURSEMENT	46408	\$464.08
183237	REIMBURSEMENT	63175	\$59.99
<b>Total for Check: 98438</b>			<b>\$524.07</b>
<b>NATIONWIDE RETIREMENT SOL</b>			

## WARRANT REGISTER: 1568

DATE: 07/07/14

VOUCHER	VOUCHER DESCRIPTION	INVOICE NUMBER	AMOUNT PAID
183246	USCM/PEBSCO	062014000000000	\$1,655.00
183247	USCM/PEBSCO	062014000000000	\$39.68
183267	USCM/PEBSCO	062014000000000	\$25.00
<b>Total for Check: 98439</b>			<b>\$1,719.68</b>
<b>NATIONWIDE TRUST CO.FSB</b>			
183255	PEHP UNION 150	062014000000000	\$335.08
183256	PEHP REGULAR	062014000000000	\$2,114.33
183257	PEHPPD	062014000000000	\$535.61
183270	PEHPPD	062014000000000	\$35.76
<b>Total for Check: 98440</b>			<b>\$3,020.78</b>
<b>STATE DISBURSEMENT UNIT</b>			
183258	MAINTENANCE	062014000000000	\$500.00
<b>Total for Check: 98441</b>			<b>\$500.00</b>
<b>STATE DISBURSEMENT UNIT</b>			
183260	CHILD SUPPORT	062014000000000	\$313.21
<b>Total for Check: 98442</b>			<b>\$313.21</b>
<b>STATE DISBURSEMENT UNIT</b>			
183261	CHILD SUPPORT	062014000000000	\$585.00
<b>Total for Check: 98443</b>			<b>\$585.00</b>
<b>STATE DISBURSEMENT UNIT</b>			
183262	CHILD SUPPORT	062014000000000	\$230.77
<b>Total for Check: 98444</b>			<b>\$230.77</b>
<b>STATE DISBURSEMENT UNIT</b>			
183263	CHILD SUPPORT	062014000000000	\$764.77
<b>Total for Check: 98445</b>			<b>\$764.77</b>
<b>STATE DISBURSEMENT UNIT</b>			
183265	CHILD SUPPORT	062014000000000	\$175.00
<b>Total for Check: 98446</b>			<b>\$175.00</b>
<b>THOSE FUNNY LITTLE PEOPLE</b>			
183234	PARADE 7/2014	500	\$500.00
<b>Total for Check: 98447</b>			<b>\$500.00</b>
<b>VILLAGE OF HINSDALE</b>			
183248	MEDICAL REIMBURSEMENT	062014000000000	\$358.34
183249	DEP CARE REIMBURSEMENT	062014000000000	\$41.67
183250	MEDICAL REIMBURSEMENT	062014000000000	\$327.46
183251	DEP CARE REIMB.F/P	062014000000000	\$45.83
183268	MEDICAL REIMBURSEMENT	062014000000000	\$60.00
<b>Total for Check: 98448</b>			<b>\$833.30</b>
<b>WAGEWORKS</b>			
183232	FSA MONTHLY FEE	125A10326075	\$12.00
183232	FSA MONTHLY FEE	125A10326075	\$18.00
183232	FSA MONTHLY FEE	125A10326075	\$6.00
183232	FSA MONTHLY FEE	125A10326075	\$18.00
183232	FSA MONTHLY FEE	125A10326075	\$12.00
183232	FSA MONTHLY FEE	125A10326075	\$6.00
183232	FSA MONTHLY FEE	125A10326075	\$12.00
<b>Total for Check: 98449</b>			<b>\$84.00</b>
<b>WEST SUBURBAN CONCERT</b>			

## WARRANT REGISTER: 1568

DATE: 07/07/14

VOUCHER	VOUCHER DESCRIPTION	INVOICE NUMBER	AMOUNT PAID
183235	PARADE 7/2014	550-07/2014	\$550.00
		<b>Total for Check: 98450</b>	<b>\$550.00</b>
<b>5 STAR SOCCER CAMPS, INC</b>			
183559	SOCCER *REIMB EXP*	1584-6/2014	\$1,584.00
		<b>Total for Check: 98451</b>	<b>\$1,584.00</b>
<b>ABS ELECTRIC</b>			
183363	CONT BD/417 RAVINE	21597	\$500.00
		<b>Total for Check: 98452</b>	<b>\$500.00</b>
<b>ADS, AYMAN</b>			
183652	CLASS REFUND	129410	\$145.00
		<b>Total for Check: 98453</b>	<b>\$145.00</b>
<b>AIR ONE EQUIPMENT</b>			
183310	BREATHING TESTER	95596	\$135.00
		<b>Total for Check: 98454</b>	<b>\$135.00</b>
<b>AIRYS INC</b>			
183605	333 N ELM REPAIRS	19892	\$4,431.00
		<b>Total for Check: 98455</b>	<b>\$4,431.00</b>
<b>ALEXANDER EQUIPMENT</b>			
183382	SPRING YOKE	102153	\$77.90
183620	HELMETS	102675	\$299.85
		<b>Total for Check: 98456</b>	<b>\$377.75</b>
<b>ALLEGRA, LISA</b>			
183395	CLASS REFUND	128526	\$159.00
		<b>Total for Check: 98457</b>	<b>\$159.00</b>
<b>ALLIED WASTE REPUBLIC SVC</b>			
183284	ST SWEEPING	0551010890222	\$3,309.91
		<b>Total for Check: 98458</b>	<b>\$3,309.91</b>
<b>AMERICAN MESSAGING</b>			
183510	PAGERS	U11537100G	\$68.96
183510	PAGERS	U11537100G	\$18.32
		<b>Total for Check: 98459</b>	<b>\$87.28</b>
<b>AQUA PURE ENTERPRISES</b>			
183293	POOL VACUUM	91278	\$783.49
183554	SEASONALLY	91610	\$39.27
		<b>Total for Check: 98460</b>	<b>\$822.76</b>
<b>ARAMARK UNIFORM SERVICES</b>			
183300	UNIFORMS	2078588389	\$40.20
183300	UNIFORMS	2078588389	\$45.52
183300	UNIFORMS	2078588389	\$29.68
183300	UNIFORMS	2078588389	\$30.97
183300	UNIFORMS	2078588389	\$34.44
183300	UNIFORMS	2078588389	\$74.91
183329	RUGS TOWELS ETC	2078597323	\$39.36
183329	RUGS TOWELS ETC	2078597323	\$44.56
183329	RUGS TOWELS ETC	2078597323	\$29.06
183329	RUGS TOWELS ETC	2078597323	\$30.32
183329	RUGS TOWELS ETC	2078597323	\$33.72
183329	RUGS TOWELS ETC	2078597323	\$73.33

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VOUCHER	VOUCHER DESCRIPTION	INVOICE NUMBER	AMOUNT PAID
		Total for Check: 98461	\$506.07
ASPEN CONSTRUCTION			
183368	STM WTR/510 N CLAY	20693	\$7,374.00
		Total for Check: 98462	\$7,374.00
ASPEN CONSTRUCTION			
183369	STM WTR/423 N CLAY	20851	\$7,469.00
		Total for Check: 98463	\$7,469.00
ASPEN VALLEY LANDSCAPE			
183422	MULCH	11148061	\$143.94
		Total for Check: 98464	\$143.94
ASSURED FLOW SALES INC			
183378	WATER SUPPLIES	90416	\$295.74
		Total for Check: 98465	\$295.74
AT & T			
183346	VEECK PARK	6303233863-06/14	\$150.01
		Total for Check: 98466	\$150.01
ATLAS BOBCAT LLC			
183340	CHIPPER PARTS	BA4801	\$183.07
		Total for Check: 98467	\$183.07
AWWA			
183408	DUES 2014/2015	7000768532	\$1,839.00
		Total for Check: 98468	\$1,839.00
BALDINELLI PIZZA			
183423	EMERGENCY DINNERS	7575	\$75.75
		Total for Check: 98469	\$75.75
BANNERVILLE USA			
183560	MAGNETS	18204	\$30.00
		Total for Check: 98470	\$30.00
BLUE TARP FINANCIAL			
183373	TRAILER SPRINGS	300595917	\$192.98
		Total for Check: 98471	\$192.98
BNA HINSDALE LLC			
183370	CONT BD/228 FULLER RD	21243	\$10,000.00
		Total for Check: 98472	\$10,000.00
BNA HINSDALE LLC			
183371	SITE MNGE/228 FULLER	21244	\$3,000.00
		Total for Check: 98473	\$3,000.00
BOOKER, CHARLES			
183567	CLASS REFUND	129151	\$255.00
		Total for Check: 98474	\$255.00
BOWMAN CONSULTING GROUP			
183461	2015 RECONSTRUCTION	175114	\$810.00
		Total for Check: 98475	\$810.00
BRINCKERHOFF, JOANNA			
183566	CONT BD/123 W HICKORY	21659	\$2,000.00
		Total for Check: 98476	\$2,000.00
BUCHANAN, CRAIG			
183440	KLM REFUND	EN140622/21870	\$425.00

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VOUCHER	VOUCHER DESCRIPTION	INVOICE NUMBER	AMOUNT PAID
		Total for Check: 98477	\$425.00
<b>BUKACEK CONSTRUCTION</b>			
183360	CONT BD/500 E OGDEN	21841	\$5,000.00
		Total for Check: 98478	\$5,000.00
<b>BURICH, SUZANNE</b>			
183362	CONT BD/215 N BRUNER	21791	\$3,500.00
		Total for Check: 98479	\$3,500.00
<b>BYRNE BLDRS</b>			
183501	CONT BD/216 S THURLOW	21573	\$10,000.00
		Total for Check: 98480	\$10,000.00
<b>BYRNE BLDRS</b>			
183504	SITE MNGE/216 S THURLOW	21574	\$3,000.00
		Total for Check: 98481	\$3,000.00
<b>CALLONE</b>			
183281	VILLAGE TELEPHONE	10109073-05/14	\$404.80
183281	VILLAGE TELEPHONE	10109073-05/14	\$128.74
183281	VILLAGE TELEPHONE	10109073-05/14	\$143.99
183281	VILLAGE TELEPHONE	10109073-05/14	\$930.35
183281	VILLAGE TELEPHONE	10109073-05/14	\$67.84
183281	VILLAGE TELEPHONE	10109073-05/14	\$33.07
183281	VILLAGE TELEPHONE	10109073-05/14	\$622.97
183281	VILLAGE TELEPHONE	10109073-05/14	\$350.73
183281	VILLAGE TELEPHONE	10109073-05/14	\$1,394.47
		Total for Check: 98482	\$4,076.96
<b>CARROLL CONSTRUCTION</b>			
183352	SONIC TUBE	LE001862	\$18.81
		Total for Check: 98483	\$18.81
<b>CCC TECHNOLOGIES, INC</b>			
183456	TELEPHONE WIRING	206278	\$312.50
		Total for Check: 98484	\$312.50
<b>CCP INDUSTRIES INC</b>			
183437	SAFETY GLOVES	IN01294229	\$271.88
		Total for Check: 98485	\$271.88
<b>CHESS SCHOLARS</b>			
183565	CHES *REIMB EXP*	14200	\$142.00
		Total for Check: 98486	\$142.00
<b>CHICAGO METROPOLITAN</b>			
183417	2014-15 DUES	67711	\$160.98
		Total for Check: 98487	\$160.98
<b>CHICAGO PARTS &amp; SOUND LLC</b>			
183383	VEHICLE RESTYLING	592063	\$121.92
		Total for Check: 98488	\$121.92
<b>CHRISTOPHER B BURKE</b>			
183455	2015 RESURFACING	116420	\$12,550.82
183457	DRAINAGE DESIGN	116569	\$5,536.00
		Total for Check: 98489	\$18,086.82
<b>CHURCHILL CONSTRUCTIONS</b>			
183573	CONT BD/126 W 7TH ST	21401	\$10,000.00

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VOUCHER	VOUCHER DESCRIPTION	INVOICE NUMBER	AMOUNT PAID
		<b>Total for Check: 98490</b>	<b>\$10,000.00</b>
<b>CINTAS CORPORATION 769</b>			
183328	RUGS TOWELS ETC	769426491	\$30.90
183328	RUGS TOWELS ETC	769426491	\$76.98
183328	RUGS TOWELS ETC	769426491	\$32.81
183328	RUGS TOWELS ETC	769426491	\$129.75
183328	RUGS TOWELS ETC	769426491	\$23.40
183388	RUGS TOWELS ETC	769423002	\$30.90
183388	RUGS TOWELS ETC	769423002	\$32.81
183388	RUGS TOWELS ETC	769423002	\$129.75
183388	RUGS TOWELS ETC	769423002	\$23.40
		<b>Total for Check: 98491</b>	<b>\$510.70</b>
<b>CLARK BAIRD SMITH LLP</b>			
183355	PERSONNEL LEGAL	00012929	\$78.75
		<b>Total for Check: 98492</b>	<b>\$78.75</b>
<b>COMED</b>			
183574	57TH STREET	15093062-06/2014	\$141.43
183575	ELEANOR PARK	75151076-06/2014	\$297.59
183576	WARMING HOUSE/PADDLE HUT	0203017056-6/14	\$91.59
183577	CHESTNUT PARKING	0203065105-06/14	\$47.28
183578	CLOCK TOWER	0381057101-06/14	\$31.95
183579	314 SYMONDS DR	0417073048-06/14	\$141.33
183580	FOUNTAIN	0471095066-06/14	\$153.62
183581	BURLINGTON PARK	0499147045-06/14	\$39.57
183582	ROBBINS PARK	0639032045-06/14	\$17.70
183583	21 SPINNING WHEEL	1131101044-06/14	\$58.58
183584	WASHINGTON	2378029015-06/14	\$44.15
183585	VEECK PARK	2425068008-06/14	\$481.15
183586	WASHINGTON PKG LOT	2838114008-06/14	\$44.70
183587	VEECK PARK	3454039030-06/14	\$512.62
183588	BURLINGTON PARK	6583006139-06/14	\$72.28
183589	NS CBQ RR	7011157008-06/14	\$49.39
183590	PIERCE PARK	7011378007-06/14	\$1,125.60
183591	WALNUT STREET	7011481009-06/14	\$9.35
183592	CENTER FOR ARTS	7093550127-06/14	\$192.74
183593	KLM LODGE	7093551008-06/14	\$261.16
183593	KLM LODGE	7093551008-06/14	\$1,044.65
183594	SAFETY TOWN	7261620005-06/14	\$18.75
183595	ROBBINS PARK	8521083007-06/14	\$94.69
183596	TRAIN STATION	8521342001-06/14	\$198.98
183597	WATER PLANT	8521400008-06/14	\$34.97
183598	BROOK PARK	8605174005-06/14	\$142.51
183599	POOL	8605437007-06/14	\$3,488.32
183600	ELEANOR PARK	8689206002-06/14	\$31.78
183601	STOUGH PARK	8689480008-06/14	\$17.70
183602	BURNSFIELD	8689640004-06/14	\$20.16
		<b>Total for Check: 98493</b>	<b>\$8,906.29</b>
<b>COMMERCIAL COFFEE SERVICE</b>			

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VOUCHER	VOUCHER DESCRIPTION	INVOICE NUMBER	AMOUNT PAID
183309	COFFEE SUPPLIES	124651	\$75.00
183317	COFFEE SUPPLIES	124518	\$69.00
183322	COFFEE SUPPLIES	124674	\$103.50
		<b>Total for Check: 98495</b>	<b>\$247.50</b>
<b>CONNEY SAFETY</b>			
183351	ICE PACKS	04701244	\$143.12
		<b>Total for Check: 98496</b>	<b>\$143.12</b>
<b>CONSERV FS</b>			
183334	FIELD PAINT	379611	\$2,220.00
		<b>Total for Check: 98497</b>	<b>\$2,220.00</b>
<b>CONSTELLATION NEWENERGY</b>			
183643	ELM STREET	0015766874-06/16	\$120.72
183644	STREET LIGHTS	0015742418-06/4	\$388.37
183645	TRANSFORMER	0015160160-06/14	\$1,570.47
		<b>Total for Check: 98498</b>	<b>\$2,079.56</b>
<b>COURTNEYS SAFETY LANE</b>			
183426	INSPECTIONS	060634	\$35.00
		<b>Total for Check: 98499</b>	<b>\$35.00</b>
<b>COURTYARD HOMES</b>			
183604	SITE MNGE/242 S ADAMS	21676	\$3,000.00
		<b>Total for Check: 98500</b>	<b>\$3,000.00</b>
<b>CURRENT TECHNOLOGIES</b>			
183410	REMOTE SUPPORT	711349	\$472.50
183410	REMOTE SUPPORT	711349	\$135.00
183410	REMOTE SUPPORT	711349	\$320.00
183410	REMOTE SUPPORT	711349	\$67.50
183412	NETWORK WIRING	4513	\$614.06
		<b>Total for Check: 98501</b>	<b>\$1,609.06</b>
<b>DANIELS, ROSEMARY</b>			
183366	CONT BD/804 N OAK	21752	\$500.00
		<b>Total for Check: 98502</b>	<b>\$500.00</b>
<b>DANMAR</b>			
183336	SHED PAINTING	18320	\$800.00
183338	BURNSFIELD	18321	\$3,150.00
		<b>Total for Check: 98503</b>	<b>\$3,950.00</b>
<b>DAVID ORR</b>			
183431	NOTARY	63247	\$10.00
		<b>Total for Check: 98504</b>	<b>\$10.00</b>
<b>DEJANA INDUSTRIES INC.</b>			
183274	SWEEPER RENTAL	48165	\$4,226.99
		<b>Total for Check: 98505</b>	<b>\$4,226.99</b>
<b>DESIGN GROUP SIGNAGE CORP</b>			
183660	BURLINGTON PARK	15695	\$19,123.20
		<b>Total for Check: 98506</b>	<b>\$19,123.20</b>
<b>DIRECT ADVANTAGE INC</b>			
183638	MONTHLY RETAINER	1106	\$2,075.00
		<b>Total for Check: 98507</b>	<b>\$2,075.00</b>
<b>DOCU-SHRED, INC.</b>			



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VOUCHER	VOUCHER DESCRIPTION	INVOICE NUMBER	AMOUNT PAID
183318	SHREDDING	32971	\$60.00
183343	SHREDDING	33039	\$120.00
		<b>Total for Check: 98508</b>	<b>\$180.00</b>
<b>DRESCHER LANDSCAPING</b>			
183358	CONT BD/5612 S GARFIELD	21997	\$500.00
		<b>Total for Check: 98509</b>	<b>\$500.00</b>
<b>DUPAGE COUNTY CLERK</b>			
183650	NOTARY	63251	\$10.00
		<b>Total for Check: 98510</b>	<b>\$10.00</b>
<b>EAGLE UNIFORMS INC</b>			
183640	UNIFORMS	231708	\$105.50
		<b>Total for Check: 98511</b>	<b>\$105.50</b>
<b>EDEN, AVINOAM</b>			
183394	CLAS REFUND	128528	\$159.00
		<b>Total for Check: 98512</b>	<b>\$159.00</b>
<b>EMERGENCY MEDICAL PROD</b>			
183313	MEDICAL SUPPLIES	1651119	\$784.94
		<b>Total for Check: 98513</b>	<b>\$784.94</b>
<b>ENVIRO-TEST/PERRY LABORAT</b>			
183303	LAB SERVICES	1451224	\$54.00
183304	LAB SERVICES	14130287	\$168.00
183445	LAB SERVICES	1451240	\$68.50
		<b>Total for Check: 98514</b>	<b>\$290.50</b>
<b>ESHAC, YOUSSEF</b>			
183354	CERTIFICATION REIMBURSED	PR2014	\$60.00
		<b>Total for Check: 98515</b>	<b>\$60.00</b>
<b>ETC PROLIANCE ENERGY LLC</b>			
183279	GAS	21405I001671	\$329.23
183279	GAS	21405I001671	\$329.22
183279	GAS	21405I001671	\$533.23
183279	GAS	21405I001671	\$576.80
183279	GAS	21405I001671	\$3,073.68
183279	GAS	21405I001671	\$355.80
		<b>Total for Check: 98516</b>	<b>\$5,197.96</b>
<b>FCWRD</b>			
183642	WATER	008919000-06/14	\$520.33
		<b>Total for Check: 98517</b>	<b>\$520.33</b>
<b>FEDEX</b>			
183637	OVERNIGHT MAIL	269789668	\$71.75
		<b>Total for Check: 98518</b>	<b>\$71.75</b>
<b>FIRE SAFETY CONSULTANTS</b>			
183278	PLAN REVIEW INSPECTIONS	2014394	\$1,104.00
183344	INSPECTIONS	2014637	\$667.00
		<b>Total for Check: 98519</b>	<b>\$1,771.00</b>
<b>FIRESTONE STORES</b>			
183389	TIRES	100873	\$176.96
		<b>Total for Check: 98520</b>	<b>\$176.96</b>
<b>FITZGERALD, KEVIN</b>			

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VOUCHER	VOUCHER DESCRIPTION	INVOICE NUMBER	AMOUNT PAID
183400	KLM REFUND	EN140607/21331	\$425.00
Total for Check: 98521			\$425.00
<b>FLECHSIG, ROLF</b>			
183441	KLM REFUND	EN140621/21320	\$500.00
Total for Check: 98522			\$500.00
<b>FLEET PRIDE</b>			
183312	AUTO PARTS	61749625	\$1,243.59
Total for Check: 98523			\$1,243.59
<b>FRED GLINKE PLUMBING AND</b>			
183283	PIERCE PARK FIELDHOUSE	30601	\$356.65
183384	PUBLIC WORKS REPAIRS	30552	\$1,272.15
183386	POOL REPAIRS	30627	\$502.40
183607	VIDEO SURVEY	30656	\$560.50
Total for Check: 98524			\$2,691.70
-----VOID-----VOID-----VOID-----VOID-----			
Total for Check: 98525			
<b>GALLS/QUARTERMASTER</b>			
183327	UNIFORMS	2059607	\$178.50
183331	UNIFORMS	002053827	\$455.60
Total for Check: 98526			\$634.10
<b>GATEWAY SRA</b>			
183561	CONTRIBUTION	20143	\$35,055.56
Total for Check: 98527			\$35,055.56
<b>GILLMAN, LEE</b>			
183401	KLM REFUND	EN140606/21862	\$175.00
Total for Check: 98528			\$175.00
<b>GLOBAL EMERGENCY PRODUCTS</b>			
183649	PUMP TEST OLD 1011	AGJ8341	\$300.00
Total for Check: 98529			\$300.00
<b>GRADLE, THOMAS</b>			
183432	REFEREE	PR2014S	\$150.00
Total for Check: 98530			\$150.00
<b>GRAINGER, INC.</b>			
183562	TRIPOD	9473940386	\$501.75
Total for Check: 98531			\$501.75
<b>GUERRERA, MARIA</b>			
183404	KLM REFUND	EN140615/21647	\$500.00
Total for Check: 98532			\$500.00
<b>H2O SERVICES, INC.</b>			
183381	SULFITE LIQUID	3015	\$233.78
Total for Check: 98533			\$233.78
<b>HAMILTON DATA CARD</b>			
183276	POOL PASS CARDS	21531	\$13.36
183276	POOL PASS CARDS	21531	\$50.00
183276	POOL PASS CARDS	21531	\$637.50

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VOUCHER	VOUCHER DESCRIPTION	INVOICE NUMBER	AMOUNT PAID
183555	RIBBONS/PRINTER	21535A	\$134.00
183555	RIBBONS/PRINTER	21535A	\$71.00
183555	RIBBONS/PRINTER	21535A	\$1,233.00
Total for Check: 98534			\$2,138.86
<b>HAWKINS, INC.</b>			
183298	POOL CHEMICALS	3602577	\$627.50
183307	POOL CHEMICALS	3605494	\$558.50
183553	POOL CHEMICALS	3610204	\$999.63
183558	POOL CHEMICALS	3608487	\$516.10
183657	POOL CHEMICALS	3611345/3612402	\$791.70
183657	POOL CHEMICALS	3611345/3612402	\$976.30
Total for Check: 98535			\$4,469.73
<b>HD SUPPLY WATERWORKS</b>			
183273	WATER MAIN MATERIALS	C454539/464086	\$1,949.98
183292	METER	C490591	\$945.35
183621	WATER METERS	C573019	\$5,610.00
Total for Check: 98536			\$8,505.33
<b>HEALY ASPHALT COMPANY LLC</b>			
183385	COLD PATCH MATERIAL	45988MB	\$775.68
Total for Check: 98537			\$775.68
<b>HINSDALE FOREIGN FIRE</b>			
183321	CONFERENCE	28089	\$286.00
183321	CONFERENCE	28089	\$525.00
Total for Check: 98538			\$811.00
<b>HINSDALE NURSERIES, INC.</b>			
183349	PLANTING	1467792	\$234.00
Total for Check: 98539			\$234.00
<b>HINSDALE TENNIS ASSOC</b>			
183435	TENNIS LESSON REIMB	PR2014S	\$12,600.00
Total for Check: 98540			\$12,600.00
<b>HOME DEPOT CREDIT SERVICE</b>			
183450	BAL DUE	603532250221-514	\$233.88
183450	BAL DUE	603532250221-514	\$42.84
183460	ASST HARDWARE	105180-05/2014	\$49.82
183460	ASST HARDWARE	105180-05/2014	\$186.96
183460	ASST HARDWARE	105180-05/2014	\$47.40
183460	ASST HARDWARE	105180-05/2014	\$145.82
183460	ASST HARDWARE	105180-05/2014	\$272.55
183460	ASST HARDWARE	105180-05/2014	\$349.25
Total for Check: 98541			\$1,328.52
<b>HONEYWELL ANALYTICS INC</b>			
183345	REPAIR SERVICE	5229395044	\$600.00
Total for Check: 98542			\$600.00
<b>HR GREEN INC</b>			
183647	OAK STREET BRIDGE	92755	\$87,010.05
Total for Check: 98543			\$87,010.05
<b>HUANG, LIN</b>			
183396	CLASS REFUND	128527	\$159.00

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VOUCHER	VOUCHER DESCRIPTION	INVOICE NUMBER	AMOUNT PAID
		Total for Check: 98544	\$159.00
<b>ICE MACHINES PLUS</b>			
183337	ICE MACHINE	INVIMP001711	\$2,740.13
183337	ICE MACHINE	INVIMP001711	\$40.00
		Total for Check: 98545	\$2,780.13
<b>ILLINOIS ENVIRONMENTAL</b>			
183511	PERMIT FEES	IL0066818-07/14	\$5,000.00
183512	PERMIT FEES	ILR400355-07/14	\$1,000.00
		Total for Check: 98546	\$6,000.00
<b>IRISH CASTLE INC</b>			
183503	CONT BD/805 S ADAMS	22029	\$500.00
		Total for Check: 98547	\$500.00
<b>JAMES J BENES &amp; ASSOC INC</b>			
183458	2014 RECONSTRUCTION	1459000	\$19,644.13
183459	2014 RESURFACING	1452.000	\$6,748.05
		Total for Check: 98548	\$26,392.18
<b>JOHN DEERE LANDSCAPES</b>			
183449	IRRIGATION PARTS	68224519	\$7.56
		Total for Check: 98549	\$7.56
<b>JOHN NERI CONSTRUCTION IN</b>			
183658	2014 RECONSTRUCTION	3	\$143,967.87
183658	2014 RECONSTRUCTION	3	\$61,750.73
183658	2014 RECONSTRUCTION	3	\$39,581.35
183659	WOODLANDS PHASE 2	1401-1	\$145,017.78
183659	WOODLANDS PHASE 2	1401-1	\$188,131.17
183659	WOODLANDS PHASE 2	1401-1	\$58,790.99
		Total for Check: 98550	\$637,239.89
<b>KAPITAL ELECTRIC</b>			
183359	CONT BD/340 FOREST	21980	\$500.00
		Total for Check: 98551	\$500.00
<b>KELLER HEARTT CO INC</b>			
183375	HYDRALIC FLUID	0208706	\$158.16
		Total for Check: 98552	\$158.16
<b>KETCHMARK CUT &amp; CARE</b>			
183572	CONT BD/116 PRINCETON	22385	\$500.00
		Total for Check: 98553	\$500.00
<b>KH KIMS TAE KWON DO</b>			
183297	**REIMB EXP**	227700	\$2,277.00
		Total for Check: 98554	\$2,277.00
<b>KIPPS LAWNMOWER SALES</b>			
183376	WEED EATER LINE	431689	\$70.12
183397	MINI TILLER	432216	\$312.90
		Total for Check: 98555	\$383.02
<b>KLEIN, THORPE, JENKINS LTD</b>			
183505	MAY LEGAL	170107	\$18,165.86
		Total for Check: 98556	\$18,165.86
<b>KUO, JAMES</b>			
183613	CLASS REFUND	129119	\$210.00

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VOUCHER	VOUCHER DESCRIPTION	INVOICE NUMBER	AMOUNT PAID
183613	CLASS REFUND	129119	\$120.00
		<b>Total for Check: 98557</b>	<b>\$330.00</b>
<b>LAMB, TIMOTHY</b>			
183416	WORK BOOTS	25425	\$254.25
		<b>Total for Check: 98558</b>	<b>\$254.25</b>
<b>LANG ICE COMPANY</b>			
183406	TEMP ICE BOX	415	\$415.00
183612	ICE CHEST RENTAL	1153751	\$310.00
		<b>Total for Check: 98559</b>	<b>\$725.00</b>
<b>LATEEF, OMAR</b>			
183419	CLASS REFUND	128011	\$250.00
		<b>Total for Check: 98560</b>	<b>\$250.00</b>
<b>LATEEF, OMAR</b>			
183438	CLASS REFUND	128965	\$250.00
		<b>Total for Check: 98561</b>	<b>\$250.00</b>
<b>LIFEGUARD STORE</b>			
183324	LIFEGUARD SUPPLIES	216490	\$126.00
		<b>Total for Check: 98562</b>	<b>\$126.00</b>
<b>LINDCO EQUIPMENT SALES IN</b>			
183651	PLOW PARTS	20141113-P	\$131.78
		<b>Total for Check: 98563</b>	<b>\$131.78</b>
<b>MASON, CHRISTOPHER</b>			
183414	CLASS REFUND	128691	\$146.00
183414	CLASS REFUND	128691	\$34.00
		<b>Total for Check: 98564</b>	<b>\$180.00</b>
<b>MAZURPALAZZOLA, CLAUDIA</b>			
183405	KLM REFUND	EN140608/21349	\$500.00
		<b>Total for Check: 98565</b>	<b>\$500.00</b>
<b>MCCARTY, THOMAS</b>			
183350	OVERPAYMENT REFUND	0605943	\$255.56
		<b>Total for Check: 98566</b>	<b>\$255.56</b>
<b>MCELROY, TIM</b>			
183425	REIMB/TITLE	63176	\$122.82
		<b>Total for Check: 98567</b>	<b>\$122.82</b>
<b>MCGRAW HILL</b>			
183402	KLM REFUND	EN140603/21875	\$250.00
		<b>Total for Check: 98568</b>	<b>\$250.00</b>
<b>MEADE ELECTRIC CO., INC.</b>			
183617	SIGNAL BASE	665246	\$149.50
		<b>Total for Check: 98569</b>	<b>\$149.50</b>
<b>MEDICOM REIMBURSEMENT</b>			
183610	DELIVERY BROCHURES	4506/73/4602	\$40.00
		<b>Total for Check: 98570</b>	<b>\$40.00</b>
<b>MENARDS</b>			
183447	ICE MACHINE	66305	\$1,079.00
183454	ASST MERCHANDIZE	62117/62961	\$91.53
183454	ASST MERCHANDIZE	62117/62961	\$69.95
183454	ASST MERCHANDIZE	62117/62961	\$180.60

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VOUCHER	VOUCHER DESCRIPTION	INVOICE NUMBER	AMOUNT PAID
183454	ASST MERCHANDIZE	62117/62961	\$44.86
183454	ASST MERCHANDIZE	62117/62961	\$45.62
	<b>Total for Check: 98571</b>		<b>\$1,511.56</b>
<b>MICRO CENTER A/R</b>			
183286	CAMERA FIRE DEPT	3366960	\$306.98
183424	INK	3381640	\$51.60
	<b>Total for Check: 98572</b>		<b>\$358.58</b>
<b>MIDCO</b>			
183316	ELECTRONIC ACCESS	283059	\$1,035.38
	<b>Total for Check: 98573</b>		<b>\$1,035.38</b>
<b>MIDLOTHIAN PARK DISTRICT</b>			
183430	DAY CAMP TRAINING	63319	\$20.00
	<b>Total for Check: 98574</b>		<b>\$20.00</b>
<b>MIKE LASLO LANDSCAPING</b>			
183571	CONT BD/516 N COUNTY LN	22395	\$500.00
	<b>Total for Check: 98575</b>		<b>\$500.00</b>
<b>MINERVA PROMOTIONS</b>			
183387	LIFEGUARD SHIRTS	158189	\$408.11
	<b>Total for Check: 98576</b>		<b>\$408.11</b>
<b>MOLITOR ATHLETIC FIELDS</b>			
183439	ATHLETIC FIELD MAINT	406203557	\$900.00
	<b>Total for Check: 98577</b>		<b>\$900.00</b>
<b>MOTOROLA INC</b>			
183374	NETWORK CHARGES	131282262014	\$306.00
	<b>Total for Check: 98578</b>		<b>\$306.00</b>
<b>NAVAL SURFACE WARFARE CTR</b>			
183614	NIGHT VISION EQUIPMENT	N00164LE0773-14-	\$600.00
	<b>Total for Check: 98579</b>		<b>\$600.00</b>
<b>NAVARRE, CHRISTOPHER</b>			
183403	KLM REFUND	EN140613/21856	\$500.00
	<b>Total for Check: 98580</b>		<b>\$500.00</b>
<b>NAWRACAJ, JESSICA</b>			
183421	CLASS REFUND	127988	\$70.00
	<b>Total for Check: 98581</b>		<b>\$70.00</b>
<b>NEUCO INC</b>			
183348	DAMPER MOTOR	1090929	\$289.38
	<b>Total for Check: 98582</b>		<b>\$289.38</b>
<b>NICOR GAS</b>			
183287	5905 COUNTY LINE	1295211000-05/14	\$50.46
183288	5903 COUNTY LINE	1811704647-05/14	\$139.04
183569	GENERATOR	3846601000-06/14	\$41.46
183569	GENERATOR	3846601000-06/14	\$41.46
183570	YOUTH CENTER	9007790000-06/14	\$38.00
	<b>Total for Check: 98583</b>		<b>\$310.42</b>
<b>NORTHERN IL UNIVERSITY</b>			
183434	CONFERENCE	2000	\$2,000.00
183603	CONFERENCE	2000-06/2014	\$2,000.00
	<b>Total for Check: 98584</b>		<b>\$4,000.00</b>

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VOUCHER	VOUCHER DESCRIPTION	INVOICE NUMBER	AMOUNT PAID
<b>NUCO2 INC</b>			
183272	CHEMICALS	42045270	\$174.06
183339	CHEMICALS	42112106	\$58.90
183656	CHEMICALS	4244403	\$167.84
Total for Check: 98585			\$400.80
<b>NW 7686</b>			
183289	GENERATOR	71133443	\$457.20
Total for Check: 98586			\$457.20
<b>OAKLEY HOME BUILDERS</b>			
183367	STM WTR/5591 S OAK	020949	\$13,017.00
Total for Check: 98587			\$13,017.00
<b>OCCUPATIONAL HEALTH CTR</b>			
183411	PHYSICAL	1008203553	\$126.50
Total for Check: 98588			\$126.50
<b>PACIFIC TELEMAGEMENT</b>			
183654	PAY PHONE	658786	\$78.00
Total for Check: 98589			\$78.00
<b>PANDHI, LINA</b>			
183379	CLASS REFUND	128542	\$45.00
Total for Check: 98590			\$45.00
<b>PAUL CONWAY SHIELDS</b>			
183377	SHIELDS	037454	\$168.42
Total for Check: 98591			\$168.42
<b>PEERLESS FENCE</b>			
183452	BROOK PARK FENCE	56071	\$800.00
Total for Check: 98592			\$800.00
<b>PIECZYNSKI, LINDA</b>			
183568	PROSECUTOR	6152	\$1,090.00
Total for Check: 98593			\$1,090.00
<b>PIEPER, JIM</b>			
183420	CLASS REFUND	128729	\$35.00
183420	CLASS REFUND	128729	\$120.00
Total for Check: 98594			\$155.00
<b>PLAINFIELD FD PROTECTION</b>			
183391	TRAINING	014108	\$15.00
Total for Check: 98595			\$15.00
<b>POMPS TIRE SERVICE, INC.</b>			
183282	FLAT REPAIR	470017867	\$220.00
Total for Check: 98596			\$220.00
<b>PRAXAIR DISTRIBUTION, INC</b>			
183655	CYLINDER	49735772	\$24.38
Total for Check: 98597			\$24.38
<b>PREMIUM HOME SERVICES</b>			
183502	CONT BD/137 N CLAY	21786	\$2,500.00
Total for Check: 98598			\$2,500.00
<b>PRICE ASSOCIATES</b>			
183356	CONT BD/5811 GARFIELD	21292	\$1,200.00
Total for Check: 98599			\$1,200.00

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VOUCHER	VOUCHER DESCRIPTION	INVOICE NUMBER	AMOUNT PAID
<b>PRO SAFETY</b>			
183442	SAFETY GEAR	781120/781390	\$176.00
183442	SAFETY GEAR	781120/781390	\$37.90
183442	SAFETY GEAR	781120/781390	\$59.80
<b>Total for Check: 98600</b>			<b>\$273.70</b>
<b>PRO SPORTS EXPERIENCE LLC</b>			
183611	BEARS CAMP REIMBURSEMENT	12386	\$1,017.45
<b>Total for Check: 98601</b>			<b>\$1,017.45</b>
<b>QUARRY MATERIALS, INC.</b>			
183296	COLD PATCH	49660	\$727.48
183305	COLD PATCH	49717	\$949.52
183446	COLD MIX	49754/49817	\$553.70
183446	COLD MIX	49754/49817	\$729.99
<b>Total for Check: 98602</b>			<b>\$2,960.69</b>
<b>RAMAKRISHNAN, RAM</b>			
183364	CONT BD/212 N PARK	21541	\$500.00
<b>Total for Check: 98603</b>			<b>\$500.00</b>
<b>RAY OHERRON CO INC</b>			
183342	UNIFORMS	1434886	\$66.80
<b>Total for Check: 98604</b>			<b>\$66.80</b>
<b>REBRAG INC</b>			
183357	CONT BD/132 E SIXTH	22372	\$10,000.00
<b>Total for Check: 98605</b>			<b>\$10,000.00</b>
<b>REDIGER, SCOTT</b>			
183392	CLASS REFUND	128529	\$209.00
<b>Total for Check: 98606</b>			<b>\$209.00</b>
<b>REISER, MELISSA TRACY</b>			
183393	CLASS REFUND	128530	\$159.00
<b>Total for Check: 98607</b>			<b>\$159.00</b>
<b>RUSH TRUCK CENTER</b>			
183332	DOOR REPLACEMENT	1044479	\$3,968.14
<b>Total for Check: 98608</b>			<b>\$3,968.14</b>
<b>SATHER, BRIAN</b>			
183608	CLASS REFUND	129099	\$41.00
<b>Total for Check: 98609</b>			<b>\$41.00</b>
<b>SCHULTZ SUPPLY</b>			
183333	EVENT SUPPLIES	627850	\$331.38
<b>Total for Check: 98610</b>			<b>\$331.38</b>
<b>SECRETARY OF STATE</b>			
183433	LICENSE SUSPENSIONS	63250	\$40.00
<b>Total for Check: 98611</b>			<b>\$40.00</b>
<b>SERVICE FORMS &amp; GRAPHICS</b>			
183506	TICKETS	148907	\$1,463.22
183563	ENVELOPES	148918	\$714.00
183564	ABSENCE FORMS	148943	\$525.44
<b>Total for Check: 98612</b>			<b>\$2,702.66</b>
<b>SHERWIN INDUSTRIES, INC</b>			
183302	TRAFFIC PAINT	SS055494	\$970.50



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VOUCHER	VOUCHER DESCRIPTION	INVOICE NUMBER	AMOUNT PAID
183436	RAIN GEAR	SS055614	\$76.58
183436	RAIN GEAR	SS055614	\$76.59
183639	COLD PATCH	SS055707	\$350.00
Total for Check: 98613			\$1,473.67
<b>SIKICH, LLP</b>			
183285	2014 AUDIT	189895	\$3,200.00
Total for Check: 98614			\$3,200.00
<b>SKOKNA, NICK</b>			
183453	PADDLE CLEANING	90000	\$900.00
Total for Check: 98615			\$900.00
<b>SOMERSET DEVELOPMENT</b>			
183353	UNMETERED WATER REFUND	560276	\$100.00
Total for Check: 98616			\$100.00
<b>SOUTHWEST CENTRAL DISPATC</b>			
183463	POLICE DISPATCHING	101201163-07/14	\$23,548.14
183464	FIRE DISPATCHING	101201166-07/14	\$6,077.84
Total for Check: 98617			\$29,625.98
<b>SPORTS R US</b>			
183557	INSTRUCTION *REIMB EXP*	1879	\$3,052.00
Total for Check: 98618			\$3,052.00
-----VOID-----VOID-----VOID-----			
Total for Check: 98619			
<b>STOKES, LISA</b>			
183653	CLASS REFUND	129415	\$145.00
Total for Check: 98620			\$145.00
<b>STONERIDGE CUSTOM HOMES</b>			
183372	CONT BD/629 S QUINCY	022000	\$750.00
Total for Check: 98621			\$750.00
<b>SUBURBAN DOOR CHECK</b>			
183277	SQUAD ROOM REPAIRS	448785	\$697.00
Total for Check: 98622			\$697.00
<b>SWCD 911</b>			
183451	SURCHARGES	204107000-05/14	\$2,808.00
Total for Check: 98623			\$2,808.00
<b>T2 SYSTEMS</b>			
183341	FLEX HOSTING POLICE	F005084	\$18,009.96
Total for Check: 98624			\$18,009.96
<b>TEMPLETON, PHILIP</b>			
183365	CONT BD/148 E FOURTH	21692	\$500.00
Total for Check: 98625			\$500.00
<b>THE BLUE LINE</b>			
183415	PKNG ENFORCEMENT	30499	\$199.00
Total for Check: 98626			\$199.00
<b>THE LAW OFFICES OF</b>			
183409	LEGAL	H06182014	\$100.00
Total for Check: 98627			\$100.00

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VOUCHER	VOUCHER DESCRIPTION	INVOICE NUMBER	AMOUNT PAID
<b>THIRD MILLENIUM</b>			
183407	PKS & REC BUCK SLIP	17063	\$1,907.13
		<b>Total for Check: 98628</b>	<b>\$1,907.13</b>
<b>THOMPSON ELEVATOR INSPEC</b>			
183271	PLAN REVIEW	141635	\$200.00
		<b>Total for Check: 98629</b>	<b>\$200.00</b>
<b>THOMSON REUTERS WEST</b>			
183280	INFORMATION CHARGES	829664388	\$144.32
183380	SUPPLEMENT	829757162	\$78.00
		<b>Total for Check: 98630</b>	<b>\$222.32</b>
<b>THORGUARD INC</b>			
183418	SIGNS	37469	\$110.17
183551	LIGHTNING GUARDS	37785	\$2,043.01
183551	LIGHTNING GUARDS	37785	\$3,650.00
183551	LIGHTNING GUARDS	37785	\$6,800.00
183551	LIGHTNING GUARDS	37785	\$3,900.00
		<b>Total for Check: 98631</b>	<b>\$16,503.18</b>
<b>TOTAL PARKING SOLUTIONS</b>			
183330	PARKING METERS	102614	\$2,160.00
		<b>Total for Check: 98632</b>	<b>\$2,160.00</b>
<b>TRAFFIC CONTROL &amp; PROTECT</b>			
183299	SIGNAGE	80219/20/21	\$246.88
183299	SIGNAGE	80219/20/21	\$1,381.50
183306	SIGNS	80254/55	\$3,427.75
183443	WORK ZONE BOOKS	80368	\$39.71
183609	SEWER JETTING OGDEN	13837	\$950.00
		<b>Total for Check: 98633</b>	<b>\$6,045.84</b>
<b>TRANE</b>			
183390	FILETRS	9384082R1	\$192.63
		<b>Total for Check: 98634</b>	<b>\$192.63</b>
<b>TRITON ELECTRONICS, INC</b>			
183648	CALIBRATION RADAR/ANTENNA	7177	\$548.75
		<b>Total for Check: 98635</b>	<b>\$548.75</b>
<b>TYCO INTEGRATED SECURITY</b>			
183462	KLM ALARM	22063246	\$597.35
		<b>Total for Check: 98636</b>	<b>\$597.35</b>
<b>UNIFIED CONSTRUCTION GROU</b>			
183361	CONT BD/908 N ELM STE 300	21794	\$10,000.00
		<b>Total for Check: 98637</b>	<b>\$10,000.00</b>
<b>US GAS</b>			
183275	OXYGEN	219262	\$86.11
		<b>Total for Check: 98638</b>	<b>\$86.11</b>
<b>USA BLUE BOOK</b>			
183444	SENSOR KITS	374790	\$1,425.52
		<b>Total for Check: 98639</b>	<b>\$1,425.52</b>
<b>VERIZON WIRELESS</b>			
183641	CELL PHONE	9727462508	\$84.08
		<b>Total for Check: 98640</b>	<b>\$84.08</b>

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VOUCHER	VOUCHER DESCRIPTION	INVOICE NUMBER	AMOUNT PAID
<b>VILLAGE OF WILLOWBROOK</b>			
183347	COOP REIMBURSEMENT	51500	\$515.00
<b>Total for Check: 98641</b>			<b>\$515.00</b>
<b>W S DARLEY &amp; CO</b>			
183311	UNIFORMS	17141474	\$510.00
183314	SHELVING EQUIPMENT	17140315	\$904.72
183315	LGT SYSTEM	17140678	\$654.54
<b>Total for Check: 98642</b>			<b>\$2,069.26</b>
<b>WAREHOUSE DIRECT INC</b>			
183290	PAPER GOODS	2341068	\$347.08
183291	OFFICE SUPPLIES	2352360	\$100.23
183294	CHAIR	2342723	\$130.35
183301	COPIER PAPER/SUPPLIES	2348079	\$360.17
183301	COPIER PAPER/SUPPLIES	2348079	\$95.97
183301	COPIER PAPER/SUPPLIES	2348079	\$159.95
183301	COPIER PAPER/SUPPLIES	2348079	\$159.95
183301	COPIER PAPER/SUPPLIES	2348079	\$63.98
183319	OFFICE SUPPLIES	2348171	\$93.47
183319	OFFICE SUPPLIES	2348171	\$28.76
183319	OFFICE SUPPLIES	2348171	\$57.91
183320	OFFICE SUPPLIES	23418150/8163	\$462.58
183323	OFFICE SUPPLIES	2348090/8121	\$160.20
183323	OFFICE SUPPLIES	2348090/8121	\$104.79
183325	OFFICE SUPPLIES	2346838/853	\$11.82
183325	OFFICE SUPPLIES	2346838/853	\$63.78
183325	OFFICE SUPPLIES	2346838/853	\$154.59
183326	OFFICE SUPPLIES	2348090/8139	\$205.92
183326	OFFICE SUPPLIES	2348090/8139	\$15.90
183335	OFFICE SUPPLIES	2343700	\$162.50
183556	PAPER GOODS	2359311	\$69.34
<b>Total for Check: 98643</b>			<b>\$3,009.24</b>
<b>WARREN OIL COMPANY</b>			
183295	FUEL	10847436	\$25,658.05
<b>Total for Check: 98644</b>			<b>\$25,658.05</b>
<b>WESCON UNDERGROUND</b>			
183606	SEWER REPAIRS	3265	\$3,705.00
<b>Total for Check: 98645</b>			<b>\$3,705.00</b>
<b>WINKLERS TREE SERVICE IN</b>			
183399	ASH TRUNK INJECTIONS	76054	\$6,053.34
<b>Total for Check: 98646</b>			<b>\$6,053.34</b>
<b>ZIEBELL WATER SERVICE</b>			
183552	WATER MAIN MATERIALS	225047	\$3,504.04
183618	WATER MAIN MATERIALS	225065000	\$8,110.92
183619	WATER MAIN MATERIALS	25087000	\$2,350.62
<b>Total for Check: 98647</b>			<b>\$13,965.58</b>
<b>AFLAC-FLEXONE</b>			
183675	ALFAC OTHER	070314000000000	\$202.19
183676	AFLAC OTHER	070314000000000	\$275.77

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183677	AFLAC SLAC	070314000000000	\$58.41
		<b>Total for Check: 98648</b>	<b>\$536.37</b>
<b>BLITT &amp; GAINES, P.C.</b>			
183688	GARNISHMENT	070314000000000	\$362.12
		<b>Total for Check: 98649</b>	<b>\$362.12</b>
<b>COLONIAL LIFE PROCESSING</b>			
183665	COLONIAL S L A C	070314000000000	\$60.98
183666	COLONIAL OTHER	070314000000000	\$27.63
		<b>Total for Check: 98650</b>	<b>\$88.61</b>
<b>FIRST COMMUNICATIONS, LLC</b>			
183662	TELEPHONE	12432113	\$318.84
183662	TELEPHONE	12432113	\$754.39
183662	TELEPHONE	12432113	\$440.73
183662	TELEPHONE	12432113	\$188.88
183662	TELEPHONE	12432113	\$109.83
183662	TELEPHONE	12432113	\$229.87
183662	TELEPHONE	12432113	\$62.57
		<b>Total for Check: 98651</b>	<b>\$2,105.11</b>
<b>FUN EXPRESS LLC</b>			
183691	POOL PARTY SUPPLIES	0664108137-01	\$296.40
183693	FUN EXPRESS	664108137-02	\$35.00
183694	SUPPLIES	664108137-03	\$226.99
		<b>Total for Check: 98652</b>	<b>\$558.39</b>
<b>I.U.O.E.LOCAL 150</b>			
183683	LOCAL 150 UNION DUES	070314000000000	\$783.65
		<b>Total for Check: 98653</b>	<b>\$783.65</b>
<b>ILLINOIS FRATERNAL ORDER</b>			
183668	UNION DUES	070314000000000	\$688.00
		<b>Total for Check: 98654</b>	<b>\$688.00</b>
<b>NATIONWIDE RETIREMENT SOL</b>			
183669	USCM/PEBSO	070314000000000	\$53.33
183670	USCM/PEBSO	070314000000000	\$1,655.00
		<b>Total for Check: 98655</b>	<b>\$1,708.33</b>
<b>NATIONWIDE TRUST CO.FSB</b>			
183678	PEHP UNION 150	070314000000000	\$335.08
183679	PEHP REGULAR	070314000000000	\$2,115.29
183680	PEHP COMPTIME PD	070314000000000	\$536.39
183681	PEHPPD	070314000000000	\$535.61
		<b>Total for Check: 98656</b>	<b>\$3,522.37</b>
<b>NCPERS GRP LIFE INS#3105</b>			
183667	LIFE INS	070314000000000	\$288.00
		<b>Total for Check: 98657</b>	<b>\$288.00</b>
<b>NEXTEL/SPRINT</b>			
183663	CELL PHONES	977740515149	\$213.01
183663	CELL PHONES	977740515149	\$41.01
183663	CELL PHONES	977740515149	\$576.17
183663	CELL PHONES	977740515149	\$328.10
183663	CELL PHONES	977740515149	\$123.03

## WARRANT REGISTER: 1568

DATE: 07/07/14

VOUCHER	VOUCHER DESCRIPTION	INVOICE NUMBER	AMOUNT PAID
183663	CELL PHONES	977740515149	\$84.02
183663	CELL PHONES	977740515149	\$369.12
183663	CELL PHONES	977740515149	\$123.04
183663	CELL PHONES	977740515149	\$41.01
183663	CELL PHONES	977740515149	\$533.19
<b>Total for Check: 98658</b>			<b>\$2,431.70</b>
<b>STANDARD &amp; POORS</b>			
183692	BOND RATING	10349072-06/2014	\$9,125.00
<b>Total for Check: 98659</b>			<b>\$9,125.00</b>
<b>STATE DISBURSEMENT UNIT</b>			
183682	MAINTENANCE	070314000000000	\$500.00
<b>Total for Check: 98660</b>			<b>\$500.00</b>
<b>STATE DISBURSEMENT UNIT</b>			
183684	CHILD SUPPORT	070314000000000	\$313.21
<b>Total for Check: 98661</b>			<b>\$313.21</b>
<b>STATE DISBURSEMENT UNIT</b>			
183685	CHILD SUPPORT	070314000000000	\$585.00
<b>Total for Check: 98662</b>			<b>\$585.00</b>
<b>STATE DISBURSEMENT UNIT</b>			
183686	CHILD SUPPORT	070314000000000	\$230.77
<b>Total for Check: 98663</b>			<b>\$230.77</b>
<b>STATE DISBURSEMENT UNIT</b>			
183687	CHILD SUPPORT	070314000000000	\$764.77
<b>Total for Check: 98664</b>			<b>\$764.77</b>
<b>STATE DISBURSEMENT UNIT</b>			
183689	CHILD SUPPORT	070314000000000	\$254.42
<b>Total for Check: 98665</b>			<b>\$254.42</b>
<b>STATE DISBURSEMENT UNIT</b>			
183690	CHILD SUPPORT	070314000000000	\$923.07
<b>Total for Check: 98666</b>			<b>\$923.07</b>
<b>VILLAGE OF HINSDALE</b>			
183671	MEDICAL REIMBURSEMENT	070314000000000	\$358.34
183672	DEP CARE REIMB.F/P	070314000000000	\$45.83
183673	MEDICAL REIMBURSEMENT	070314000000000	\$327.46
183674	DEP CARE REIMBURSEMENT	070314000000000	\$41.67
<b>Total for Check: 98667</b>			<b>\$773.30</b>
<b>VILLAGE OF HINSDALE-FINAN</b>			
183661	PETTY CASH	37954-06/14	\$18.64
183661	PETTY CASH	37954-06/14	\$2.00
183661	PETTY CASH	37954-06/14	\$159.42
183661	PETTY CASH	37954-06/14	\$72.00
183661	PETTY CASH	37954-06/14	\$24.76
183661	PETTY CASH	37954-06/14	\$20.00
183661	PETTY CASH	37954-06/14	\$21.04
183661	PETTY CASH	37954-06/14	\$24.00
183661	PETTY CASH	37954-06/14	\$24.68
183661	PETTY CASH	37954-06/14	\$2.49
183661	PETTY CASH	37954-06/14	\$10.51

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Village of Hinsdale

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WARRANT REGISTER: 1568

DATE: 07/07/14


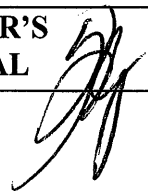
VOUCHER	VOUCHER DESCRIPTION	INVOICE NUMBER	AMOUNT PAID
		Total for Check: 98668	\$379.54
ZENITH LANDSCAPE GROUP LL			
183695	MOWING	4194	\$14,296.00
183695	MOWING	4194	\$280.00
		Total for Check: 98669	\$14,576.00
		REPORT TOTAL	\$1,390,752.70

END OF REPORT

DATE: July 2, 2014

9b

# REQUEST FOR BOARD ACTION

<b>AGENDA</b>		<b>ORIGINATING</b>		
<b>SECTION NUMBER</b> ACA		<b>DEPARTMENT</b> Administration		
<b>ITEM</b> Ordinance Authorizing Transfers of Appropriations Within Departments of the Village		Darrell Langlois <b>APPROVAL</b> Assistant Village Manager/ Finance Director 		
<p>The Village of Hinsdale adopted the FY 2013-14 Appropriations Ordinance in July, 2013. The Appropriations Ordinance is based on the Village's FY 2013-14 Annual Performance Budget. State statutes require the Village to amend its Appropriation Ordinance to transfer funds between line item accounts in departments that have exceeded the original appropriation. The ordinance simply reallocates funds with departments. It should be noted that no individual fund exceeded its appropriation in total, and that the actual end of year expenses are consistent with those projections made in conjunction with the preparation of the FY 2014-15 Budget.</p> <p>Should the Committee concur, the following motion would be appropriate:</p> <p><b>Motion: To recommend to the Board of Trustees adoption of the An Ordinance Authorizing Transfers of Appropriations Within Departments and Agencies of the Village for the Fiscal Year May 1, 2013 to April 30, 2014.</b></p>				
<b>APPROVAL</b>	<b>APPROVAL</b>	<b>APPROVAL</b>	<b>APPROVAL</b>	<b>MANAGER'S APPROVAL</b> 
<b>COMMITTEE ACTION</b>				
<b>BOARD ACTION:</b>				

**VILLAGE OF HINSDALE**  
**ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE AUTHORIZING TRANSFERS OF APPROPRIATIONS  
WITHIN DEPARTMENTS AND AGENCIES OF THE VILLAGE**

WHEREAS, Section 8-2-9 of the Illinois Municipal Code authorizes transfers, within any department or agency of the Village, of sums of money previously appropriated for one corporate object or purpose to another corporate object or purpose at any time by a two-thirds vote of the corporate authorities, provided that no such transfer reduces an appropriation below an amount sufficient to cover all obligations incurred or to be incurred against that appropriation; and

WHEREAS, the President and Board of Trustees of the Village of Hinsdale have reviewed the appropriations of the current fiscal year and have determined that it is necessary, appropriate, and in the best interests of the Village to transfer certain funds from appropriations for certain corporate objects and purposes to other corporate objects and purposes within the same departments and agencies; and

WHEREAS, the transfer of funds authorized by this Ordinance shall not reduce an appropriation for any corporate object or purpose below an amount sufficient to cover all obligations incurred or to be incurred against that appropriation;

NOW, THEREFORE, BE IT ORDAINED by the President and Board of Trustees of the Village of Hinsdale, DuPage and Cook Counties and State of Illinois, as follows:

Section 1. Recitals. The foregoing recitals are incorporated herein as findings of the President and Board of Trustees.

Section 2. Transfer of Funds. The appropriations listed on the attached schedule, made for the fiscal year beginning May 1, 2013 and ending April 30, 2014, shall be and are hereby increased or decreased by the amounts indicated, and the funds appropriated for the corporate objects and purposes of said appropriation that are decreased shall be, and they are hereby, transferred within the same department or agency to those corporate objects and purposes that are increased, as indicated on the attached schedule.



Section 3. Effective Date. This Ordinance shall be in full force and effective from and after its passage and approval of two-thirds of the corporate authorities, and ten days after its publication in pamphlet form in the manner provided by law.

**PASSED** this 7th day of July, 2014

**AYES:**

**NAYS:**

**ABSENT:**

**APPROVED** this 7th day of July, 2014.

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Village President

**ATTEST:**

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Village Clerk

**FY 2013-14 Appropriation Ordinance**

**Corporate Fund - 10000**

**General Government Department - 1000**

	<u>Appropriation</u>	<u>Increase/ (Decrease)</u>	<u>Revised Appropriation</u>	<u>Actual Expenses</u>	<u>Difference</u>
7001 Salaries & Wages	924,326	50,338	974,664	974,664	0
7002 Overtime	10,000	1,573	11,573	11,573	0
7003 Temporary Help	129,531	(9,206)	120,325	120,325	0
7005 Longevity Pay	2,200	(800)	1,400	1,400	0
7099 Water Fund Cost Allocation	(722,183)		(722,183)	(722,183)	0
7101 Social Security	57,137	330	57,467	57,467	0
7102 IMRF	153,498	22,412	175,910	175,910	0
7105 Medicare	15,458	(273)	15,185	15,185	0
7111 Employee Insurance	167,071	(4,126)	162,945	162,945	0
7112 Unemployment Compensation	0	343	343	343	0
7201 Legal Services	175,000	115,989	290,989	290,989	0
7204 Auditing	27,200	(5,110)	22,090	22,090	0
7299 Misc. Professional Services	8,000	18,455	26,455	26,455	0
7309 Data Processing	69,500	(2,013)	67,487	67,487	0
7399 Misc. Contractual Services	44,000	(6,862)	37,138	37,138	0
7401 Postage	16,000	2,925	18,925	18,925	0
7402 Utilities	2,000	948	2,948	2,948	0
7403 Telephone	14,230	(2,379)	11,851	11,851	0
7414 Legal Publications	7,000	1,032	8,032	8,032	0
7415 Employment Advertising	2,500	15	2,515	2,515	0
7419 Printing & Publications	10,000	(3,024)	6,976	6,976	0
7499 Misc. Services	4,500	3,046	7,546	7,546	0
7501 Office Supplies	14,000	1,653	15,653	15,653	0
7503 Gasoline & Oil	3,600	(1,610)	1,990	1,990	0
7508 Licenses	2,500	71	2,571	2,571	0
7520 Computer Equipment Supplies	6,600	388	6,988	6,988	0
7539 Software Purchases	1,500	295	1,795	1,795	0
7599 Misc. Supplies	400	(80)	320	320	0
7602 Office Equipment	7,500	(280)	7,220	7,220	0
7603 Motor Vehicles	750	(303)	447	447	0
7606 Computer Equipment	1,000	(880)	120	120	0
7701 Conferences & Staff Development	12,480	(3,457)	9,023	9,023	0
7702 Memberships & Subscriptions	21,035	(1,105)	19,930	19,930	0
7703 Employee Relations	13,200	(3,097)	10,103	10,103	0
7706 Plan Commission	1,000	(724)	276	276	0
7707 Historic Preservation Commission	1,000	174	1,174	1,174	0
7709 Board of Fire & Police Commissioners	23,500	(9,416)	14,084	14,084	0
7710 Economic Development Commission	84,000	22,788	106,788	106,788	0
7711 Zoning Board of Appeals	500	(500)	0	0	0
7725 Ceremonial Occasions	1,500	(266)	1,234	1,234	0
7729 Principal Expense	170,366		170,366	170,366	0
7735 Educational Training	600	(124)	476	476	0
7736 Personnel	300	(173)	127	127	0
7737 Mileage Reimbursement	400	(312)	88	88	0
7749 Interest Expense	20,463		20,463	20,463	0
7795 Bank & Bond Fees	39,900	7,662	47,562	47,562	0
7799 Misc Expenses	100,000	(96,907)	3,093	0	3,093
7810 IRMA Premiums	27,875	(8,351)	19,524	19,524	0
7812 Self-Insured Deductible	5,000	(5,000)	0	0	0
7899 Other Insurance	275	(10)	265	265	0
7909 Buildings	66,000	(66,000)	0	0	0
7919 Computer Equipment	60,000	(17,045)	42,955	42,955	0
7990 Contingency for Unforeseen Expenses	180,421	(97,911)	82,510	0	82,510
Total General Government Department	1,984,633	(96,907)	1,887,726	1,802,123	85,603

**Corporate Fund - 10000****Police Department - 1200**

	<u>Appropriation</u>	<u>Increase/ (Decrease)</u>	<u>Revised Appropriation</u>	<u>Actual Expenses</u>	<u>Difference</u>
7001 Salaries & Wages	2,471,822	(17,108)	2,454,714	2,454,714	0
7002 Overtime	145,000	64,213	209,213	209,213	0
7003 Temporary Help	256,861	(12,518)	244,343	244,343	0
7005 Longevity Pay	15,500		15,500	14,700	800
7008 Reimbursable Overtime	50,000		50,000	48,883	1,117
7099 Water Fund Cost Allocation	(17,386)		(17,386)	(17,386)	0
7101 Social Security	22,116		22,116	21,134	982
7102 IMRF	28,001		28,001	25,698	2,303
7105 Medicare	38,013		38,013	37,993	20
7106 Police Pension	728,065	90,311	818,376	818,376	0
7111 Employee Insurance	386,396	(37,630)	348,766	348,766	0
7112 Unemployment Compensation	0	1,075	1,075	1,075	0
7299 Misc. Professional Services	7,530		7,530	5,382	2,148
7306 Building & Grounds	750	546	1,296	1,296	0
7307 Custodial	14,500	191	14,691	14,691	0
7308 Dispatch Service	316,117		316,117	309,381	6,736
7309 Data Processing	20,130	2,903	23,033	23,033	0
7399 Misc. Contractual Services	48,572		48,572	45,574	2,998
7401 Postage	1,400	67	1,467	1,467	0
7402 Utilities	6,200	4,699	10,899	10,899	0
7403 Telephone	29,300	5,947	35,247	35,247	0
7419 Printing & Publications	5,000	1,348	6,348	6,348	0
7501 Office Supplies	5,500	1,399	6,899	6,899	0
7503 Gasoline & Oil	70,000	1,517	71,517	71,517	0
7504 Uniforms	21,815	8,119	29,934	29,934	0
7507 Building Supplies	400		400	123	277
7508 Licenses	1,500		1,500	1,377	123
7509 Janitor Supplies	4,500		4,500	708	3,792
7514 Range Supplies	10,300		10,300	8,991	1,309
7515 Camera Supplies	500	27	527	527	0
7520 Computer Equip Supplies	2,000	438	2,438	2,438	0
7525 Emergency Management	250		250	0	250
7530 Medical Supplies	600		600	307	293
7539 Software Purchases	2,500		2,500	2,416	84
7599 Misc. Supplies	9,500	1,534	11,034	11,034	0
7601 Buildings	10,500	13,994	24,494	24,494	0
7602 Office Equipment	8,100		8,100	7,668	432
7603 Motor Vehicles	27,000	(8,885)	18,115	18,115	0
7604 Radios	3,500		3,500	3,299	201
7611 Parking Meters	8,000	(472)	7,528	744	6,784
7618 General Equipment	1,000	530	1,530	1,530	0
7701 Conferences & Staff Development	7,850		7,850	4,864	2,986
7702 Memberships & Subscriptions	6,535	1,552	8,087	8,087	0
7719 HSD Sewer Use Charge	300		300	0	300
7735 Educational Training	22,000	(9,318)	12,682	12,682	0
7736 Personnel	1,000	11,538	12,538	12,538	0
7737 Mileage Reimbursement	1,000	77	1,077	1,077	0
7810 IRMA Premiums	76,330		76,330	50,260	26,070
7812 Self-Insured Deductible	40,000	1,825	41,825	41,825	0
7902 Motor Vehicles	120,000	4,020	124,020	124,020	0
7909 Buildings	95,000	(41,628)	53,372	53,372	0
7990 Contingency for Unforeseen Expenses	256,568	(90,311)	166,257	0	166,257
Total Police Department	5,387,935	0	5,387,935	5,161,673	226,262

**Corporate Fund - 10000****Fire Department - 1500**

	<u>Appropriation</u>	<u>Increase/ (Decrease)</u>	<u>Revised Appropriation</u>	<u>Actual Expenses</u>	<u>Difference</u>
7001 Salaries & Wages	2,047,707	13,176	2,060,883	2,060,883	0
7002 Overtime	198,000	(22,270)	175,730	175,730	0
7003 Temporary Help	52,476		52,476	49,612	2,864
7005 Longevity Pay	9,100	100	9,200	9,200	0
7099 Water Fund Cost Allocation	(17,386)		(17,386)	(17,386)	0
7101 Social Security	10,563		10,563	10,162	401
7102 IMRF	17,488		17,488	16,359	1,129
7105 Medicare	28,879	1,369	30,248	30,248	0
7107 Firefighters Pension	648,979	84,880	733,859	733,859	0
7111 Employee Insurance	397,200	(33,108)	364,092	364,092	0

**Corporate Fund - 10000**

**Fire Department - 1500 (cont)**

	<u>Appropriation</u>	<u>Increase/ (Decrease)</u>	<u>Revised Appropriation</u>	<u>Expenses</u>	<u>Difference</u>
7306 Building & Grounds	600	273	873	873	0
7307 Custodial	3,000		3,000	1,943	1,057
7308 Dispatch Services	75,000		75,000	69,898	5,102
7399 Misc. Contractual Services	1,670		1,670	1,390	280
7401 Postage	750	173	923	923	0
7402 Utilities	6,100	4,748	10,848	10,848	0
7403 Telephone	11,200	1,352	12,552	12,552	0
7419 Printing & Publications	850	21	871	871	0
7501 Office Supplies	4,000		4,000	3,287	713
7503 Gasoline & Oil	22,500	2,679	25,179	25,179	0
7504 Uniforms	12,500	245	12,745	12,745	0
7506 Motor Vehicle Supplies	500		500	8	492
7507 Building Supplies	6,000		6,000	5,863	137
7508 Licenses	350		350	258	92
7510 Tools	5,000		5,000	4,652	348
7515 Camera Supplies	200		200	37	163
7520 Computer Equipment Supplies	7,350		7,350	3,505	3,845
7530 Medical Supplies	7,580		7,580	6,754	826
7531 Fire Prevention Supplies	2,100		2,100	1,577	523
7532 Oxygen & Air Supplies	875		875	580	295
7533 Hazmat Supplies	3,400	63	3,463	3,463	0
7534 Fire Suppression Supplies	3,500		3,500	1,588	1,912
7535 Fire Inspection Supplies	225		225	221	4
7536 Infection Control Supplies	1,500		1,500	504	996
7537 Safety Supplies	500		500	436	64
7539 Software Purchases	3,650		3,650	1,432	2,218
7601 Buildings	6,000	10,220	16,220	16,220	0
7602 Office Equipment	1,350	46	1,396	1,396	0
7603 Motor Vehicles	43,500	2,059	45,559	45,559	0
7604 Radios	3,000	4,759	7,759	7,759	0
7606 Computer Equipment	1,600		1,600	656	944
7618 General Equipment	7,500	1,402	8,902	8,902	0
7701 Conferences & Staff Development	4,500		4,500	1,703	2,797
7702 Memberships & Subscriptions	6,660		6,660	6,411	249
7719 HSD Sewer Use Charge	250		250	0	250
7729 Bond Principal Repayment	96,318		96,318	96,318	0
7735 Educational Training	14,500		14,500	11,247	3,253
7736 Personnel	500		500	396	104
7749 Interest Expense-Loan	20,908		20,908	20,822	86
7810 IRMA Premiums	63,864	(6,857)	57,007	42,052	14,955
7812 Self-Insured Deductible	10,000	17,070	27,070	27,070	0
7902 Motor Vehicles	480,000		480,000	228,096	251,904
7919 Computer Equipment	0	2,480	2,480	2,480	0
7990 Contingency for Unforeseen Expenses	216,718	(84,880)	131,838	0	131,838
Total Fire Department	4,551,074	0	4,551,074	4,121,233	429,841

**Corporate Fund - 10000**

**Public Services Department - 2200**

	<u>Appropriation</u>	<u>Increase/ (Decrease)</u>	<u>Revised Appropriation</u>	<u>Actual Expenses</u>	<u>Difference</u>
7001 Salaries & Wages	859,316	36,198	895,514	895,514	0
7002 Overtime	65,000	67,075	132,075	132,075	0
7003 Temporary Help	39,800	(15,222)	24,578	24,578	0
7005 Longevity Pay	4,300		4,300	4,300	0
7099 Water Fund Cost Allocation	(120,536)		(120,536)	(120,536)	0
7101 Social Security	58,605	3,243	61,848	61,848	0
7102 IMRF	139,402	7,313	146,715	146,715	0
7105 Medicare	14,042	652	14,694	14,694	0
7111 Employee Insurance	181,858	(11,798)	170,060	170,060	0
7301 Street Sweeping	36,000	8,594	44,594	44,594	0
7303 Mosquito Abatement	60,000	(4,504)	55,496	55,496	0
7304 D E D Removals	60,000	16,472	76,472	76,472	0
7306 Building & Grounds	11,000	(2,732)	8,268	8,268	0
7307 Custodial	47,000	(6,573)	40,427	40,427	0
7310 Traffic Signals	1,000	(1,000)	0	0	0
7312 Landscaping	22,000	(8,138)	13,862	13,862	0
7319 Tree Trimming	50,000	(4,185)	45,815	45,815	0
7320 Elm Tree Fungicide Program	140,000	(1,801)	138,199	138,199	0

**Corporate Fund - 10000**
**Public Services Department - 2200 (cont)**

	<u>Appropriation</u>		<u>Revised Appropriation</u>	<u>Actual Expenses</u>	<u>Difference</u>
7399 Misc. Contractual Services	22,500	7,006	29,506	29,506	0
7401 Postage	1,000	190	1,190	1,190	0
7402 Utilities	144,500	(3,629)	140,871	140,871	0
7403 Telephone	14,700	1,791	16,491	16,491	0
7405 Dumping	15,000	8,688	23,688	23,688	0
7409 Equipment Rental	1,000	(408)	592	592	0
7411 Holiday Decorating	8,000	(208)	7,792	7,792	0
7499 Misc. Services	50	430	480	480	0
7501 Office Supplies	1,200	376	1,576	1,576	0
7503 Gasoline & Oil	36,500	13,574	50,074	50,074	0
7504 Uniforms	9,200	2,434	11,634	11,634	0
7505 Chemicals	31,500	62,337	93,837	93,837	0
7506 Motor Vehicle Supplies	2,000	(658)	1,342	1,342	0
7507 Building Supplies	7,350	(4,253)	3,097	3,097	0
7508 Licenses	250	245	495	495	0
7509 Janitor Supplies	6,500	(1,360)	5,140	5,140	0
7510 Tools	6,300	1,085	7,385	7,385	0
7515 Camera Supplies	300	(300)	0	0	0
7518 Laboratory Supplies	500	(328)	172	172	0
7519 Trees	50,325	6,628	56,953	56,953	0
7520 Computer Supplies	1,250	159	1,409	1,409	0
7530 Medical Supplies	725	410	1,135	1,135	0
7599 Misc. Supplies	8,000	5,067	13,067	13,067	0
7601 Buildings	22,000	15,870	37,870	37,870	0
7602 Office Equipment	1,200	(605)	595	595	0
7603 Motor Vehicles	31,450	20,469	51,919	51,919	0
7604 Radios	3,300	(371)	2,929	2,929	0
7605 Grounds	1,500	1,158	2,658	2,658	0
7615 Streets & Alleys	53,900	9,134	63,034	63,034	0
7618 General Equipment	2,000	(824)	1,176	1,176	0
7619 Traffic & Street Lights	7,000	749	7,749	7,749	0
7622 Traffic & Street Signs	8,500	4,275	12,775	12,775	0
7699 Misc. Repairs	800	395	1,195	1,195	0
7701 Conferences & Staff Development	1,000	(525)	475	475	0
7702 Dues & Subscriptions	1,275	4,970	6,245	6,245	0
7719 HSD Sewer Use Charge	500	1,761	2,261	2,261	0
7735 Educational Training	1,700	(740)	960	960	0
7736 Personnel	800	937	1,737	1,737	0
7810 IRMA Premium	40,392	(13,796)	26,596	26,596	0
7812 Self Insurance Deductable	10,000	32,650	42,650	42,650	0
7902 Motor Vehicles	34,000	(3,065)	30,935	30,935	0
7909 Buildings	246,000	(10,899)	235,101	235,101	0
7918 General Equipment	163,000	(78,114)	84,886	84,886	0
7990 Contingency for Unforeseen Expenses	133,388	(133,388)	0	0	0
Total Public Services Department	2,801,142	32,911	2,834,053	2,834,053	0

**Corporate Fund - 10000**
**Community Dev. Department - 2400**

	<u>Appropriation</u>		<u>Revised Appropriation</u>	<u>Actual Expenses</u>	<u>Difference</u>
7001 Salaries & Wages	637,191	(6,525)	630,666	630,666	0
7002 Overtime	2,500	(1,488)	1,012	1,012	0
7003 Temporary Help	53,313	5,714	59,027	59,027	0
7005 Longevity Pay	1,400		1,400	1,400	0
7099 Water Fund Cost Allocation	(137,756)		(137,756)	(137,756)	0
7101 Social Security	42,245	(1,234)	41,011	41,011	0
7102 IMRF	102,846	(4,843)	98,003	98,003	0
7105 Medicare	10,069	(359)	9,710	9,710	0
7111 Employee Insurance	79,108	(4,784)	74,324	74,324	0
7202 Engineering	1,000	(879)	121	121	0
7299 Misc. Professional Services	11,000	806	11,806	11,806	0
7309 Data Processing	8,750	(107)	8,643	8,643	0
7311 Inspectors	10,000	3,190	13,190	13,190	0

**Corporate Fund - 10000**
**Community Dev. Department - 2400 (cont)**

	<u>Appropriation</u>		<u>Revised Appropriation</u>	<u>Actual Expenses</u>	<u>Difference</u>
7313 Commercial Review	100,000	117,635	217,635	217,635	0
7401 Postage	4,000	618	4,618	4,618	0
7403 Telephone	8,200	540	8,740	8,740	0
7419 Printing & Publishing	1,500	(676)	824	824	0
7499 Misc. Services	6,750	7,560	14,310	14,310	0
7501 Office Supplies	5,000	(501)	4,499	4,499	0
7502 Publications	1,500	(1,480)	20	20	0
7503 Gasoline & Oil	1,500	(215)	1,285	1,285	0
7504 Uniforms	750	(82)	668	668	0
7510 Tools	1,000	(767)	233	233	0
7515 Camera Supplies	250	(250)	0	0	0
7520 Computer Equipment Supplies	2,000	1,506	3,506	3,506	0
7539 Software Purchases	7,000	617	7,617	7,617	0
7599 Misc. Supplies	500	(310)	190	190	0
7602 Office Equipment	4,875	2,757	7,632	7,632	0
7603 Motor Vehicles	1,500	1,113	2,613	2,613	0
7604 Radios	50	193	243	243	0
7701 Conferences & Staff Development	1,250	860	2,110	2,110	0
7702 Dues & Subscriptions	3,100	1,121	4,221	4,221	0
7735 Educational Training	2,000	934	2,934	2,934	0
7736 Personnel	0	296	296	296	0
7737 Mileage Reimbursement	0	62	62	62	0
7810 IRMA Premiums	14,513	(4,956)	9,557	9,557	0
7812 Self-Insured Deductible	2,500	(2,500)	0	0	0
7901 Office Equipment	0	0	0	0	0
7990 Contingency for Unforeseen Expenses	49,570	(49,570)	0	0	0
Total Community Development Department	1,040,974	63,996	1,104,970	1,104,970	0

**Corporate Fund - 10000**
**Parks & Recreation Department - 3000**

	<u>Appropriation</u>	<u>Revised (Decrease)</u>	<u>Actual Appropriation</u>	<u>Actual Expenses</u>	<u>Difference</u>
7001 Salaries & Wages	442,961	(15,167)	427,794	427,794	0
7002 Overtime	9,800	2,072	11,872	11,872	0
7003 Temporary Help	246,700	(5,383)	241,317	241,317	0
7005 Longevity Pay	1,200		1,200	1,200	0
7099 Water Fund Cost Allocation	(17,386)		(17,386)	(17,386)	0
7101 Social Security	44,207		44,207	43,310	897
7102 IMRF	72,574		72,574	71,853	721
7105 Medicare	10,339		10,339	10,129	210
7111 Employee Insurance	75,534	(25,142)	50,392	50,392	0
7306 Buildings & Grounds	31,700	(3,225)	28,475	28,475	0
7307 Custodial	22,250	6,438	28,688	28,688	0
7309 Data Processing	25,100	12,555	37,655	37,655	0
7312 Landscaping	100,500	(11,063)	89,437	89,437	0
7314 Recreation Programs	231,800	14,699	246,499	246,499	0
7399 Misc. Contractual Services	15,600	(4,422)	11,178	11,178	0
7401 Postage	3,300	836	4,136	4,136	0
7402 Utilities	97,000	734	97,734	97,734	0
7403 Telephone	17,300		17,300	16,340	960
7404 Teletype/Pagers	0		0	0	0
7405 Dumping	0		0	0	0
7406 Citizen Information	23,500	2,394	25,894	25,894	0
7409 Equipment Rental	4,200	1,359	5,559	5,559	0
7419 Printing & Publications	12,700		12,700	11,757	943
7501 Office Supplies	6,180		6,180	4,560	1,620
7503 Gasoline & Oil	13,200	5,165	18,365	18,365	0
7504 Uniforms	8,750		8,750	6,567	2,183
7505 Chemicals	13,000		13,000	10,861	2,139
7507 Building Supplies	4,100		4,100	3,595	505
7508 Licenses	2,100	675	2,775	2,775	0
7509 Janitorial Supplies	9,600	(4,770)	4,830	4,830	0
7510 Tools	2,750		2,750	855	1,895
7511 KLM Event Supplies	3,900		3,900	3,090	810
7517 Recreation Supplies	67,100		67,100	65,089	2,011
7520 Computer Equipment	2,420		2,420	1,434	986

**Corporate Fund - 10000****Parks & Recreation Department - 3000 (cont)**

	<u>Appropriation</u>	<u>Revised (Decrease)</u>	<u>Actual Appropriation</u>	<u>Actual Expenses</u>	<u>Difference</u>
7530 Medical Supplies	500		500	0	500
7537 Safety Supplies	675	255	930	930	0
7599 Misc. Supplies	450		450	203	247
7601 Buildings	38,050	1,194	39,244	39,244	0
7602 Office Equipment	1,870		1,870	1,534	336
7603 Motor Vehicles	3,500		3,500	3,178	322
7604 Radios	500		500	500	0
7605 Grounds	30,000	(8,925)	21,075	21,075	0
7617 Recreation Equipment	13,000	(10,325)	2,675	2,675	0
7618 General Equipment	10,800	(917)	9,883	8,738	1,145
7699 Misc. Repairs	1,000		1,000	0	1,000
7701 Conferences & Staff Development	2,900		2,900	1,965	935
7702 Memberships & Subscriptions	1,975	625	2,600	2,600	0
7708 Park & Recreation Commission	300		300	0	300
7735 Educational Training	2,000		2,000	912	1,088
7736 Personnel	0	145	145	145	0
7737 Mileage Reimbursement	800		800	329	471
7719 HSD Sewer Use Charge	5,000	(5,000)	0	0	0
7795 Bank & Bond Fees	10,800	199	10,999	10,999	0
7810 IRMA Premiums	32,994	(11,269)	21,725	21,725	0
7812 Self-Insured Deductible	5,000	(5,000)	0	0	0
7908 Land & Grounds	160,000	25,212	185,212	185,212	0
7909 Buildings	100,000	(7,299)	92,701	92,701	0
7918 General Equipment	27,000	43,350	70,350	70,350	0
7990 Contingency for Unforeseen Expenses	102,655		102,655	0	102,655
Total Parks & Recreation Department	2,155,748	0	2,155,748	2,030,869	124,879

**Motor Fuel Tax Fund - 23000**

	<u>Appropriation</u>	<u>(Decrease)</u>	<u>Appropriation</u>	<u>Expenses</u>	<u>Difference</u>
7904 Sidewalks	85,000		85,000	68,685	16,315
7990 Contingency for Unforeseen Expenses	17,000		17,000	0	17,000
Total	102,000	0	102,000	68,685	33,315

**Foreign Fire Insurance Fund - 25000**

	<u>Appropriation</u>	<u>Increase/ (Decrease)</u>	<u>Revised Appropriation</u>	<u>Actual Expenses</u>	<u>Difference</u>
7299 Misc Professional Services	0	1,245	1,245	1,245	0
7504 Uniforms	5,000	2,271	7,271	7,271	0
7735 Educational Training	8,000	(2,710)	5,290	5,290	0
7795 Bank & Bond Fees	0	90	90	90	0
7802 Officials Bonds	500	(50)	450	450	0
7918 General Equipment	37,000	1,662	38,662	38,662	0
7990 Contingency for Unforeseen Expenses	5,050	(2,508)	2,542	0	2,542
Total	55,550	0	55,550	53,008	2,542

**Debt Service Funds - 37000**

	<u>Appropriation</u>	<u>Increase/ (Decrease)</u>	<u>Revised Appropriation</u>	<u>Actual Expenses</u>	<u>Difference</u>
7729 Bond Principal Payment	745,000		745,000	745,000	0
7749 Interest Expense	220,422		220,422	220,422	0
7795 Bank & Bond Fees	1,300		1,300	1,295	5
7990 Contingency for Unforeseen Expenses	48,336		48,336	0	48,336
Total	1,015,058	0	1,015,058	966,717	48,341

**Capital Projects Fund-45300**

	<u>Appropriation</u>	<u>Increase/ (Decrease)</u>	<u>Revised Appropriation</u>	<u>Actual Expenses</u>	<u>Difference</u>
7202 Engineering	1,229,000		1,229,000	886,925	342,075
7906 Street Improvements	3,711,100		3,711,100	2,568,338	1,142,762
7990 Contingency for Unforeseen Expenses	494,010		494,010	0	494,010
Total	5,434,110	0	5,434,110	3,455,263	1,978,847

**Water & Sewer Oper. Fund - 61061**

	<u>Appropriation</u>	<u>Increase/ (Decrease)</u>	<u>Revised Appropriation</u>	<u>Actual Expenses</u>	<u>Difference</u>
7001 Salaries & Wages	490,155		490,155	449,401	40,754
7002 Overtime	80,000	35,285	115,285	115,285	0
7703 Temporary	34,000		34,000	0	34,000
7005 Longevity Pay	1,400		1,400	600	800
7099 Water Fund Cost Allocation	1,008,888	23,745	1,032,633	1,032,633	0
7101 Social Security	37,544		37,544	30,346	7,198
7102 IMRF	91,318		91,318	74,964	16,354
7105 Medicare	8,781		8,781	7,124	1,657
7111 Employee Insurance	91,924		91,924	73,593	18,331
7201 Legal Services	2,500		2,500	0	2,500
7202 Engineering	14,000		14,000	7,266	6,734
7299 Misc. Professional Services	7,000	3,361	10,361	10,361	0
7306 Buildings & Grounds	1,000	113	1,113	1,113	0
7307 Custodial Services	3,168	452	3,620	3,620	0
7330 DWC Costs	3,494,000	320,295	3,814,295	3,814,295	0
7399 Misc. Contractual Services	86,100	64,196	150,296	150,296	0
7401 Postage	12,000	1,139	13,139	13,139	0
7402 Utilities	70,000		70,000	61,602	8,398
7403 Telephone	19,000	1,683	20,683	20,683	0
7405 Dumping	15,000		15,000	7,140	7,860
7406 Citizens Information	2,200		2,200	2,017	183
7419 Printing & Publishing	900		900	0	900
7499 Misc. Services	20,000	5,902	25,902	25,902	0
7501 Office Supplies	1,400		1,400	1,214	186
7503 Gasoline & Oil	17,500	2,527	20,027	20,027	0
7504 Uniforms	4,000	1,141	5,141	5,141	0
7505 Chemicals	7,500		7,500	3,689	3,811
7509 Janitor Supplies	500		500	412	88
7510 Tools	9,250		9,250	7,610	1,640
7515 Camera Supplies	2,300		2,300	1,831	469
7518 Laboratory Supplies	400		400	122	278
7520 Computer Equipment Supplies	1,500		1,500	751	749
7530 Medical Supplies	400		400	341	59
7599 Misc. Supplies	500	5,237	5,737	5,737	0
7601 Buildings	6,500	19	6,519	6,519	0
7602 Office Equipment	750		750	212	538
7603 Motor Vehicles	6,500	625	7,125	7,125	0
7604 Radios	350		350	350	0
7608 Sewers	18,000	20,349	38,349	38,349	0
7609 Water Mains	70,000	24,566	94,566	94,566	0
7614 Catchbasins	12,000		12,000	2,910	9,090
7618 General Equipment	12,500	2,387	14,887	14,887	0
7699 Miscellaneous Repairs	5,000		5,000	2,932	2,068
7701 Conferences & Staff Development	750		750	110	640
7702 Memberships & Subscriptions	6,500		6,500	149	6,351
7713 Utility Tax	371,000		371,000	354,176	16,824
7719 HSD Sewer Use Charge	400		400		400
7735 Educational Training	1,000		1,000	413	587
7737 Mileage Reimbursement	0	414	414	414	0
7748 Loan Principal	167,200		167,200	96,131	71,069
7749 Interest Expense	46,000	11,032	57,032	57,032	0
7750 Bond Issuance Costs	0	75,172	75,172	75,172	0
7810 IRMA Premiums	128,022		128,022	84,299	43,723
7812 Self-Insured Deductibles	5,000		5,000	2,491	2,509
7902 Motor Vehicles	35,000		35,000	22,315	12,685
7909 Buildings	52,000		52,000		52,000
7910 Water Meters	2,000,000	(599,640)	1,400,360	35,549	1,364,811
7912 Fire Hydrants	5,000		5,000		5,000
7918 General Equipment	75,000		75,000	51,656	23,344
7990 Contingency for Unforeseen Expenses	433,030		433,030		433,030
Total	9,093,630	0	9,093,630	6,896,012	2,197,618



**Water & Sewer Capital Fund - 61062**

	<u>Appropriation</u>	<u>(Decrease)</u>	<u>Appropriation</u>	<u>Expenses</u>	<u>Difference</u>
7202 Engineering	0		0		0
7905 Sewers	1,687,900		1,687,900	1,532,781	155,119
7907 Water Mains	2,349,000		2,349,000	1,685,000	664,000
7990 Contingency for Unforeseen Expenses	403,690		403,690		403,690
Total	4,440,590	0	4,440,590	3,217,781	1,222,809

**Water & Sewer Debt Service Fund - 61064**

	<u>Appropriation</u>	<u>(Decrease)</u>	<u>Appropriation</u>	<u>Actual Expenses</u>	<u>Difference</u>
7729 Bond Principal Payment	380,000		380,000	380,000	0
7749 Interest Expense	115,218		115,218	115,218	0
7795 Bank & Bond Fees	400		400	400	0
7990 Contingency for Unforeseen Expenses	24,781		24,781	0	24,781
Total	520,399	0	520,399	495,618	24,781

**Police Pension Fund - 71100**

	<u>Appropriation</u>	<u>Increase/ (Decrease)</u>	<u>Revised Appropriation</u>	<u>Actual Expenses</u>	<u>Difference</u>
7011 Pension Payments	920,000	75,890	995,890	995,890	0
7012 Disability Payments	71,000	760	71,760	71,760	0
7013 Pension Refunds	0	4,053	4,053	4,053	0
7201 Legal Expenses	10,000	(4,400)	5,600	5,600	0
7299 Misc. Professional Services	105,000	(44,245)	60,755	60,755	0
7702 Memberships & Subscriptions	775		775	775	0
7735 Educational Training	3,200	(2,020)	1,180	1,180	0
7795 Bank & Bond Fees	7,000	(4,479)	2,521	2,521	0
7990 Contingency for Unforeseen Expenses	111,698	(25,559)	86,139	0	86,139
Total	1,228,673	0	1,228,673	1,142,534	86,139

**Firefighters' Pension Fund - 71200**

	<u>Appropriation</u>	<u>Increase/ (Decrease)</u>	<u>Revised Appropriation</u>	<u>Actual Expenses</u>	<u>Difference</u>
7011 Pension Payments	1,090,000		1,090,000	1,041,252	48,748
7012 Disability Payments	228,500		228,500	228,249	251
7201 Legal Expenses	25,000		25,000	7,195	17,805
7299 Misc. Professional Services	85,000		85,000	43,317	41,683
7702 Memberships & Subscriptions	775		775	775	0
7735 Educational Training	3,500		3,500	295	3,205
7990 Contingency for Unforeseen Expenses	143,278		143,278	0	143,278
Total	1,576,053	0	1,576,053	1,321,083	254,970

**Library Capital Projects Fund - 95000**

	<u>Appropriation</u>	<u>Increase/ (Decrease)</u>	<u>Revised Appropriation</u>	<u>Actual Expenses</u>	<u>Difference</u>
7729 Bond Principal Payment	50,000		50,000	50,000	0
7749 Interest Expense	10,835	4,098	14,933	14,933	0
7909 Buildings	218,114	(4,098)	214,016	120,856	93,160
7990 Contingency for Unforeseen Expenses	75,000		75,000	0	75,000
Total	353,949	0	353,949	185,789	168,160

**Library Operations Fund - 99000**

	<u>Appropriation</u>	<u>Increase/ (Decrease)</u>	<u>Revised Appropriation</u>	<u>Actual Expenses</u>	<u>Difference</u>
7001 Salaries & Wages	1,290,840	(21,212)	1,269,628	1,230,577	39,051
7003 Temporary Help	4,000		4,000	0	4,000
7101 Social Security Expense	80,678		80,678	74,037	6,641
7102 IMRF	155,690		155,690	142,890	12,800
7105 Medicare Expense	18,717		18,717	17,315	1,402
7111 Employee Insurance	124,960		124,960	121,251	3,709
7114 Conferences & Staff Development	21,000		21,000	20,097	903
7121 Citizen Information	31,000		31,000	27,403	3,597
7125 Library Programs - Youth	20,000		20,000	19,182	818
7126 Library Programs - Adult	4,500	1,015	5,515	5,515	0
7127 Books - Youth & YA	60,000		60,000	55,921	4,079
7128 Adult Materials - Books/Audio/Video	177,000		177,000	154,088	22,912
7130 Periodicals	19,000	152	19,152	19,152	0
7134 E-Books	20,000		20,000	10,507	9,493
7135 Technical Services - Cards/Bindery	15,000	3,935	18,935	18,935	0
7144 Software Purchases	27,000		27,000	21,857	5,143
7146 Computer Support - Maintenance	58,500		58,500	57,112	1,388
7161 Custodial	25,700		25,700	20,638	5,062

<u>Library Operations Fund - 99000</u>			<u>Appropriation</u>	<u>Increase/ (Decrease)</u>	<u>Revised Appropriation</u>	<u>Actual Expenses</u>	<u>Difference</u>
7163	Utilities		18,375		18,375	10,071	8,304
7165	Janitorial - Maintenance Supplies		7,000		7,000	6,892	108
7167	Maintenance Contracts		10,000		10,000	8,369	1,631
7169	Misc. Repairs - Improvements		24,750		24,750	20,797	3,953
7181	Legal Expenses		5,000		5,000	1,087	3,913
7182	Planning Services		10,000	7,051	17,051	17,051	0
7183	Misc. Contractual Services		12,000		12,000	9,965	2,035
7184	Postage		3,500		3,500	2,483	1,017
7185	Telephone		9,720	230	9,950	9,950	0
7186	Accounting		25,000		25,000	25,000	0
7187	Misc. Services		300	526	826	826	0
7188	Office Supplies		12,500		12,500	10,915	1,585
7189	Copier Supplies		2,500		2,500	2,436	64
7191	Office Equip Maintenance		7,675		7,675	2,669	5,006
7192	Memberships & Subscriptions		2,500		2,500	1,892	608
7193	Special - Ceremonial Events		6,000	1,142	7,142	7,142	0
7194	HPL Foundation		100,000		100,000	0	100,000
7195	Helen O'Neill Scholarship		1,000		1,000	500	500
7197	Friends Pledges Exp		50,000		50,000	2,093	47,907
7198	Grant Expenses		60,000		60,000	0	60,000
7297	Donations Expenses		0	645	645	645	0
7298	Foundation Expenses		0	1,000	1,000	1,000	0
7306	Buildings & Grounds		0	611	611	611	0
7309	Data Processing		0	200	200	200	0
7702	Memberships & Subscriptions		0	396	396	396	0
7736	Personnel		0	114	114	114	0
7729	Principal		204,634		204,634	204,634	0
7749	Interest Expense		55,173		55,173	50,993	4,180
7750	Bond Issuance Costs		0	3,138	3,138	3,138	0
7795	Credit Card/Bank Fees		1,500		1,500	1,487	13
7803	Liability Insurance		43,884		43,884	26,787	17,097
7909	Buildings		0	1,057	1,057	1,057	0
7990	Contingency for Unforeseen Expenses		779,928		779,928	0	779,928
Total			3,606,524	0	3,606,524	2,447,677	1,158,847

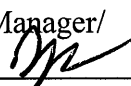

#### All Funds Summary

	<u>Appropriation</u>	<u>Increase/ (Decrease)</u>	<u>Revised Appropriation</u>	<u>Actual Expenses</u>	<u>Difference</u>
Corporate Fund - 10000					
Departments - 1000 thru 4000	17,921,506	0	17,921,506	17,054,921	866,585
Motor Fuel Tax Fund - 23000	102,000	0	102,000	68,685	33,315
Foreign Fire Insurance Fund - 25000	55,550	0	55,550	53,008	2,542
Debt Service Funds - 37000	1,015,058	0	1,015,058	966,717	48,341
Capital Project Fund - 45300	5,434,110	0	5,434,110	3,455,263	1,978,847
Water & Sewer Operations Fund - 61061	9,093,630	0	9,093,630	6,896,012	2,197,618
Water & Sewer Capital Fund - 61062	4,440,590	0	4,440,590	3,217,781	1,222,809
Water & Sewer Debt Service Fund - 61063	520,399	0	520,399	495,618	24,781
Police Pension Fund - 71100	1,228,673	0	1,228,673	1,142,534	86,139
Firefighters' Pension Fund - 71200	1,576,053	0	1,576,053	1,321,083	254,970
Library Funds - 95000, 96000, 97000, 98000 & 99000	3,960,473	0	3,960,473	2,633,466	1,327,007
Total All Funds	45,348,042	0	45,348,042	37,305,088	8,042,954

DATE: July 2, 2014

9c

# REQUEST FOR BOARD ACTION

<b>AGENDA</b>		<b>ORIGINATING</b>		
<b>SECTION NUMBER</b> ACA		<b>DEPARTMENT</b> Administration		
<b>ITEM</b> Annual Appropriations Ordinance for Fiscal Year 2014-2015.		Darrell J. Langlois <b>APPROVAL</b> Assistant Village Manager/ Finance Director 		
<p>Attached is the proposed Annual Appropriation Ordinance for fiscal year 2014-15. The ordinance represents the legal spending authority of the Village for fiscal year 2014-15 and is required by state statutes to be adopted by July 31, 2014. It should be noted that although the appropriation ordinance represents the Village's legal spending authority, the Village's budget, which was adopted in April, is the financial plan which the Village operates under throughout the fiscal year.</p> <p>The line items contained in the proposed appropriation ordinance are identical to the Village's FY 2014-15 Budget with one exception. During the FY 2014-15 Budget process, Village staff projected that we would take delivery on a replacement fire truck that was budgeted in FY 2013-14 prior to April 30, 2014. Due to an unforeseen delay the fire truck was not received until May, 2014 and will have to be reflected as an expenditure in FY 2014-15. As the fire truck was not budgeted for this year, the Appropriations Ordinance has been drafted to include funds of \$450,000 in order to legally appropriate funds for this large purchase. In addition to the line item budget amounts, a contingency amount is added for unforeseen expenses in each department. The contingency amount is to ensure that the Village has spending authority in case of unforeseen emergencies such as severe weather or fire. If the contingency amount is not available, the Village would be legally precluded from procuring needed services to the citizens in a timely manner.</p> <p>A public hearing on the proposed appropriation ordinance is required prior to Board adoption and will be held as part of the Village Board meeting on Monday, July 7, 2014.</p> <p>Should the Board concur, the following motion would be appropriate:</p> <p><b>Motion:</b> To approve the Annual Appropriation Ordinance for the Fiscal Year May 1, 2014 to April 30, 2015.</p>				
<b>APPROVAL</b>	<b>APPROVAL</b>	<b>APPROVAL</b>	<b>APPROVAL</b>	<b>MANAGER'S APPROVAL</b> 
<b>COMMITTEE ACTION:</b>				
<b>BOARD ACTION:</b>				

**VILLAGE OF HINSDALE**

**ORDINANCE NO. O2014-**

**ANNUAL APPROPRIATION ORDINANCE  
FOR THE FISCAL YEAR MAY 1, 2014, TO APRIL 30, 2015**

WHEREAS, a proposed appropriation ordinance for the Village of Hinsdale for the fiscal year ending April 30, 2015, upon which this Annual Appropriation Ordinance is based, was heretofore duly prepared and made conveniently available to the public for at least 10 days prior to the public hearing described below and for at least 10 days prior to the adoption of this Annual Appropriation Ordinance, all in accordance with the requirements of Section 8-2-9 of the Illinois Municipal Code, 65 ILCS 5/8-2-9; and

WHEREAS, the Board of Trustees of the Village of Hinsdale, pursuant to notice duly published on June 26, 2014 in the Hinsdalean in accordance with the requirements of said Section 8-2-9 held a public hearing on July 7, 2014, at the Memorial Building, 19 East Chicago Avenue, Hinsdale, Illinois, for the purpose of hearing and considering testimony regarding the proposed appropriation ordinance; and

WHEREAS, all required or necessary revisions, alternations, increases, or decreases in the proposed appropriation ordinance have since been made and are reflected in this Annual Appropriation Ordinance;

NOW, THEREFORE, BE IT ORDAINED by the President and Board of Trustees of the Village of Hinsdale, DuPage and Cook Counties and State of Illinois, as follows:

Section 1.      Recitals. The foregoing recitals are incorporated herein as findings of the President and Board of Trustees.

Section 2.      General Corporate Appropriations. The following sums of money, or so much thereof as may be authorized by law, are deemed necessary to defray all necessary expenses and liabilities of the Village of Hinsdale for the fiscal year commencing on May 1, 2014, and ending April 30, 2015, and the same shall be, and they are hereby, appropriated for the objects and purposes hereinafter specified:

## **FY 2014-15 Appropriation Ordinance**

### **Corporate Fund - 10000**

#### **General Government Department - 1000**

#### **Appropriation**

7001	Salaries & Wages	974,700
7002	Overtime	10,000
7003	Temporary Help	120,306
7005	Longevity Pay	1,400
7099	Water Fund Cost Allocation	(736,565)
7101	Social Security	62,035
7102	IMRF	153,245
7105	Medicare	16,043
7111	Employee Insurance	182,630
7201	Legal Services	200,000
7204	Auditing	25,000
7299	Misc. Professional Services	8,000
7309	Data Processing	74,000
7399	Misc. Contractual Services	42,000
7401	Postage	19,000
7402	Utilities	2,250
7403	Telephone	12,500
7414	Legal Publications	7,000
7415	Employment Advertising	2,500
7419	Printing & Publications	10,150
7499	Misc. Services	4,800
7501	Office Supplies	14,160
7503	Gasoline & Oil	500
7508	Licenses	2,600
7520	Computer Equipment Supplies	7,800
7539	Software Purchases	1,600
7599	Misc. Supplies	3,900
7602	Office Equipment	7,490
7606	Computer Equipment	1,000
7701	Conferences & Staff Development	12,150
7702	Memberships & Subscriptions	22,620
7703	Employee Relations	12,100
7706	Plan Commission	500
7707	Historic Preservation Commission	1,000
7709	Board of Fire & Police Commissioners	20,000
7710	Economic Development Commission	90,000
7711	Zoning Board of Appeals	500
7725	Ceremonial Occasions	1,500
7729	Principal Expense	182,252
7735	Educational Training	800

**Corporate Fund - 10000****General Government Department - 1000 (cont)**

	<b><u>Appropriation</u></b>
7736 Personnel	5,250
7737 Mileage Reimbursement	450
7749 Interest Expense	17,653
7795 Bank & Bond Fees	41,300
7799 Misc Expenses	100,000
7810 IRMA Premiums	24,443
7812 Self-Insured Deductible	5,000
7899 Other Insurance	275
7909 Buildings	114,000
7919 Computer Equipment	55,000
7990 Contingency for Unforeseen Expenses	193,684
Total General Government Department	<u><u>2,130,521</u></u>

**Corporate Fund - 10000****Police Department - 1200**

	<b><u>Appropriation</u></b>
7001 Salaries & Wages	2,520,873
7002 Overtime	145,000
7003 Temporary Help	276,012
7005 Longevity Pay	14,700
7008 Reimbursable Overtime	50,000
7099 Water Fund Cost Allocation	(17,734)
7101 Social Security	23,486
7102 IMRF	27,569
7105 Medicare	39,982
7106 Police Pension	704,861
7111 Employee Insurance	360,340
7299 Misc. Professional Services	7,065
7306 Building & Grounds	750
7307 Custodial	14,500
7308 Dispatch Service	322,182
7309 Data Processing	21,010
7399 Misc. Contractual Services	51,421
7401 Postage	1,400
7402 Utilities	8,500
7403 Telephone	36,000
7419 Printing & Publications	7,000
7501 Office Supplies	5,500
7503 Gasoline & Oil	61,000
7504 Uniforms	26,425
7507 Building Supplies	400
7508 Licenses	1,500
7509 Janitor Supplies	4,500

**Corporate Fund - 10000****Police Department - 1200 (cont)**

	<b><u>Appropriation</u></b>
7514 Range Supplies	10,300
7515 Camera Supplies	500
7520 Computer Equipt Supplies	3,000
7525 Emergency Management	1,250
7530 Medical Supplies	600
7539 Software Purchases	2,500
7599 Misc. Supplies	12,000
7601 Buildings	18,000
7602 Office Equipment	9,100
7603 Motor Vehicles	27,000
7604 Radios	3,500
7611 Parking Meters	8,000
7618 General Equipment	6,000
7701 Conferences & Staff Development	9,350
7702 Memberships & Subscriptions	6,535
7719 HSD Sewer Use Charge	300
7735 Educational Training	22,000
7736 Personnel	1,000
7737 Mileage Reimbursement	1,500
7810 IRMA Premiums	69,555
7812 Self-Insured Deductible	30,000
7902 Motor Vehicles	113,000
7918 General Equipment	20,000
7909 Buildings	84,000
7990 Contingency for Unforeseen Expenses	258,662
Total Police Department	<u><u>5,431,894</u></u>

**Corporate Fund - 10000****Fire Department - 1500**

	<b><u>Appropriation</u></b>
7001 Salaries & Wages	2,119,290
7002 Overtime	200,000
7003 Temporary Help	54,172
7005 Longevity Pay	9,800
7099 Water Fund Cost Allocation	(17,734)
7101 Social Security	10,873
7102 IMRF	17,087
7105 Medicare	29,827
7107 Firefighters Pension	723,075
7111 Employee Insurance	375,695
7306 Building & Grounds	600
7307 Custodial	3,000
7308 Dispatch Services	76,500
7399 Misc. Contractual Services	10,820
7401 Postage	750
7402 Utilities	8,500



**Corporate Fund - 10000****Fire Department - 1500 (cont)****Appropriation**

7403 Telephone	11,000
7419 Printing & Publications	850
7501 Office Supplies	4,000
7503 Gasoline & Oil	21,600
7504 Uniforms	13,000
7506 Motor Vehicle Supplies	250
7507 Building Supplies	6,000
7508 Licenses	350
7510 Tools	5,000
7515 Camera Supplies	200
7520 Computer Equipment Supplies	2,350
7530 Medical Supplies	7,550
7531 Fire Prevention Supplies	2,000
7532 Oxygen & Air Supplies	875
7533 Hazmat Supplies	3,350
7534 Fire Suppression Supplies	3,000
7535 Fire Inspection Supplies	225
7536 Infection Control Supplies	1,500
7537 Safety Supplies	500
7539 Software Purchases	7,650
7601 Buildings	6,000
7602 Office Equipment	1,350
7603 Motor Vehicles	44,000
7604 Radios	6,750
7606 Computer Equipment	1,600
7618 General Equipment	14,500
7701 Conferences & Staff Development	3,700
7702 Memberships & Subscriptions	8,660
7719 HSD Sewer Use Charge	250
7729 Bond Principal Repayment	98,124
7735 Educational Training	14,940
7736 Personnel	500
7749 Interest Expense-Loan	17,262
7810 IRMA Premiums	58,737
7812 Self-Insured Deductible	20,000
7902 Motor Vehicles	450,000
7909 Buildings	25,000
7990 Contingency for Unforeseen Expenses	201,744
Total Fire Department	<u><u>4,686,622</u></u>

**Corporate Fund - 10000****Public Services Department - 2200****Appropriation**

7001	Salaries & Wages	936,839
7002	Overtime	65,000
7003	Temporary Help	39,800
7005	Longevity Pay	4,500
7099	Water Fund Cost Allocation	(122,947)
7101	Social Security	63,382
7102	IMRF	143,406
7105	Medicare	15,169
7111	Employee Insurance	181,346
7299	Other Professional Services	5,000
7301	Street Sweeping	40,000
7303	Mosquito Abatement	60,000
7304	D E D Removals	133,000
7306	Building & Grounds	12,500
7307	Custodial	43,000
7310	Traffic Signals	1,000
7312	Landscaping	22,000
7319	Tree Trimming	64,000
7320	Elm Tree Fungicide Program	165,518
7399	Misc. Contractual Services	38,700
7401	Postage	1,000
7402	Utilities	144,375
7403	Telephone	16,000
7405	Dumping	23,000
7409	Equipment Rental	750
7411	Holiday Decorating	8,000
7499	Misc. Services	75
7501	Office Supplies	1,200
7503	Gasoline & Oil	39,000
7504	Uniforms	12,600
7505	Chemicals	75,500
7506	Motor Vehicle Supplies	1,500
7507	Building Supplies	4,800
7508	Licenses	350
7509	Janitor Supplies	5,000
7510	Tools	5,800
7515	Camera Supplies	300
7518	Laboratory Supplies	500
7519	Trees	65,575
7520	Computer Supplies	650
7530	Medical Supplies	725
7599	Misc. Supplies	8,800
7601	Buildings	17,800

**Corporate Fund - 10000****Public Services Department - 2200 (cont)****Appropriation**

7602	Office Equipment	400
7603	Motor Vehicles	32,050
7604	Radios	2,800
7605	Grounds	1,500
7615	Streets & Alleys	53,900
7618	General Equipment	1,250
7619	Traffic & Street Lights	7,000
7622	Traffic & Street Signs	11,800
7699	Misc. Repairs	800
7701	Conferences & Staff Development	1,350
7702	Dues & Subscriptions	2,000
7719	HSD Sewer Use Charge	500
7735	Educational Training	2,950
7736	Personnel	1,800
7810	IRMA Premium	36,159
7812	Self Insurance Deductable	20,000
7909	Buildings	335,500
7918	General Equipment	393,500
7990	Contingency for Unforeseen Expenses	162,489
Total Public Services Department		<u><u>3,412,261</u></u>

**Corporate Fund - 10000****Community Dev. Department - 2400****Appropriation**

7001	Salaries & Wages	652,093
7002	Overtime	2,500
7003	Temporary Help	158,751
7005	Longevity Pay	1,400
7099	Water Fund Cost Allocation	(140,511)
7101	Social Security	49,348
7102	IMRF	109,149
7105	Medicare	11,756
7111	Employee Insurance	86,160
7202	Engineering	1,000
7299	Misc. Professional Services	11,500
7309	Data Processing	9,000
7311	Inspectors	23,500
7313	Commercial Review	50,000
7401	Postage	4,000
7403	Telephone	8,500
7419	Printing & Publishing	1,500
7499	Misc. Services	6,750
7501	Office Supplies	5,000
7502	Publications	1,000
7503	Gasoline & Oil	1,500
7504	Uniforms	750

**Corporate Fund - 10000****Community Dev. Department - 2400 (cont)****Appropriation**

7510	Tools	1,000
7515	Camera Supplies	250
7520	Computer Equipment Supplies	1,400
7539	Software Purchases	2,500
7599	Misc. Supplies	250
7602	Office Equipment	4,750
7603	Motor Vehicles	1,000
7701	Conferences & Staff Development	750
7702	Dues & Subscriptions	3,100
7735	Educational Training	4,500
7736	Personnel	50
7737	Mileage Reimbursement	100
7810	IRMA Premiums	13,441
7812	Self-Insured Deductible	2,500
7990	Contingency for Unforeseen Expenses	54,512
Total Community Development Department		<u><u>1,144,749</u></u>

**Corporate Fund - 10000****Parks & Recreation Department - 3000****Appropriation**

7001	Salaries & Wages	455,091
7002	Overtime	9,800
7003	Temporary Help	256,600
7005	Longevity Pay	1,300
7099	Water Fund Cost Allocation	(17,734)
7101	Social Security	44,757
7102	IMRF	70,877
7105	Medicare	10,467
7111	Employee Insurance	60,746
7306	Buildings & Grounds	24,100
7307	Custodial	25,700
7309	Data Processing	25,405
7312	Landscaping	106,500
7314	Recreation Programs	239,500
7399	Misc. Contractual Services	22,300
7401	Postage	3,300
7402	Utilities	87,950
7403	Telephone	17,700
7406	Citizen Information	23,800
7409	Equipment Rental	4,500
7419	Printing & Publications	20,500
7501	Office Supplies	7,050
7503	Gasoline & Oil	16,000
7504	Uniforms	8,150

**Corporate Fund - 10000****Parks & Recreation Department - 3000 (cont)**

	<b><u>Appropriation</u></b>
7505 Chemicals	11,500
7507 Building Supplies	4,100
7508 Licenses	2,150
7509 Janitorial Supplies	7,300
7510 Tools	1,400
7511 KLM Event Supplies	3,500
7517 Recreation Supplies	52,200
7520 Computer Equipment	900
7530 Medical Supplies	500
7537 Safety Supplies	1,200
7599 Misc. Supplies	300
7601 Buildings	44,000
7602 Office Equipment	3,150
7603 Motor Vehicles	3,500
7604 Radios	500
7605 Grounds	30,000
7617 Recreation Equipment	3,500
7618 General Equipment	11,500
7699 Misc. Repairs	500
7701 Conferences & Staff Development	2,400
7702 Memberships & Subscriptions	2,150
7708 Park & Recreation Commission	300
7735 Educational Training	1,000
7737 Mileage Reimbursement	600
7719 HSD Sewer Use Charge	3,500
7795 Bank & Bond Fees	10,800
7810 IRMA Premiums	27,830
7812 Self-Insured Deductible	5,000
7902 Motor Vehicles	81,000
7903 Park - Playground Equipment	150,000
7908 Land & Grounds	132,000
7909 Buildings	65,000
7918 General Equipment	12,000
7990 Contingency for Unforeseen Expenses	109,982
Total Parks & Recreation Department	<u>2,309,621</u>

**Motor Fuel Tax Fund - 23000**

	<b><u>Appropriation</u></b>
7904 Sidewalks	85,000
7990 Contingency for Unforeseen Expenses	17,000
Total	<u>102,000</u>

**Foreign Fire Insurance Fund - 25000**

	<b><u>Appropriation</u></b>
7504 Uniforms	5,000
7735 Educational Training	8,000
7802 Officials Bonds	500
7918 General Equipment	67,000
7990 Contingency for Unforeseen Expenses	8,050
Total	<u>88,550</u>

**Debt Service Funds - 37000**

	<b><u>Appropriation</u></b>
7729 Bond Principal Payment	330,000
7749 Interest Expense	169,971
7795 Bank & Bond Fees	900
7990 Contingency for Unforeseen Expenses	25,044
Total	<u>525,915</u>

**MIP Infrastructure Projects Fund-45300**

	<b><u>Appropriation</u></b>
7202 Engineering	1,240,000
7906 Street Improvements	4,515,000
7990 Contingency for Unforeseen Expenses	575,500
Total	<u>6,330,500</u>

**Annual Infrastructure Projects Fund-45400**

	<b><u>Appropriation</u></b>
7906 Street Improvements	1,825,000
7990 Contingency for Unforeseen Expenses	182,500
Total	<u>2,007,500</u>

**Water & Sewer Oper. Fund - 61061**

	<b><u>Appropriation</u></b>
7001 Salaries & Wages	420,889
7002 Overtime	90,000
7703 Temporary	29,000
7005 Longevity Pay	600
7099 Water Fund Cost Allocation	1,053,225
7101 Social Security	33,510
7102 IMRF	77,344
7105 Medicare	7,837
7111 Employee Insurance	71,350
7201 Legal Services	2,500
7202 Engineering	10,000
7299 Misc. Professional Services	7,000
7306 Buildings & Grounds	1,500
7307 Custodial Services	3,168
7330 DWC Costs	4,130,000

**Water & Sewer Oper. Fund - 61061 (cont)****Appropriation**

7399 Misc. Contractual Services	110,000
7401 Postage	15,000
7402 Utilities	64,000
7403 Telephone	23,000
7405 Dumping	20,000
7406 Citizens Information	2,100
7419 Printing & Publishing	900
7499 Misc. Services	22,000
7501 Office Supplies	1,400
7503 Gasoline & Oil	16,500
7504 Uniforms	5,000
7505 Chemicals	6,000
7509 Janitor Supplies	500
7510 Tools	12,500
7518 Laboratory Supplies	400
7520 Computer Equipment Supplies	1,200
7530 Medical Supplies	400
7599 Misc. Supplies	500
7601 Buildings	10,000
7602 Office Equipment	300
7603 Motor Vehicles	5,000
7604 Radios	350
7608 Sewers	18,000
7609 Water Mains	71,500
7614 Catchbasins	12,000
7618 General Equipment	14,000
7699 Miscellaneous Repairs	2,500
7701 Conferences & Staff Development	750
7702 Memberships & Subscriptions	6,500
7713 Utility Tax	365,000
7719 HSD Sewer Use Charge	400
7735 Educational Training	1,000
7748 Loan Principal	173,438
7749 Interest Expense	45,161
7810 IRMA Premiums	115,116
7812 Self-Insured Deductibles	5,000
7902 Motor Vehicles	48,000
7909 Buildings	105,000
7910 Water Meters	1,800,000
7918 General Equipment	138,000
7990 Contingency for Unforeseen Expenses	458,817
Total	<u><u>9,635,155</u></u>

**Water & Sewer Capital Fund - 61062**

7905 Sewers  
7907 Water Mains  
7990 Contingency for Unforeseen Expenses  
Total

**Appropriation**

3,671,000  
2,192,300  
586,330  
6,449,630

**Water & Sewer Debt Service Fund - 61064**

7729 Bond Principal Payment  
7749 Interest Expense  
7795 Bank & Bond Fees  
7990 Contingency for Unforeseen Expenses  
Total

**Appropriation**

390,000  
134,918  
400  
26,266  
551,584

**Police Pension Fund - 71100**

7011 Pension Payments  
7012 Disability Payments  
7201 Legal Expenses  
7299 Misc. Professional Services  
7702 Memberships & Subscriptions  
7735 Educational Training  
7795 Bank & Bond Fees  
7990 Contingency for Unforeseen Expenses  
Total

**Appropriation**

1,075,000  
71,761  
10,000  
105,000  
775  
3,500  
6,000  
127,204  
1,399,240

**Firefighters' Pension Fund - 71200**

7011 Pension Payments  
7012 Disability Payments  
7201 Legal Expenses  
7299 Misc. Professional Services  
7702 Memberships & Subscriptions  
7735 Educational Training  
7990 Contingency for Unforeseen Expenses  
Total

**Appropriation**

1,115,000  
228,500  
15,000  
85,000  
775  
3,500  
144,778  
1,592,553

**Library Capital Projects Fund - 95000**

7729 Bond Principal Payment  
7749 Interest Expense  
7909 Buildings  
Total

**Appropriation**

50,000  
8,865  
350,000  
408,865



**Library Operations Fund - 99000****Appropriation**

7001	Salaries & Wages	1,305,842
7003	Temporary Help	4,000
7101	Social Security Expense	81,615
7102	IMRF	150,038
7105	Medicare Expense	18,935
7111	Employee Insurance	128,000
7114	Conferences & Staff Development	25,200
7121	Citizen Information	31,500
7125	Library Programs - Youth	21,000
7126	Library Programs - Adult	4,500
7127	Books - Youth & YA	60,000
7128	Adult Materials - Books/Audio/Video	177,000
7130	Periodicals	19,000
7134	E-Books	23,500
7135	Technical Services - Cards/Bindery	25,000
7144	Software Purchases	57,000
7146	Computer Support - Maintenance	59,095
7161	Custodial	26,000
7163	Utilities	11,000
7165	Janitorial - Maintenance Supplies	7,250
7167	Maintenance Contracts	10,000
7169	Misc. Repairs - Improvements	38,000
7181	Legal Expenses	5,500
7182	Planning Services	10,000
7183	Misc. Contractual Services	12,000
7184	Postage	1,500
7185	Telephone	9,500
7186	Accounting	30,000
7187	Misc. Services	200
7188	Office Supplies	13,200
7189	Copier Supplies	15,000
7191	Office Equip Maintenance	5,000
7192	Memberships & Subscriptions	2,500
7193	Special - Ceremonial Events	6,500
7194	HPL Foundation	100,000
7195	Helen O'Neill Scholarship	500
7197	Friends Pledges Exp	50,000
7198	Grant Expenses	50,000
7729	Principal	47,748
7749	Interest Expense	4,625
7795	Credit Card/Bank Fees	1,000
7803	Liability Insurance	37,000
7810	IRMA Premiums	36,500
7812	IRMA Deductible	10,000
7909	Art Acquisitions	10,800

**Library Operations Fund - 99000**

7199 Sales Tax-Used Books  
9032 Transfer-Debt Service  
9095 Transfer-Capital Reserve  
7990 Contingency for Unforeseen Expenses  
Total

**Appropriation**

1,200  
199,582  
125,000  
767,082  

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3,835,412

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**All Funds Summary**

Corporate Fund - 10000  
Departments - 1000 thru 4000  
Motor Fuel Tax Fund - 23000  
Foreign Fire Insurance Fund - 25000  
Debt Service Funds - 37000  
MIP Infrastructure Project Fund - 45300  
Annual Infrastructure Project Fund - 45400  
Water & Sewer Operations Fund - 61061  
Water & Sewer Capital Fund - 61062  
Water & Sewer Debt Service Fund - 61063  
Police Pension Fund - 71100  
Firefighters' Pension Fund - 71200  
Library Funds - 95000, 96000, 97000, 98000 & 99000  
Total All Funds

**Appropriation**

19,115,668  
102,000  
88,550  
525,915  
6,330,500  
2,007,500  
9,635,155  
6,449,630  
551,584  
1,399,240  
1,592,553  
4,244,277  

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52,042,572

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Section 3.     Unexpended Prior Appropriations.     Any sum of money heretofore appropriated for any object or purpose and not expended that is now in the Treasury of the Village of Hinsdale or that may hereafter come into the Treasury of the Village of Hinsdale is hereby re-appropriated by this Annual Appropriation Ordinance for such object or purpose.

Section 4.     Allotment of Funds.     Any funds derived from sources other than the 2012 tax levy and other than revenue pledged for specific purposes may be allotted by the Village President and Board of Trustees to such appropriations and in such amounts, respectively, as the Board of Trustees may determine, within the limits of said appropriations, respectively, insofar as the doing of same does not conflict with law.

Section 5.     Repealer.     All ordinances or parts of ordinances inconsistent with the provisions of this Annual Appropriation Ordinance shall be, and they are hereby, repealed.

Section 6.     Effective Date.     This Annual Appropriation Ordinance shall be in full force and effect from and after its passage, approval, and publication in pamphlet form in the manner provided by law.

PASSED this 7<sup>th</sup> day of July 2014.

AYES:

NAYS:

ABSENT:

APPROVED this 7<sup>th</sup> day of July 2014.

\_\_\_\_\_  
Thomas Cauley, Village President


ATTEST:

\_\_\_\_\_  
Christine Bruton, Village Clerk

98.

DATE: July 7, 2014

**REQUEST FOR BOARD ACTION**

<b>AGENDA</b> <b>SECTION NUMBER</b> ACA	<b>ORIGINATING</b> <b>DEPARTMENT</b> Administration
<b>ITEM</b> Approval of an Ordinance Amending Subsection 3-3-5G of the Village Code of Hinsdale Related to the Number of Class B Full Service Restaurant Liquor Licenses	<b>APPROVED</b> Timothy J. Scott, AICP, CNU-A Director of Econ. Development & Urban Design 

Four new restaurants are planned for the Village's B-2 Central Business District (CBD). These are: Baldinelli Pizza, The Fuller House, Vistro, and Wild Ginger.

Last December, the Village increased the number of Class B Full Service Restaurant Liquor Licenses from seven to eight to accommodate the application of Wild Ginger, which will be located at 44 South Washington Street in the B-2 CBD.

For reference, Class B Full Service Restaurant License holders are: Cine, Cosi, Fox's, Hua Ting, Il Poggiolo, Jade Dragon, Nabuki, and the soon-to-open Wild Ginger. Six of these eight restaurants are located in the B-2 CBD and two are located in the in B-1 zoned Gateway Square (Fox's and Hua Ting).

This Request for Board Action seeks to amend the Village Code by increasing the number of Class B Full Service Liquor Licenses from eight to eleven. The increase of three licenses would potentially accommodate Baldinelli Pizza, The Fuller House, and Vistro, all of which are to be located in the B-2 CBD.

Baldinelli Pizza is making an intra-town move from its alley location at 34 East Hinsdale to 114 South Washington Street in the space most recently occupied by Cold Stone Creamery. This fast casual restaurant will have approximately 38 seats. There is also a banquet room slated for the rear of the tenant space that could seat up to 49. Beer and wine would be available from a cooler in the restaurant (there is no bar). While there is no bar seating in the banquet room, full liquor service would be offered during events. Plans for the restaurant have been submitted for permit review. An August opening is hoped for by owner Tom DiStasio, who will be present at the meeting to share more details about the restaurant and answer any questions.

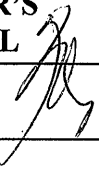
The Fuller House will be located at 33 East First Street. Total seating is approximately 110, with 72 seats located on the first floor, of which 21 are located around a central U-shaped bar, and 35-40 seats are located on the second level. In addition to downsizing the original concept (from 200 seats), the two-level outdoor seating area has been removed, and the existing fixed-pane storefront glazing will remain rather than replace it with operable, accordion-style windows as originally envisioned. Plans for the restaurant have been submitted for permit review. A September opening is hoped for by partners Doug Fuller and Matt Weil, who will be present at the meeting to share more details about the restaurant and answer any questions.

Vistro, an American-style restaurant inspired by the classic French bistro, will be located at 112 South Washington Street in the space most recently occupied by Zak's Place. This approximately 80-seat

restaurant is intended to be casual, approachable, and family-friendly, feature regionally-sourced ingredients, and offer a carry-out operation. Permits were issued and construction is advancing nicely, with an August opening planned by partners Glen Gardner and Paul Virant, who will be present at the meeting to share more details about the restaurant and answer any questions.

Should the Committee concur with this request to increase the number of Class B Full Service Liquor Licenses, the following motion would be appropriate:

**MOTION: To Recommend Approval of an Ordinance Amending Subsection 3-3-5G of the Village Code of Hinsdale Related to the Number of Class B Full Service Restaurant Liquor Licenses**

<b>APPROVAL</b>	<b>APPROVAL</b>	<b>APPROVAL</b>	<b>APPROVAL</b>	<b>MANAGER'S APPROVAL</b> 
<b>COMMITTEE ACTION:</b>				
<b>BOARD ACTION:</b>				

**VILLAGE OF HINSDALE  
ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE AMENDING SUBSECTION 3-3-5G  
OF THE VILLAGE CODE OF HINSDALE  
RELATED TO THE NUMBER OF LIQUOR LICENSES**

WHEREAS, the Village of Hinsdale carefully licenses and regulates the sale and service of alcoholic liquor in the Village;

WHEREAS, among the alcoholic liquor regulations are limits on the number of available licenses in each license class, which limits are set forth in Subsection 3-3-5G of the Village Code of Hinsdale; and

WHEREAS, the President and Board of Trustees of the Village of Hinsdale have determined that it is appropriate and in the best interests of the Village and its residents to amend Subsection 3-3-5G as provided in this Ordinance;

NOW, THEREFORE, BE IT ORDAINED by the President and Board of Trustees of the Village of Hinsdale, DuPage and Cook Counties and State of Illinois, as follows:

Section 1. Recitals. The foregoing recitals are hereby incorporated into this Ordinance as findings of the President and Board of Trustees.

Section 2. Amendment of Subsection 3-3-5G. Subsection 3-3-5G, titled "Number Of Licenses," of the Village Code of Hinsdale shall be, and it is hereby, amended in its entirety so that said Subsection 3-3-5G shall hereafter be and read as follows:

**3-3-5: LOCAL LIQUOR LICENSES:**

\* \* \*

G. Number of Licenses:

<u>License Category</u>	<u>Number of Licenses</u>
Class A1 Supermarket	1
Class A2 Gourmet Food	2
Class A3 Wine Boutique	2
Class A4 Premium higher alcohol content spirits	2
Class A5 Drug Store/Beer & Wine	1
Class A6 Convenience store w/ gasoline sales	2
Class A7 Convenience store w/o gasoline sales	1
Class B Full Service Restaurant	<del>8</del> - 11
Class C Limited Service Restaurant	3

Class D Not For Profit Annual	2
Class E Cooking Class Tasting	1
Class D Not For Profit Special Event	(As determined from time
Class E Business Special Event	to time by Hinsdale Liquor
Class F New Year's Eve	Control Commissioner)
Class G Corkage	

Section 3. Effective Date. This Ordinance shall be in full force and effect on immediately following its passage and approval. The Village Clerk is hereby authorized and directed to cause this Ordinance to be published in pamphlet form.

PASSED this 7th day of July, 2014.

AYES:

NAYS:

ABSENT:

APPROVED this \_\_\_\_\_ day of \_\_\_\_\_, 2014.

\_\_\_\_\_  
Village President


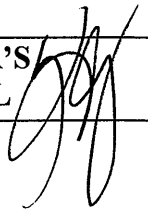
ATTEST:

\_\_\_\_\_  
Village Clerk

DATE: July 2, 2014

9e

**REQUEST FOR BOARD ACTION**

<b>AGENDA</b>		<b>ORIGINATING</b>		
<b>SECTION NUMBER</b> ACA		<b>DEPARTMENT</b> Administration		
<b>ITEM</b> Amendment of an Application Service Agreement between the Village of Hinsdale and Aptean Inc.		Darrell J. Langlois <b>APPROVAL</b> Assistant Village Manager/ Finance Director 		
<p>For over 20 years the Village has used the "4gov" financial software package that was initially developed by Information Development Consultants (IDC) of Chicago. In 2010 IDC was acquired by CDC Cloud, and in the past year CDC Cloud was acquired by Aptean, Inc. The Village's current contractual relationship is with CDC and was last modified in 2011. This agreement, which expired on June 30, 2014, provides for support and maintenance for the various financial modules (accounting, payroll, utility billing, Cyberquery, etc.), regular software improvements as the applications evolve, and offsite hosting of both the software applications and data. In addition to these services, Aptean also provides hosting and data backup services for WebTrac, which is the application used for program registration by the Park and Recreation Department. The bundled fee for these services is currently \$68,675 per year month.</p> <p>Attached is a recommended amendment to the current application service agreement with Aptean (formerly CDC). The amendment provides for a 3% annual increase in the bundled fee and locks the Village in for a three year term through June 30, 2017. The three year term was selected as this is the approximate time frame when we expect to have completed the conversion to a new financial system as provided for in the Five-Year Departmental Capital Plan.</p> <p>If the Village Board concurs to enter into the Amendment to the Application Service Agreement between the Village of Hinsdale and Aptean, Inc. the following motion would be appropriate:</p> <p><b>Motion: To Approve the Attached Amendment to the Application Service Agreement between the Village of Hinsdale and Aptean, Inc.</b></p>				
<b>APPROVAL</b>	<b>APPROVAL</b>	<b>APPROVAL</b>	<b>APPROVAL</b>	<b>MANAGER'S APPROVAL</b> 
<b>COMMITTEE ACTION:</b>				
<b>BOARD ACTION:</b>				



**AMENDMENT TO  
APPLICATION SERVICE  
AGREEMENT BETWEEN  
THE VILLAGE OF HINSDALE  
("Customer") AND  
APTEAN, INC. ("Aptean")  
(formally CDC Cloud, Inc.)**

This Amendment ("Amendment") amends an existing Application Service Agreement, which includes any exhibits and schedules attached thereto, between Customer and Aptean's predecessor in interest, CDC Cloud, Inc., executed by the Customer on 07/12/2011 (the "Agreement"). In case of any conflict between the Agreement and this Amendment, the terms and conditions of this Amendment shall control. Except as otherwise modified herein, all terms and conditions of the Agreement shall remain in full force and effect.

For good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereby agree as follows:

1. Section 4.1 of the agreement is amended by deleting it in its entirety and replacing it with the following:  
"4.1 term the agreement, as extended by the amendment, shall commence on July 1, 2014 and shall terminate at 12:00 a.m. on June 30, 2017, unless sooner terminated as hereinafter provided.
2. In consideration of Customer's non-cancelable commitment to renew maintenance services for the Software listed in Paragraph 3 below through the period ending 06/30/17, Customer's annual maintenance fee for such software shall be as follows:

Maintenance Period	Annual Maintenance
07/01/14 through 06/30/15	\$70,734.74 ("Annual Period One")
07/01/15 through 06/30/16	\$72,856.78 ("Annual Period Two")
07/01/16 through 06/30/17	\$75,042.48 ("Annual Period Three")

All fees specified in this Paragraph 1 are in US Dollars and do not include applicable sales tax.

3. The Software covered by the three (Annual Period Three) year commitment period specified in Section 2 above is:

Software Product	Quantity
4gov - Basic Financial Suite - SaaS (SW-VS-GOM-4BF-SAS)	15
CyberQuery Report Writer - Runtime licenses, per user (SW-VS-GOM-CRW1)	1
CAPPS - Purchasing/Accounts Payable (SW-VS-GOM-CPP1)	1
Requisitioning (SW-VS-GOM-RPU1)	1
Budget Preparation - Per User (SW-VS-GOM-BPP1)	1
Cash Receipts - Per User (SW-VS-GOM-CRP1)	1
4gov - Utility Billing - SaaS (SW-VS-GOM-4UB-SAS)	1
Payroll/Personnel - Per User (SW-VS-GOM-PPU1)	1
DiLOG Accounting - Management Accounting - Per User (SW-VS-GOM-DAM1)	1
DiLOG Accounting - Financial Accounting - Per User (SW-VS-GOM-DAF1)	1
Central Name and Address - Per User (SW-VS-GOM-CNA1)	1

Customer understands that, if a Software product is not listed above, then any such non-listed Software is not subject to, nor included in, the amounts listed in Section 1, and additional maintenance fees shall apply for any such non-listed Software.

4. The parties agree that the discounted fees specified above are offered by Aptean solely in reliance upon Customer's commitment to lock-in maintenance services through the period ending 06/30/17. In the event Customer cancels maintenance services at any time prior to 06/30/17, Customer agrees to immediately pay the outstanding annual maintenance fees, for reasons other than an uncured breach by Aptean, that Aptean would have received for the three (Annual Period Three) year commitment period commencing on 07/01/14 and ending on 06/30/17, less any amounts previously paid by Customer for the aforementioned period. The parties agree that this payment is to be considered liquidated damages, and not a penalty, and the parties agree that this amount is a fair and reasonable estimation of Aptean's damages in the event Customer breaches Customer's obligation to maintain services through 06/30/17.
5. If Customer elects to renew maintenance services beyond the three (Annual Period Three) year commitment period specified in Sections 1 and 2 above, beginning with the fourth year the annual maintenance fee for the above-specified Software shall not increase by more than five percent (5%) over the preceding year's maintenance fee for each year including in the subsequent three-year renewal term.
6. Payment of the annual maintenance fees will be made according to the terms set forth in the Agreement, or any amendment modifying such.
7. The terms and conditions stated herein are expressly contingent upon Customer's execution of this Amendment by 07/15/14.

IN WITNESS HEREOF, each party has executed this Amendment effective as of the last date entered in

the signature blocks below (the "Effective Date") and represents and warrants to the other that its execution has been duly authorized.

**THE VILLAGE OF HINSDALE**

**APTEAN, INC.**

By \_\_\_\_\_

By \_\_\_\_\_

Name Printed \_\_\_\_\_

Name Printed \_\_\_\_\_

Title \_\_\_\_\_

Title \_\_\_\_\_

Date \_\_\_\_\_

Date \_\_\_\_\_

## APPLICATION SERVICE AGREEMENT (ASA)

This APPLICATION SERVICE AGREEMENT ("Agreement") is made by and between CDC Cloud, Inc., a wholly owned subsidiary of CDC Software and hereinafter referred to as "CDC", a Delaware corporation with its principal place of business at Two Summit Blvd, Suite 700, Atlanta, GA 30319, and Village of Hinsdale, Illinois ("Customer"), with its principal place of business at 19 East Chicago Avenue, Hinsdale, IL 60521. The Effective Date of this Agreement shall be the date of Customer's signature in the signature block below.

WHEREAS, CDC provides 4gov® financial resource management and citizen services ("Services"), and selected other third party software products, from its hosted site ("Site") on the World Wide Web portion of the Internet ("Web"); and

WHEREAS, Customer desires to engage CDC, and CDC desires to be engaged by Customer, to provide the Services on the terms and subject to the conditions set forth below.

NOW, THEREFORE, in consideration of the mutual promises set forth herein, CDC and Customer hereby agree as follows:

### 1. CDC Undertaking

#### 1.1 CDC Services

CDC Agrees to provide the Services pursuant to the terms and conditions of this Agreement and the Software Hosting and Support Schedule attached hereto as Exhibit A.

#### 1.2 Availability of the Services

The Services shall be accessible to Customer via the Site twenty-four hours per day, seven days per week, except for scheduled maintenance and required repairs, and except for any loss or interruption of Services due to causes beyond the control of CDC. In the event of a loss or interruption of Services exceeding a total of four hours in any week, other than as a result of the maintenance activities described in Section 1.4, below, a pro rata portion of Fees (as hereinafter defined) for the period of the downtime and the applicable monthly invoice will be adjusted accordingly. For the purposes of this Agreement, a week shall be considered to run from Sunday to Saturday. Customer's Internet server shall be deemed to be not available for purposes of this Section 1.3, if CDC's standard hardware, software, or operating system is functioning in a manner that prevents http, ftp, or access to the Internet server or the Software ("Unavailability"). For purposes of this Section 1.3, Unavailability shall not be deemed to occur hereunder as a result of Customer action or inaction, including, but not limited to, Customer utilization or Customer owned, non-standard, or unsupported software installed by CDC at the Customer's request.

#### 1.3 Maintenance

CDC designates time periods ("Scheduled Maintenance Times") during which it may limit or suspend the availability of the hardware and/or software involved in providing its Services and products (an "Outage") to perform necessary maintenance or upgrades or selected backups of the data. Scheduled Maintenance Times currently are each Tuesday and Thursday between the hours of 2 a.m. and 6 a.m. Central Standard Times (CST) and the third Sunday of each month between the hours of 12 a.m. and 8 a.m. CST. If planned maintenance has the possibility of making the server or servers, as the case may be, utilized by Customer

inaccessible to the Internet during a Scheduled Maintenance Time, CDC will provide not less than twenty-four hours' electronic mail or other notice to Customer of the Scheduled Maintenance Times during which the Outage is planned. In addition, CDC reserves the right to perform any immediately required maintenance work outside of the Scheduled Maintenance Times with prior notice to Customer.

#### 1.4 Customer Support Services

CDC shall provide Customer with standard support services as described in Exhibit B attached hereto. Customer will identify two points of contact to manage the support interaction between CDC and Customer. These individuals must have full security authorizations in the use of the software to permit complete support and be fully trained in the use of the software.

Technical Support for Hardware is available 24 hours a day at the telephone number 1-800-632-8634 x 2074. This is for access problems as they relate to the Internet Usage of the CDC site.

Customer Support is available 5 days per week and 8 hours per day through an e-mail support line, as well as a telephone support line. This is for questions related to the usage of the software products. The coverage extends from 8:30 a.m. to 5:30 p.m. EST, with CDC response within two business hours. Holidays are exempted from coverage.

#### 1.5 Customer Data

Customer's data for the applications as shown on Exhibit A will be maintained on server(s) at CDC's Site, and CDC will provide these standard backup services: Daily backup of changed Customer data files (the most recent four copies of a changed data file are kept, and with each subsequent change to a data file, the oldest copy is discarded); Storage of backup tapes on Site for a period of 30 days; and Up to three data file restoration operations per month (additional data file restore operations are available for an additional charge). At the option of the Customer, and for an additional fee, CDC shall provide the Customer with a back-up copy of any Customer data maintained at CDC's Site, provided the Customer has paid all current and past due fees.

### 2. Customer Undertakings

#### 2.1. Fees Payable to CDC

In consideration of the obligations undertaken by CDC hereunder, Customer shall pay to CDC the fees for the Initial Installation Services according to the Price set forth in Exhibit A and the Total Monthly Recurring Charges ("Service Fees") for Application Software, and Support Services, as described in Exhibit A.

#### 2.2. Payment Terms

CDC will invoice Customer and Customer will pay for the Initial Installation as such services are rendered and products are ordered by CDC on Customer's behalf. CDC will invoice Customer and Customer will pay for the first month's service fees on the first day of Service, which shall be on or about July 10, 2011. Thereafter, CDC will invoice Customer on the 15<sup>th</sup> day of the month for the next month's use as well as adjustments for any additions or custom work performed during the prior month. Payment of all fees will be by check due on the 1<sup>st</sup> day of the month, or by automatic debit of the Customer's designated U.S. bank account in

U.S. dollars on a date chosen by the Customer, which shall be on or before the 5<sup>th</sup> day of the month and shall be listed in Exhibit A. All past due amounts are subject to a late charge equal to the lower of the highest lawful rate or 1.5% per month. In addition, the parties hereby agree that failure of Customer to fully pay any Fees within 20 days after the applicable due date may be deemed a material breach of this Agreement, justifying suspension of the performance of Services by CDC, and will be sufficient cause for immediate termination of this Agreement by CDC. Any such suspension does not relieve Customer from paying past due Fees, plus interest, and in the event of collection enforcement, Customer shall be liable for any costs associated with such collection, including, without limitation, legal costs, attorneys' fees, court costs and collection agency fees.

### 2.3 Taxes

Customer shall pay or reimburse CDC for all sales, use, transfer, privilege, excise, and all other taxes and all duties, whether international, national, state, or local, however designated, which are levied or imposed by reason of the performance by CDC under this Agreement; excluding, however, (a) income tax on profits which may be levied against CDC, and (b) taxes for which Customer provides CDC with a valid tax exemption certificate.

## 3. Restrictions on Use

### 3.1 Terms of Use

Customer agrees to use the Software and Services only for Customer's own business. Customer will be responsible for assigning, maintaining, and monitoring the use and password authorization of the software and data files to staff, officers, auditors, and other authorized contractors.

Customer shall not (i) permit any other agencies, affiliated entities or third parties, other than contractors or subcontractors for which customer licenses have been paid, to use the Software or Services, (ii) use the Software or Services for any other party's financial management resource services, or (iii) use the Software or Services in the operation of a service bureau without the express written permission of CDC.

#### 3.1.1 Modifications, Reverse-Engineering

Customer agrees that only CDC shall have the right to change, maintain, delete, enhance or otherwise modify the Software. Customer shall not disassemble, decompile or reverse-engineer the Software's computer programs.

### 3.2 Specific Prohibitions

Without limitation, the Customer agrees that it and its users of the system will not use the Services or the hosted Site to:

- a) upload, store, post, email or otherwise transmit, distribute, publish or disseminate any information that is unlawful, harmful, threatening, abusive, harassing, tortuous, defamatory, vulgar, obscene, or libelous, or promotes such activity;
- b) upload, store, post, link to, email or otherwise transmit, distribute, publish or disseminate any site information, content or other information or material that infringes any patent, trademark, trade secret, copyright or other proprietary rights of any party or otherwise violates the legal rights (such as rights of privacy and publicity) of others, violates any contractual or fiduciary relationships or is otherwise objectionable;
- c) upload, store, post, link to, email or otherwise transmit, distribute, publish or disseminate any material that contains software viruses, trojan horses, worms, time bombs, cancelbots or any other computer code, files or programs designed to interrupt, destroy or limit the functionality of any computer software or hardware or telecommunications equipment or circumvent any "copy-protected" devices, or any other harmful or disruptive

program, or any cracks, hacks, associated utilities or other privacy related information.

- d) Violate (intentionally or unintentionally) any applicable local, state, national or international law or regulation, including, but not limited to, laws regarding the transmission through the Services of technical data or software exported from the United States and/or the country(ies) in which the Customer and/or its users reside, and all local laws and regulations regarding online conduct and acceptable content.

## 4. Term and Termination

### 4.1 Term

This Agreement shall commence as of the date first written above and shall continue for a period of two (2) years from that date, unless earlier terminated as provided below. After the initial two year period, this Agreement shall renew automatically for successive one-year terms, unless terminated earlier in accordance with terms set forth in 4.2. In order to terminate this agreement, Customer must give CDC notice thereof at least 60 days prior to the end of the applicable term.

### 4.2 Termination.

#### 4.2.1 Insolvency

Either party may terminate this Agreement immediately upon delivery of written notice in the event that the other party shall be unable to pay its liabilities when due, or shall make any assignment for the benefit of creditors, or shall file a petition under any federal or state bankruptcy statute or a voluntary petition in bankruptcy, or an involuntary petition shall be filed and not discharged within 60 days after such filing, or shall be adjudicated bankrupt or insolvent, or if any receiver shall be appointed for its business or property, or any trustee in bankruptcy or insolvency shall be appointed under any law of the United States or the several states.

#### 4.2.2 Breach

If either party is alleged to be in material breach of any provision of this Agreement, that party shall have 30 days from receipt of specific notice to cure the indicated breach. If the breach is not cured within the 30-day period, the non-breaching party will have the option, but not the obligation, to terminate the Agreement.

#### 4.2.3 Termination for Convenience

The Customer reserves the right to terminate this agreement for its sole convenience. In the event of such termination, Customer shall pay to CDC the amounts set forth in paragraph 4.3.

### 4.3. Effect of Termination

Upon any termination or expiration of this Agreement, Customer shall pay all unpaid and outstanding Fees through the effective date of termination or expiration. In the event Customer terminates the monthly service in whole or in part prior to the expiration of the term (except as otherwise permitted in this agreement), Customer will be liable for any early termination charges imposed by the carrier(s) of any Dedicated Communications Services. If Customer terminates for convenience, in whole or in part prior to the expiration of the term, Customer shall immediately pay to CDC all remaining fees due to CDC under this agreement as set forth in Exhibit A. The termination of this Agreement shall not prejudice the right of CDC to recover any Fees or other sums otherwise due it at the time of termination or cancellation.

### 4.4. Customer Data

Upon termination of the agreement, Customer agrees that CDC may remove from its servers all of the Customer's data, site information, registration data and personal information, provided that CDC shall first give Customer at least thirty (30) days' notice of its intent to remove any such data. Upon termination of the

Agreement Customer may receive a copy of the Customer data through the payment of the then-current data export fee.

## **5. Proprietary Information**

### **5.1 Proprietary Rights of Customer**

As between Customer and CDC, Customer's data shall remain the sole and exclusive property of Customer. CDC further acknowledges and agrees that any data and materials supplied by Customer are confidential and proprietary trade secrets of Customer protected by law, and of substantial value to Customer, and their use and disclosure must be carefully and continuously controlled by CDC. CDC shall notify Customer immediately of the unauthorized use or knowledge of any item supplied to CDC pursuant to this Agreement.

### **5.2 Proprietary Rights of CDC**

Customer acknowledges and agrees that (a) any data and materials supplied by CDC are confidential and proprietary trade secrets of CDC protected by law, and of substantial value to CDC, and their use and disclosure must be carefully and continuously controlled by Customer, and (b) the Software is protected by the Copyright Laws of the United States. Customer shall notify CDC immediately of the unauthorized use or knowledge of any item supplied to Customer pursuant to this Agreement. Customer agrees not to challenge the rights of CDC in and to such data and materials, including without limitation, the copyrights in the Software. In the event Customer threatens to breach any of the provisions of this paragraph, CDC shall have the right, in addition to such other remedies that may be available to them, to injunctive relief, without posting bond, enjoining such actions or attempts, it being acknowledged that CDC would suffer irreparable injuries and that legal remedies are inadequate. The provisions of the paragraph shall survive the termination of this Agreement.

## **6. Warranties**

### **6.1 Warranties of CDC**

#### **6.1.1 Workmanship**

CDC represents and warrants that (i) the Software and Services shall perform substantially in accordance with the current documentation provided by CDC, as amended from time to time and (ii) the Software and Services will not infringe any third-party proprietary rights. In the event of any breach of the foregoing warranty, CDC shall, as the Customer's sole and exclusive remedy, use commercially reasonable efforts to correct any problems specifically identified by Customer in writing.

#### **6.1.2 Limitation of Warranties**

THE FOREGOING ARE THE ONLY WARRANTIES MADE BY CDC, and CDC SPECIFICALLY DISCLAIMS, WITHOUT LIMITATION, ALL OTHER WARRANTIES TO CUSTOMER, OR OTHER THIRD PARTY, EXPRESS OR IMPLIED, INCLUDING, WITH LIMITATION, THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE. NEITHER CDC NOR ANY OF ITS AFFILIATES OR AGENTS MAKES ANY WARRANTY THAT ACCESS TO THE SERVICES WILL BE UNINTERRUPTED, SECURE, COMPLETE, ACCURATE OR ERROR-FREE, NOR DOES CDC MAKE ANY WARRANTY AS TO THE LIFE OF ANY URL GENERATED OR PUBLISHED BY CDC. CERTAIN SOFTWARE USED BY END-USERS MAY NOT BE CAPABLE OF SUPPORTING CERTAIN CDC FEATURES. CDC SHALL HAVE NO LIABILITY WHATSOEVER FOR ANY CLAIMS RELATING TO ANY END-USER'S ABILITY TO ACCESS THE WEB SITE PROPERLY OR COMPLETELY.

### **6.1.3 Limitation of Liability**

The parties acknowledge that the limitations set forth in this Section 6.1.3 are integral to the amount of fees levied in connection with Agreement, and that, were CDC to assume any further liability other than as set forth herein, such fees would of necessity be set substantially higher. IT IS UNDERSTOOD AND AGREED THAT CDC SHALL HAVE NO LIABILITY FOR ANY INDIRECT, INCIDENTAL, SPECIAL OR CONSEQUENTIAL DAMAGES (INCLUDING LOSS OF PROFIT, LOSS OF USE OF THE SERVICES, COSTS OF SUBSTITUTE SERVICES, OR DOWNTIME COSTS) SUFFERED BY CUSTOMER OR ANY THIRD PARTY, EVEN IF CDC HAS BEEN PREVIOUSLY ADVISED OF THE POSSIBILITY OF SUCH DAMAGES. NOTWITHSTANDING ANY OTHER PROVISION OF THIS AGREEMENT, THE ENTIRE LIABILITY OF CDC FOR DAMAGES FOR ANY CAUSE WHATSOEVER, AND REGARDLESS OF THE FORM OF ACTION, SHALL BE LIMITED TO THE AMOUNT PAID BY CUSTOMER TO CDC IN THE ONE-YEAR PERIOD PRIOR TO THE EVENT GIVING RISE TO SUCH DAMAGES.

## **6.2 Customer's Representations, Warranties and Indemnity**

### **6.2.1 Representations and Warranties**

Customer covenants, represents and warrants that all of Customer's software and code used to access the Services do not, and will not during the term of this Agreement, be in violation of any software license agreement which Customer has entered with CDC or any third party. No third party software used by Customer to access the services contains any feature which would in any way impair the operation of (i) the Services, or (ii) the software or hardware of any other user using the Services, in each instance including, without limitation, any form of virus, a Trojan horse, worm, or other software routine or hardware component which may disable, erase or otherwise harm software, hardware, or data.

### **6.2.2 Indemnification by Customer**

Customer shall be liable for, and shall fully indemnify and hold CDC harmless against, any loss, liability, cost, expense (including attorneys' fees and expenses) or damages arising from any action, inaction, breach or failure to perform under this Agreement by Customer, or by the officers, employees, elected officials, agents, representatives, consultants, or customers of Customer. This indemnification obligation shall survive the termination of this Agreement.

### **6.2.3 Indemnification by CDC**

CDC shall be liable for, and shall fully indemnify and hold Customer harmless against any loss, liability, cost, expense (including attorneys' fees and expenses) or damages arising from any action, inaction, breach or failure to perform under this Agreement by CDC, or by CDC's officers, employees, elected officials, agents, representatives or consultants. This indemnification obligation shall survive the termination of this Agreement.

## **7. General**

### **7.1 Export Control Restrictions**

Software available on the Site is subject to United States export controls. No software from the Site may be downloaded or otherwise exported or re-exported (i) into (or to a national or resident of) Cuba, Iraq, Libya, Sudan, North Korea, Iran, Syria, or any other country to which the United States has embargoed goods, or (ii) to anyone on the U.S. Treasury Department's list of Specially Designated National or the U.S. Commerce Department's Table of Denial Orders. By using the Services or the Software, Customer warrants that it is not located in, under the control of, or a national or resident of any such country or on any such list.

### 7.2 Third-Party Materials and Web Site Links

The site contains references and links to third party web sites, which are not under the control of CDC. CDC makes no representations whatsoever about any other web site to which Customer may have access through the Site, including without limitation any site whose services may be described or offered on the Site.

### 7.3 Assignment

Customer shall not assign, grant a security interest in, or transfer this Agreement or the Services without the express prior written consent of CDC in each instance.

### 7.4 Notices

All notices and other communications required or permitted to be given under this Agreement shall be in writing and shall be effective when delivered personally, when transmitted by facsimile or electronic mail to the address provided by the receiving party, or by certified mail, return receipt requested, addressed to the other party at their respective addresses set forth on the first page hereof, unless by notice a different address shall have been designated for giving notice hereunder.

### 7.5 Force Majeure

Neither party shall be liable for any delay or failure to perform its obligation under this Agreement if prevented from doing so by a cause or causes beyond its reasonable control. Without limiting the generality of the foregoing, such causes include acts of God, the public enemy, fires, floods, storms, hurricanes, earthquakes, riots, strikes, blackouts, wars or war operation, restraints of government, utility or communications failures, or other causes which could not with reasonable diligence be controlled or prevented by the party.

### 7.6 Amendments, Waivers

This Agreement may be amended from time to time only by written agreement of the parties. No term or provision of this Agreement may be waived or modified unless such waiver or modification is in writing and signed by the party against whom such waiver or modification is sought to be enforced. No failure on the part of any party to exercise and no delay in exercising, any right, power, or remedy under this Agreement shall operate as a waiver thereof, nor shall any single or partial exercise of any right under this Agreement preclude any other or further exercise thereof or the exercise of any other right. The remedies provided in this Agreement are cumulative and not exclusive of any remedies provided by law.

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed on their behalf by their duly authorized officers as of the date first above set forth.

Village of Hinsdale, Illinois

Approved By

*[Signature]*  
Village Manager 7/12/11

Title

Effective Date

### 7.7 Severability

If any provision of this Agreement is held by final judgment of a court of competent jurisdiction to be invalid, illegal or unenforceable, such invalid, illegal or unenforceable provision shall be severed from the remainder of this Agreement, and the remainder of this Agreement shall be enforced.

### 7.8 Governing Law; Dispute Resolution Process and Binding Arbitration

If a party brings a dispute ("Disputing Party") against the other party ("Non-Disputing Party") to enforce this Agreement, the Disputing Party agrees that such dispute shall be governed by Illinois law without giving effect to any choice of law of conflict of law provision, and shall be heard in the exclusive jurisdiction, of the Non-Disputing Party.

### 7.9 Entire Agreement

This Agreement, including the exhibits attached hereto, if any, together with any duly executed Software License Agreements in force between Customer and CDC, contains the entire agreement of the parties with respect to the subject matter of this Agreement, and supersedes all prior agreements between them whether oral or written of any nature whatsoever with respect to the subject matter hereof. This Agreement is binding upon the parties hereto, their successors and permitted assigns. No amendment, alteration, or modification of this Agreement shall be valid unless in each instance such amendment, alteration, or modification is expressed in a written instrument duly executed by the parties.

### 7.10 Headings, Construction

The section titles in this Agreement are for convenience only and shall have no effect on the interpretation of any part or provision regardless of the title heading under which the part or provision is located. Whenever the context of this Agreement requires, the gender of all words herein shall include the masculine, feminine, and neuter, and the number of all words herein shall include the singular and plural. All references to section numbers in this Agreement shall be references to sections in this Agreement, unless otherwise specifically indicated.

### 7.11 Counterparts

This Agreement may be executed in any number of counterparts and any party hereto may execute any such counterpart, each of which when executed and delivered shall be deemed to be an original and all of which counterparts taken together shall constitute but one and the same instrument. A telecopied facsimile of an executed counterpart of this Agreement shall be sufficient to evidence the binding agreement of each party to the terms hereof.

CDC Cloud, Inc.

Approved By

*[Signature]*  
Bryan Sell, Corporate Controller

Title

Date



**CDC Cloud**  
a wholly owned subsidiary of CDC Software

## Exhibit A

### Installation, Training, Software Hosting and Support Schedule 4gov.com Application Software

Initial Installation	Purchase Price	Monthly Fee
Will use existing Customer Firewall and T1.	No Charge	
<b>Application Hosting</b>		
<b>4gov</b>		
Web Manager		
Named Users -15	Included	
<b>4gov Application Software:</b>	Included	
Financial & Management Accounting		
CAPPS - Accounts payable/purchasing		
Regulation		
Budget Preparation		
Cash Receipts		
Utility Billing		
CENA: Central Name & Address		
Payroll/Personnel		
Miscellaneous Billing/AR		
Alarm Billing		
Vehicle Registration		
Web-Track hosting		
<b>Cyberquery Report Writer Contract under separate tri-parti agreement with Cyberscience</b>		
<b>Maintenance &amp; Support "Help Desk"</b>		
Unlimited		
<b>TOTAL WEB-HOSTING</b>		<b>\$5,561.00</b>
<b>24 month subscription</b>		

Exhibit B

**Software Maintenance Agreement**

The **ANNUAL MAINTENANCE SUPPORT AGREEMENT** for 4gov@Software ("Licensed Software") from CDC Cloud, Inc., a wholly owned subsidiary of CDC Software and hereinafter referred to as "CDC", a Delaware corporation with its principal place of business at Two Summit Blvd, Suite 700, Atlanta, GA 30319 and provided under the CDC Software License Agreement, provides the following services and warranties to the Customer named below.

**I. Customer Information**

Organization: Village of Hinsdale  
Address: 19 E Chicago Ave, Hinsdale IL 60521  
Telephone: 630-789-7000  
FAX: 630-789-3463  
Email: [dlangois@villageofhinsdale.org](mailto:dlangois@villageofhinsdale.org)

The Customer is authorized to have two employees named as Authorized Contacts who can contact CDC with support issues. These employees must have been trained in the use of the Licensed Program.

Authorized Contacts are specifically named by Customer in Exhibit A, with any restrictions written on Exhibit I, and sent to CDC by July 30, 2011. Any changes, additions, deletions are to be sent, faxed, or emailed on or before the date they are to take effect.

**2. Plan Selection (Select with "X" and initial)**

- ☒ Standard Maintenance  
☐ Extended Products, Support, and Services as listed on Exhibit 2  
☐ Extended Hosted Access and Support as listed on Exhibit 3

**3. Services Provided in all Maintenance Plans**

- A) CDC will provide Customer with Enhancements and Upgrades that CDC makes to the Licensed Software and which CDC elects to incorporate into and make a part of the Licensed Software and does not separately market. Enhancements will be sent via CD, DVD, or available for download on the Internet.
- B) CDC will furnish "hot-line" telephone and internet support from 8:30am CST to 5:00pm CST, or as otherwise stipulated in Exhibit B, in the form of counsel and advice on use of the Licensed Software to Authorized Contacts listed in Exhibit I.
- C) Customer will be provided with any known problem solutions relating to the Licensed Program as such solutions become known to CDC.
- D) CDC will assist the Customer on an hourly fee basis, with in house PC, printer, and other equipment, communications, and 3<sup>rd</sup> party software issues, as it relates to CDC products, after written authorization for services has been given.

**4. Warranties**

- A) Licensed Programs and Materials will conform substantially to the published documentation provided to Customer by CDC.
- B) CDC will furnish to Customer any necessary program corrections at no cost to Customer within thirty (30) days of receipt of written notice of verifiable and reproducible errors, and if required in the judgment of CDC, provide on-site assistance to correct the deficiency. If it is determined by CDC that the problem is due to Customer fault or negligence, or to items beyond CDC control including but not limited to (a) Customer Non-supported old or new hardware, hardware failure; (b) Operating system, patches, or service pack errors; (c) data base software; (d) Non-CDC product errors; (e) Licensed Program alterations or custom code/scripts not under maintenance; or (f) failure to comply with the terms of this warranty; then time, expenses, and taxes associated with such support shall be billed by CDC at its then current applicable rates and paid by Customer.

**5. Customer Terms and Conditions**

- A) Customer shall procure, install, and maintain all required, computer hardware, software, telephone, and communication lines, Internet access, email, and other hardware deemed necessary by CDC to operate the Licensed Software.
- B) Customer shall maintain and protect any on-site data files and data bases with backups on a regular basis.
- C) Customer shall perform regular system maintenance on internal Workstations, PCs, printers, and other hardware used in the operation of the 4gov software, to insure maximum system performance and reliability.
- D) Customer's Authorized Contacts shall be provided appropriate security access by Customer so that such Authorized Contacts can reasonably perform their responsibilities. Customer shall also ensure that CDC has access to the system to verify, analyze, and update Software as necessary so that CDC can provide the services under this Maintenance Agreement.

**6. Fees and Charges**

The Maintenance and Warranty services as stated under this agreement are included with the APPLICATION SERVICE AGREEMENT (ASA). Services provided under this Agreement shall continue through the life of the valid ASA agreement. For any additional services duly authorized under this agreement, Customer shall pay said sums as invoiced to the Customer promptly upon receipt by the Customer.



## Software Maintenance Agreement

### Exhibit 1

#### Authorized Contacts

##### Primary Contact

Name DARYL LANGLOIS  
 Title FINANCE DIRECTOR  
 Phone# 630-789-7000  
 Fax# 630-789-3463  
 Email DLANGLOIS@VILLAGEOFHINSDALE.ORG  
 EFFECTIVE DATE \_\_\_\_\_  
 Extended Support Hours \_\_\_\_\_

Authorization	Yes or no
GL/Mgmt Accounting	YES
CAPPS-AP/PO	YES
Requisitions	YES
Budgets	YES
Fixed Assets	
Payroll/Personnel	YES
Human Resources	
Cash Receipts	YES
Billing/AR	YES
Inventory	
Cash Management	
Utility Billing/Collections	YES
Animal Licensing	
Vehicle Stickers/Tickets	YES
Alarm Billing	YES
CENA	YES
Work Orders	
ePay	
Citizen Request	
Cyberquery Report Writer	
System Administration	
Other	
Web manager	
Print Manager	
WEBTRAC	YES

Customer: Village of Hinsdale

Authorized By/Title: [Signature] Village Manager

Date: \_\_\_\_\_

CDC Cloud, Inc.

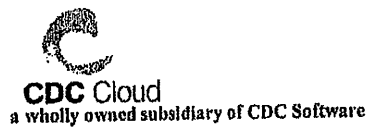
[Signature] 8.05.11  
 Bryan Sell, Corporate Controller

##### Secondary Contact

Name JULIE CIESLA  
 Title ASST. FINANCE DIRECTOR  
 Phone# 630-789-7000  
 Fax# 630-789-3463  
 Email JCIESLA@VILLAGEOFHINSDALE.ORG  
 EFFECTIVE DATE \_\_\_\_\_  
 Extended Support Hours \_\_\_\_\_

Authorization	Yes or no
GL/Mgmt Accounting	YES
CAPPS-AP/PO	YES
Requisitions	YES
Budgets	YES
Fixed Assets	
Payroll/Personnel	YES
Human Resources	
Cash Receipts	YES
Billing/AR	YES
Inventory	
Cash Management	
Utility Billing/Collections	YES
Animal Licensing	
Vehicle Stickers/Tickets	YES
Alarm Billing	YES
CENA	YES
Work Orders	
ePay	
Citizen Request	
Cyberquery Report Writer	
System Administration	
Other	
Web Manager	
Print Manager	
WEBTRAC	YES

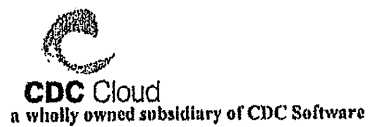
**Please complete this form and return to CDC Cloud  
 before your Maintenance Start Date.**



## Software Maintenance Agreement

### **Exhibit 2** Extended Products, Support, and Services

Not applicable



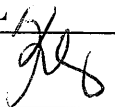
## Software Maintenance Agreement

### Exhibit 3 Hosted Access and Support

Not applicable

DATE: July 7, 2014

**REQUEST FOR BOARD ACTION**

<b>AGENDA</b>		<b>ORIGINATING</b>		
<b>SECTION NUMBER</b> EPS		<b>DEPARTMENT</b> Administration		
<b>ITEM</b> Approval of a Resolution approving the contribution of funds in an amount not to exceed \$115,000 to the Graue Mill Homeowners Assoc. for the Salt Creek Flood Control Project		<b>APPROVED</b> Kathleen A. Gargano Village Manager		
<p>Attached you will find the Resolution to approve the Village contribution to the Graue Mill Salt Creek Flood Control Project in an amount of 50% of the remaining funding necessary to complete the project, not to exceed a cap of \$115,000. Also attached is a letter from President Cauley dated June 26, 2014 to the Graue Mill Homeowners Association which summarizes the history and the position of the Village on this matter and a letter from the Homeowners Association dated July 1, 2014 in response.</p>				
<p>Should the Board concur with the proposed contribution the following motion is in order:</p>				
<p><b>MOTION:</b> To Recommend Approval of a Resolution of the Village of Hinsdale, DuPage and Cook Counties, Illinois, Approving the Contribution of Funds in an Amount not to Exceed One Hundred Fifteen Thousand Dollars (\$115,000) to the Graue Mill Homeowners Association for the Graue Mill Salt Creek Flood Control Project</p>				
<b>APPROVAL</b>	<b>APPROVAL</b>	<b>APPROVAL</b>	<b>APPROVAL</b>	<b>MANAGER'S APPROVAL</b>
<b>COMMITTEE ACTION:</b>				
<b>BOARD ACTION:</b>				

**RESOLUTION NO. \_\_\_\_\_**

**A RESOLUTION OF THE VILLAGE OF HINSDALE, DUPAGE AND COOK COUNTIES, ILLINOIS, APPROVING THE CONTRIBUTION OF FUNDS IN AN AMOUNT NOT TO EXCEED ONE HUNDRED FIFTEEN THOUSAND DOLLARS (\$115,000) TO THE GRAUE MILL HOMEOWNERS ASSOCIATION FOR THE GRAUE MILL SALT CREEK FLOOD CONTROL PROJECT**

**WHEREAS**, the Graue Mill Homeowners Association ("Association") has advanced a plan to control flooding in the Graue Mill subdivision area within the Village of Hinsdale (the "Village"), said plan being commonly known as the Graue Mill Salt Creek flood control project ("Project"); and

**WHEREAS**, the Association has received federal and State grant funds totaling approximately three million two hundred thousand dollars (\$3,200,000) (the "federal and State grant funds") towards the Project, which will cover in excess of 90% of the anticipated cost of the Project; and

**WHEREAS**, due to the importance of the Project to Village residents, the Village desires to contribute to the Project, and the Association desires to receive from the Village, fifty percent (50%) of the remaining cost of the Project not covered by the federal and State grant funds, in an amount not to exceed one hundred fifteen thousand dollars (\$115,000) (the "Village contribution"); and

**WHEREAS**, the President and Board of Trustees of the Village find that proposed Village contribution is in the collective best interests of the Village and its residents.

**NOW, THEREFORE, BE IT RESOLVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF HINSDALE, DUPAGE AND COOK COUNTIES, ILLINOIS:**

**SECTION 1: Recitals Incorporated.** Each of the recitals in the Whereas paragraphs set forth above is incorporated into Section 1 of this Resolution.

**SECTION 2: Approval and Authorization – Village Contribution.** The President and Board of Trustees of the Village authorize a Village contribution to the Graue Mill Homeowners Association of fifty percent (50%) of the remaining costs of the Graue Mill Salt Creek flood control project not covered by the federal and State grant funds, in an amount not to exceed one hundred fifteen thousand dollars (\$115,000). The Village

Treasurer, President and Village Clerk of the Village of Hinsdale, or their designees, are authorized and directed to take such steps as are necessary to facilitate the payment of the Village contribution by the Village upon receiving receipt of invoices that justify and identify the expenses in proportion to the Village's identified cost share..

**SECTION 3: Effective Date.** This Resolution shall be in full force and effect from and after its passage and approval.

**ADOPTED** this \_\_\_\_\_ day of \_\_\_\_\_, 2014, pursuant to a roll call vote as follows:

**AYES:** \_\_\_\_\_

**NAYS:** \_\_\_\_\_

**ABSENT:** \_\_\_\_\_

**APPROVED** by me this \_\_\_\_\_ day of \_\_\_\_\_, 2014,  
and attested to by the Village Clerk this same day.

\_\_\_\_\_  
Thomas K. Cauley, Jr., Village President

ATTEST:

\_\_\_\_\_  
Christine M. Bruton, Village Clerk

STATE OF ILLINOIS )  
COUNTY OF DUPAGE ) SS  
COUNTY OF COOK )

**CLERK'S CERTIFICATE**

I, Christine M. Bruton, Clerk of the Village of Hinsdale, in the Counties of DuPage and Cook, State of Illinois, do hereby certify that the attached and foregoing is a true and correct copy of that certain Resolution now on file in my Office, entitled:

**RESOLUTION NO. \_\_\_\_\_**

**A RESOLUTION OF THE VILLAGE OF HINSDALE, DUPAGE AND COOK COUNTIES, ILLINOIS, APPROVING THE CONTRIBUTION OF FUNDS IN AN AMOUNT NOT TO EXCEED ONE HUNDRED FIFTEEN THOUSAND DOLLARS (\$115,000) TO THE GRAUE MILL HOMEOWNERS ASSOCIATION FOR THE GRAUE MILL SALT CREEK FLOOD CONTROL PROJECT**

which Resolution was passed by the Board of Trustees of the Village of Hinsdale at a Regular Village Board Meeting on the \_\_\_\_ day of \_\_\_\_\_, 2014, at which meeting a quorum was present, and approved by the President of the Village of Hinsdale on the \_\_\_\_ day of \_\_\_\_\_, 2014.

I further certify that the vote on the question of the passage of said Resolution by the Board of Trustees of the Village of Hinsdale was taken by Ayes and Nays and recorded in the minutes of the Board of Trustees of the Village of Hinsdale, and that the result of said vote was as follows, to-wit:

AYES: \_\_\_\_\_

NAYS: \_\_\_\_\_

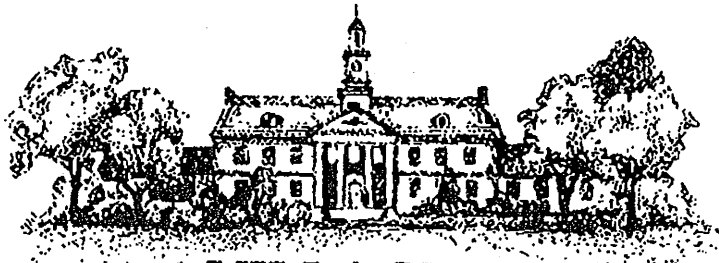
ABSENT: \_\_\_\_\_

I do further certify that the original Resolution, of which the foregoing is a true copy, is entrusted to my care for safekeeping, and that I am the lawful keeper of the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of the Village of Hinsdale, this \_\_\_\_ day of \_\_\_\_\_, 2014.

\_\_\_\_\_  
Village Clerk

[SEAL]



## VILLAGE OF HINSDALE

FOUNDED IN 1873

19 EAST CHICAGO AVENUE  
HINSDALE, ILLINOIS 60521-3489 • (630) 789-7000

Village Website: <http://www.villageofhinsdale.org>

VILLAGE PRESIDENT  
Tom Cauley

TRUSTEES  
J. Kimberley Angelo  
Christopher J. Elder  
William N. Haarlow  
Gerald J. Hughes  
Laura LaPlaca  
Bob Salgh

POLICE DEPARTMENT 789-7070  
FIRE DEPARTMENT 789-7060  
121 SYMONDS DRIVE

June 26, 2014

Mr. Peter Schroth  
President  
Graue Mill Homeowners Association  
1401 Burr Oak Road  
Hinsdale, IL 60521-2934

Dear Mr. Schroth:

Congratulations on the receipt by the Graue Mill Homeowners Association ("Graue Mill") of grants from both the Federal Emergency Management Agency and the Illinois Department of Natural Resources to fund most of the cost of Graue Mill's Salt Creek flood control project (the "Project"). We understand that these grants collectively amount to \$3.2 million and cover more than 90% of the Project's cost. This is a significant accomplishment and is a testament to Graue Mill's hard work and perseverance.

You first came to Hinsdale's Village Board on February 7, 2012, to discuss the Village's participation in funding the Project, which at that time was anticipated to cost only \$1.9 million. The discussion at that meeting culminated in a request by Graue Mill that the Village contribute 50% of the amount not covered by federal and state grants. Based on the Project's anticipated cost at that time, the portion of the Project's cost that Graue Mill anticipated would not be covered by those grants totaled \$120,000, making Graue Mill's requested contribution from the Village 50% of that amount, or \$60,000. As you know, following the heavy rains on April 17-18, 2013, which caused extensive flooding in the Graue Mill subdivision, Graue Mill put forward a new engineering plan that increased the Project's cost by approximately an additional \$1.5 million, and which now leaves the portion of the Project not covered by federal and state grants at approximately \$200,000. While the Village has historically contributed only 20% to localized drainage projects, with the affected residents paying the remaining 80% of the project's cost, I am pleased to inform you that, based upon informal conversations with each Village Trustee, Hinsdale is willing to contribute 50% of the remaining balance of the Project that is not covered by federal and state grants, up to a capped amount of \$115,000. We plan to put this item on the Village Board's July 7, 2014 agenda for approval.

Beside this monetary contribution to the Project, the Village will also continue to support the Project in other ways, just as we have always done in the past. Since 2010,



Printed on Recycled Paper

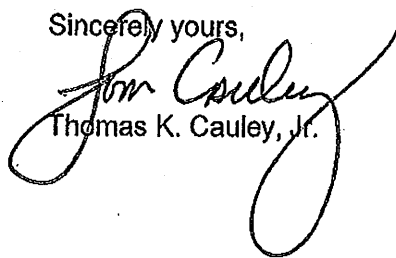


Village staff, including the Village Manager and the Village Engineer, have arranged and attended numerous meetings connected with the Project, including coordinating issues concerning the Project with DuPage County Department of Environmental Concerns, Flag Creek Sanitary District and DuPage Forest Preserve District. The Village also has agreed to act, and has acted, as lead sponsor on Graue Mill's various grant applications. Going forward, the Village will also provide whatever engineering assistance to the Project we are called upon to provide, including during the Project's design review phase, to insure that the Project is successfully completed.

Again, congratulations on receiving federal and state funding for the Project. The Village looks forward to continuing working in partnership with Graue Mill to complete the Project.

Please do not hesitate to call me at (312) 853-7076 to discuss this matter further.

Sincerely yours,



Thomas K. Cauley, Jr.

TKC:as



## Graue Mill Homeowners Association

1203 Old Mill Road • Hinsdale, Illinois 60521 • (630) 654-1588

July 1, 2014

Mr. Thomas K. Cauley, Jr.  
Village President  
Village of Hinsdale  
19 E Chicago Avenue  
Hinsdale, IL 60521-3489

Dear Mr. Cauley:

Thank you for your letter dated June 26, 2014. I appreciate your recognition of the effort that has been expended by our residents in securing funding for 94% of the anticipated cost of the Graue Mill Flood Remediation Program. We are anxious to get the work underway, so that our property is better protected from flooding in the future.

Our reading of the Village of Hinsdale policy on cost sharing for flood remediation efforts is that the resident would pay 80% of the cost and the Village would pay the remaining 20%. This policy has been in place for several years, and has been applied in multiple cases. In our situation the Graue Mill Homeowners Association has secured 94% of the budgeted funding, and has asked the Village to contribute 6%. This amounts to \$208,812, the amount we presented in September, 2013, and the amount we request at this time. I would also point out that both FEMA and DuPage County have agreed to provide the maximum funding that their policies stipulate. Your suggested amount of \$115,000 is 3.4% of the total budget, far below the figure specified in your policy.

The Village has consistently told us that you expect Graue Mill to have significant "skin in the game" in terms of a financial contribution. When we total the expenses incurred by the residents since the first flood in 2010, the amount is \$3,471,712, after insurance settlements. This total includes repairs to the property after two floods, the replacement of the electrical system in our largest buildings, and continued funding of our efforts to secure the grants that we have received. In total Graue Mill residents have already paid more money than the budgeted amount for the Flood Remediation Program.

In addition to the FEMA grant, our homeowners have worked with Commonwealth Edison to secure a major improvement in the electrical service for over 800 Hinsdale residents. During the next few weeks Comed is replacing three switch gear units with new "smart grid" units, all at higher elevations without flood risk, which should provide much more reliable service to many residents in northeast Hinsdale. This benefit has been accomplished without cost to village residents, primarily due to the efforts of a few Graue Mill residents.

In summary, we greatly appreciate the efforts of Village staff over the past four years, and look forward to their continuing assistance as this project moves forward. We believe that the Village should budget \$208,812 for this project so that it may move forward as quickly as possible.

Sincerely yours

Peter Schroth

President, Graue Mill Homeowners Association

DATE: July 7, 2014**REQUEST FOR BOARD ACTION**

<b>AGENDA</b>	<b>ORIGINATING</b>
<b>SECTION NUMBER</b> Board of Trustees Item	<b>DEPARTMENT</b> Community Development
<b>ITEM</b> 2014 Roadway and Utility Improvements Project (MIP 2014 Resurfacing Project)	<b>APPROVAL</b> Daniel M. Deeter Village Engineer

On June 12, 2014, four bids were received for the 2014 Roadway and Utility Improvements Project. The design consultant, James J. Benes and Associates has reviewed the bids and has verified that the lowest, responsible bidder is A-Lamp Concrete Contractors, Inc. A-Lamp Concrete Contractors, Inc. has not been a general contractor on a village project in the past. Staff has contacted their municipal and county staffs that they referenced and has received satisfactory reports. Staff recommends that A-Lamp Concrete Contractors, Inc. construct the 2014 Roadway and Utility Improvements Project (including alternates A) for a total bid of \$2,522,898.90. The construction budget for 2014 is attached.



A bid summary is attached along with a 2014 Infrastructure Improvement Project summary showing project scope and project category. The bids are based upon estimated quantities. Final pay outs will be dependent upon actual work done.

The project includes road resurfacing, sanitary and storm sewer renovation or construction, and water main replacement. Roads to be improved are listed below:

S. Adams	Fourth to Eighth
S. Bodin	Ninth to south end
W. Sixth	Bodin to Monroe
W. Seventh	Monroe to Thurlow
S. Monroe	Ninth to 55 <sup>th</sup>
S. Garfield	55 <sup>th</sup> to 57 <sup>th</sup>

The following motion is presented for the Board of Trustees' consideration:

**Motion: To Award the 2014 Roadway and Utility Improvements Project to A-Lamp Concrete Contractors, Inc. in the Amount Not To Exceed \$2,522,898.90.**

<b>APPROVAL</b>	<b>APPROVAL</b> 	<b>APPROVAL</b>	<b>APPROVAL</b>	<b>MANAGER'S APPROVAL</b> 
<b>COMMITTEE ACTION:</b>				

**Village Of Hinsdale  
Infrastructure Summary  
7/3/2014**

Name	From	To	Estimated Amount
<b>Contracts Awarded</b>			
Engineering Services	All Projects		336,484
<b>Pavement Patching &amp; Resurfacing (Municipal Partnering Initiative (MPI))</b>			769,176
Village Parking Washington & Lincoln			
Brook Park Parking			
Burlington Parking			
Adams Street	Hinsdale Avenue	Fourth Street	
Bruner Street	Ogden Avenue	North Street	
Grant Street	Ogden Avenue	Center Street	
Hickory Street	Adams Street	Madison Street	
Lincoln Street	bituminous pavement north of Ayres		
York Road	Ogden Avenue	Maumell Street	
Madison Street	Bonnie Brae Rd	Warren Court	
Chicago Avenue	Route 83	Stough Street	
Stough Street	Chicago Avenue	Railroad Avenue	
Fifth Street	Park Avenue	Fourth Street	
Fourth Street	Garfield Street	Elm Street	
Third Street	Park Avenue	Elm Street	
Monroe Street	Seventh Street	Eighth Street	
<b>July 7 BOT Recommended Contract</b>			2,522,899
Adams Street	Fourth Street	Sixth Street	
Adams Street	Sixth Street	Seventh Street	
Adams Street	Seventh Street	Eighth Street	
Bodin Street	Ninth Street	Section Change	
Bodin Street	Section Change	S End	
Sixth Street	Bodin Street	Monroe Street	
Seventh Street	Monroe Street	Thurlow Street	
Seventh Street	Thurlow Street	Madison Street	
Monroe Street	Ninth Street	South End	
Garfield Street Watermain	55th Street	57th Street	
<b>Road Work Recommended to Proceed as a Change Order</b>			
Maple Street	Garfield Street	Park Avenue	149,000
Fuller Road	Justina Street	Mills Street	126,160
Clay Street	Fourth Street	Sixth Street	59,200
<b>Infrastructure Project Ready for Bidding</b>			
Robbins Park	Vine Street	Grant Street	113,000
<b>Projects Currently in Design</b>			
Elm Street	55th Street	57th Street	
Third Street	Grant Street	Lincoln Street	516,131
<b>Project Budget Placeholder</b>			
Graue Mill Flood Control Infrastructure			115,000
Madison Street	Warren Court	Morris Lane	365,000
Ancillary Costs (IDOT signal loop repairs on Ogden, etc.)			30,000
<b>Total-All Projects</b>			<b>5,102,050</b>
<b>Funding Sources:</b>			
MIP Resurfacing Budget			1,885,173
Annual Infrastructure Projects Fund			1,825,000
2013 Watermain Project			500,000
Village Parking Lots-PW Line Item Budget			328,000
MIP Maintenance Budget			300,000
<b>Total Funding Sources</b>			<b>4,838,173</b>
<b>Total Estimated Project Costs over Funding Costs</b>			<b>263,877</b>

**2014 Infrastructure Improvement Project Summary**  
**Hinsdale, Illinois**

Name	From	To	Category	Awarded	Comments
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**2014 Resurfacing (MIP)**

Adams Street	Fourth Street	Sixth Street	A	BOT 7/07	Utilities & resurfacing.
Adams Street	Sixth Street	Seventh Street	A	BOT 7/07	Utilities & resurfacing.
Adams Street	Seventh Street	Eighth Street	A	BOT 7/07	Utilities & resurfacing.
Bodin Street	Ninth Street	Section Change	A	BOT 7/07	Utilities & resurfacing.
Bodin Street	Section Change	S End	A	BOT 7/07	Utilities & resurfacing.
Sixth Street	Bodin Street	Monroe Street	A	BOT 7/07	Utilities & resurfacing.
Seventh Street	Monroe Street	Thurlow Street	A	BOT 7/07	Utilities & resurfacing.
Seventh Street	Thurlow Street	Madison Street	A	BOT 7/07	Utilities & resurfacing.
Monroe Street	Ninth Street	55th Street	A	BOT 7/07	Utilities & resurfacing.
Monroe Street	Seventh Street	Eighth Street	A	Thru MPI BOT 6/17	Utilities & resurfacing.
Maple Street	Garfield Street	Park Avenue	A		Design complete. Engineer's est.

Note: See attachment A for the 2014 Resurfacing Project.

**Annual Infrastructure Maintenance Fund**

Elm Street	55th Street	57th Street	B		Water main improvements. In design.
Third Street	Grant Street	Lincoln Street	B		To be bid separately. Budget est.
Sixth Street (Robbins Park)	Vine Street	Grant Street	B		Storm sewer improvements. Design completed. To be bid separately.
Graue Mill Flood Control Infrastructure			B		Budget estimate.
Madison Street	Warren Court	Morris Lane	C		In design.
Clay Street	Fourth Street	Sixth Street	D		Design complete. Engineer's est.

Note: See attachment B for Annual Infrastructure Maintenance Fund items. Those not listed have previously been bid through the MPI and are located under the heading of Municipal Partnering Initiative (MPI)/Pavement Patching & Resurf.

**2013/14 Water Main Improvements Fund**

Garfield Street	55th Street	57th Street	B	BOT 7/07	Water main improvements. Actual cost included in 2014 Resurfacing.
Fuller Road	Justina Street	Mills Street	D		Water main improvements. Design complete. Engineer's estimate.

Note: See attachment A for the 2013 -14 Water Main Improvements.

**Municipal Partnering Initiative (MPI)/Pavement Patching & Resurfacing.**

Village Parking	Washington & Lincoln			BOT 6/17	Pavement patching & resurfacing
Brook Park Parking				BOT 6/17	Pavement patching & resurfacing
Burlington Parking				BOT 6/17	Pavement patching & resurfacing
York Road	Ogden Avenue	Maumell Street		BOT 6/17	Pavement patching & resurfacing
Madison Street	Bonnie Brae Rd	Warren Court		BOT 6/17	Pavement patching & resurfacing
Chicago Avenue	Route 83	Stough Street		BOT 6/17	Pavement patching & resurfacing
Stough Street	Chicago Avenue	Railroad Avenue		BOT 6/17	Pavement patching & resurfacing
Fifth Street	Park Avenue	Fourth Street		BOT 6/17	Pavement patching & resurfacing
Fourth Street	Garfield Street	Elm Street		BOT 6/17	Pavement patching & resurfacing
Third Street	Park Avenue	Elm Street		BOT 6/17	Pavement patching & resurfacing

**2014 Maintenance**

Adams Street	Hinsdale Avenue	Fourth Street		BOT 6/17	Pavement patching & resurfacing
Bruner Street	North end	North Street		BOT 6/17	Pavement patching & resurfacing
Grant Street	Ogden Avenue	Center Street		BOT 6/17	Pavement patching & resurfacing
Hickory Street	Adams Street	Madison Street		BOT 6/17	Pavement patching & resurfacing
Lincoln Street	bituminous pavement north of Ayres			BOT 6/17	Pavement patching & resurfacing
Ancillary Resurfacing Costs (IDOT signal loop repairs on Ogden, railroad insurance, etc.)					To be presented to the board after coordination with IDOT & BNSF.

Engineering Previously approved by the Board

	Funding Source	Estimated Amount	Over Budget
TOTAL	4,838,173	5,102,050	263,877
TOTAL (without Category D projects)	4,838,173	4,916,690	78,517

Attachment A

Priority	Name	From	To	Length	Width	Pavem't Type	2005 Pavem't Cond. Index (PCI)	2013 PCI	WM Rating	Sewer Rating	Sewer Separation Rating	FAU Route (High Volume)	2013 Cumulative	Total Pavement Cost	Sewer Separation	Water Distribution	San Sewer	Total Cost
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2014 Reconstruction

Walnut Street	Madison Street	Clay Street	456	26	PCC	37	42	90	90	90	30		247	176,928	114,846			291,774
Walnut Street	Clay Street	Vine Street	344	26	PCC	32	42	90	90	90	30		242	133,472	86,638			220,110
Walnut Street	Vine Street	Grant Street	413	26	AC	3	15	30	30	90	90		213	142,617	103,321			245,938
Walnut Street	Grant Street	Lincoln Street	387	26	AC	52	42	30	30	90	90		262	133,639	96,817			230,455
Walnut Street	Lincoln Street	Washington Street	400	26	AC	32	15	90	30	30	30		182	138,128	100,742			238,870
Walnut Street	Garfield Street	Park Avenue	649	26	AC	54	42	30	30	90	30		204	224,113	163,455			386,475
Walnut Street	Park Avenue	Elm Street	656	26	AC	36	42	30	90	90	90		246	226,530	164,113			390,643
Walnut Street	Elm Street	Oak Street	659	26	AC	72	62	90	90	90	90		342	24,657	75,557			100,214
Garfield Street	Hickory Street	Walnut Street	532	30	AC	42	42	90	90	90	30		310		72,981			72,981
Garfield Street	Walnut Street	Maple Street	561	30	AC	42	42	90	90	90	30		310		58,385			58,385
Walnut Street	Elm Street	Oak Street	659	26	AC	72	62	90	90	90	90		342	54,786			54,786	
Maple Street	Washington Street	Walnut Street	410	26	AC	80	77	90	90	90	90		350	42,554			42,554	
Madison Street	Hickory Street	Walnut Street	507	26	AC	96	62	90	90	90	30		306	175,077	63,845			238,923
300-Block alley	Madison Street	Clay Street	304	15	AC									19,767	76,603			96,369
Clay Street	Walnut Street	Maple Street	525	26	AC	70	77	90	90	90	90		340	198,214	144,565			342,779
100-block alley	Mid-Block	Vine Street	172	15	AC									11,178	43,319			54,498
Walker Road	York Road	The Lane	321	26	PCC	3	3	30	30	90	90		213	124,548				124,548
														1,826,208	1,000,937			3,434,062

2014 Resurfacing

Monroe Street	Seventh Street	Eighth Street	653	24	AC	58	62	90	90	90	90		328	53,546				53,546
Monroe Street	Ninth Street	55th Street	633	24	AC	100	92	30	30	90	90		310		182,722			182,722
Sixth Street	Bodin Street	Monroe Street	328	26	AC	85	77	90	90	90	30		295	26,896	81,858			108,754
Seventh Street	Monroe Street	Thurlow Street	331	26	AC	65	62	15	90	90	90		260	27,142	95,546			122,688
Seventh Street	Thurlow Street	Madison Street	292	26	AC	54	62	15	90	90	90		249	23,944	84,289			108,233
Adams Street	Fourth Street	Sixth Street	656	26	AC	57	62	90	90	90	30		267	53,792				53,792
Adams Street	Sixth Street	Seventh Street	653	26	AC	66	62	90	90	90	30		216	53,546	163,716			217,262
Adams Street	Savannah Street	Eighth Street	656	26	AC	63	62	90	90	90	30		273	53,792	162,967			216,759
Maple Street	Garfield Street	Park Avenue	648	26	AC	27	27	90	90	90	30		237	52,972	163,716		186,364	403,052
Bodin Street	Ninth Street	Section Change	100	26	AC	18	18	30	30	90	90		168	8,200		25,017		33,217
Bodin Street	Section Change	S End	390	20	AC	22	22	30	30	90	90		232	31,980		97,567		129,547
														385,810	572,256	485,141		1,629,571

2014 Maintenance

Adams Street	Hinsdale Avenue	Fourth Street	597	26	AC	72	42	90	90	90	90		282	48,954				48,954
Bruner Street	North End	North Street	676	26	AC	43	42	90	90	90	30		253	55,432				55,432
Grant Street	Ogden Avenue	Center Street	410	26	AC	88	42	90	90	90	90		358	33,620				33,620
Hickory Street	Adams Street	Monroe Street	653	26	AC	39	42	90	90	90	90		309	53,546				53,546
Hickory Street	Monroe Street	Madison Street	777	26	AC	57	42	90	90	90	90		327	63,714				63,714
Lincoln Street	AC/PCC Change	Ayres Street	235	26	AC	7	15	90	90	30	90		217	19,270				19,270
														274,536				274,536

2013-14 Water Main

Garfield Street	55th Street	57th Street	1,311	30	AC	42	42	30	30	90	90	FAU 2678	252			373,981		373,981
Fuller Road	Justina Street	Mills Street	318	26	AC	42	42	30	30	90	90		252			90,714		90,714
																464,695		464,695

Woodlands Phase 2

Woodland Avenue	County Line Road	Cleveland Road	1,034	15	AC	14	14	90	90	90	90		284	368,104	260,418			628,522
Woodland Avenue	Cleveland Road	McKinley Lane	390	22	AC	20	20	90	90	90	90		290	138,840	96,223			334,631
Woodland Avenue	McKinley Lane	Taft Road	390	22	AC	13	13	90	90	90	90		223	138,840	96,223		97,331	334,394
Cleveland Road	Woodland Avenue	South End	1,332	22	AC	75	75	90	90	90	90		345	474,192	335,471		99,116	1,242,009
55th Street	Cleveland Road	Taft Road	700												360,611			360,611
Taft Road	Woodland Avenue	55th Street	650	26	AC	19	19	90	90	90	90		229	231,400	163,706		162,218	719,935
Harding Road	Woodland Avenue	South End	840	26	AC	24	24	90	90	90	90		234	299,040	211,558		209,635	870,994
														1,650,416	1,528,211	680,968	568,300	4,427,895

# Annual Infrastructure Improvements Project

Attachment B

Priority	Name	From	To	Length	Width	Pavem't Type	FAU Route (High Volume)	Total Pavement Cost	Sewer Separation	Water Distribution	San. Sewer	Total Budget	MIP	Comments
Annual Infrastructure Maintenance Project Fund														
\$1,825,000														
1	Sixth Street	Vine Street	Grant Street	423	26	PCC							No	Reduce localized flooding at Fifth & Grant
2	Madison Street	Warren Court	Morris Lane	443	26	HMA	FAU 2674						No	Reduce localized flooding On N. Madison St.
3	Graue Mill												No	Village contribution for Graue Mill FEMA grant
4	York Road	Ogden Avenue	Fuller Road	543	30	HMA	FAU 2678						2017 STP	Poor pavement surface condition
	York Road	Fuller Road	Maumell Street	419	30	HMA	FAU 2678						2017 STP	
5	Madison Street	Bonnie Brae Road	Ogden Avenue	552	26	HMA	FAU 2674						2020 Resurfacing	Poor pavement surface condition
	Madison Street	Ogden Avenue	Wedgewood Court	253	26	HMA	FAU 2674						2021 Resurfacing	
	Madison Street	Wedgewood Court	Warren Court	318	26	HMA	FAU 2674						2021 Resurfacing	
6	Chicago Avenue	West End	Stough Street	261	28	HMA	FAU 1487						2015 Resurfacing	Poor pavement surface condition
	Stough Street	Chicago Avenue	Chestnut Street	594	26	HMA							2015 Resurfacing	
	Stough Street	Chestnut Street	Town Place	508	26	HMA							2015 Resurfacing	
	Stough Street	Town Place	Railroad Avenue	286	26	HMA							No	
7	Elm Street	55th Street	Elmwood Place	390	26	HMA							No	Four WM breaks in the winter of 2013-14
	Elm Street	Elmwood Place	57th Street	1,140	26	HMA							No	
8	Fifth Street	Park Avenue	Fourth Street	253	26	HMA							2019 Resurfacing	Poor pavement surface condition
	Fourth Street	Garfield Street	Park Avenue	741	26	HMA							No	
	Fourth Street	Park Avenue	Elm Street	558	26	HMA							2019 Resurfacing	
9	Third Street	Park Avenue	Elm Street	702	26	HMA							2019 Resurfacing	Poor pavem't surface cond.
10	Third Street	Grant Street	Lincoln Street	403	26	HMA							No	Three WM breaks in the winter of 2013-14

## Notes:

- Streets condition identified by Public Services.
- 2009 - 2013 MIP budgets have averaged +/-10.5% over actual costs.
- Trustees have directed that future budgets allow for 3% contingency.
- Therefore, budget estimates have been reduced by 10.5% - 3% = 7.5%
- Pavement Types: HMA = Hot Mix Asphalt, PCC = Portland Cement Concrete, BR = Brick



**JAMES J. BENES AND ASSOCIATES, INC.**  
**CONSULTING ENGINEERS**

June 13, 2014

Mr. Al Diaz  
Assistant Village Engineer  
Village of Hinsdale  
19 East Chicago Avenue  
Hinsdale, IL 60521

Re: Village of Hinsdale  
2014 Roadway and Utility Improvements  
Project 1452  
Recommendation of Award

Dear Mr. Diaz:

On June 12, 2014 at 10:00 A.M., the Village of Hinsdale received and opened four (4) bids submitted for the **2014 Roadway and Utility Improvements**. All opened bids contained a proposal bid bond in the required amount of 5% of the total bid. Attached is a Summary of Bids listing each pay item, the unit price bid and the total cost from each bidder. We have examined each proposal and found calculation errors in the bids submitted by H. Linden and Sons; the corrected amounts are identified below and on the attached Summary of Bids.

Four (4) bidders submitted bids for the following amounts:

	<u>Base Bid</u>	<u>Alternate A</u>
1) A-Lamp Concrete	\$1,936,092.30	\$2,522,898.90
2) John Neri Construction	\$2,248,818.75	\$2,881,281.00
3) Martam Construction	\$2,467,760.76	\$3,198,918.90
4) H. Linden and Sons	\$2,481,778.00	\$3,207,135.00
	<b>(As-Read: \$2,553,782.00)</b>	<b>(As-Read: \$3,206,999.00)</b>

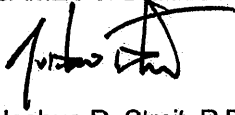
The lowest "Base Bid" and "Alternate A" were both submitted by A-Lamp Concrete Contractors. Their Base Bid in the amount of \$1,936,092.30 is 5.3% less than our engineer's estimate of \$2,043,974.55. Their Alternate A bid in the amount of \$2,522,898.90 is 2.7% less than our engineer's estimate of \$2,593,568.15.

A-Lamp Concrete Contractors has submitted all of the necessary documentation in accordance with the Contract Documents. Our firm has personal experience working with A-Lamp Concrete Contractors on similar type projects and found them to be a capable contractor. We recommend that a contract be awarded to A-Lamp Concrete Contractors in the amount of \$1,936,092.30 for the Base Bid, or \$2,522,898.90 for Alternate A.



If you should have any questions concerning our review of the proposals, please contact us at (630) 719-7570.

Sincerely,  
JAMES J. BENES AND ASSOCIATES, INC.

A handwritten signature in black ink, appearing to read "Joshua D. Strait", with a stylized flourish at the end.

Joshua D. Strait, P.E.  
Project Engineer

**BASE BID**

BID TABULATION BASE										ENGINEERS ESTIMATE BASE			A LAMP CONCRETE			LOW BIDDER'S COMPARISON		
ITEM NO.	PAY ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST	UNIT DIFF.	TOTAL COST DIFF.							
1	TEMPORARY FENCE	FOOT	4,410	\$3.00	\$13,230.00	\$1.00	\$4,410.00	\$2.00	-\$8,820.00									
2	TREE ROOT PRUNING	EACH	70	\$100.00	\$7,000.00	\$50.00	\$3,500.00	-\$50.00	-\$3,500.00									
3	TRENCH BACKFILL	CU YD	1,439	\$30.00	\$43,170.00	\$35.00	\$50,365.00	\$5.00	\$7,195.00									
4	SELECT GRANULAR BACKFILL	CU YD	1,686	\$30.00	\$50,580.00	\$15.00	\$25,290.00	-\$15.00	-\$25,290.00									
5	SODDING, SPECIAL	SQ YD	8,196	\$11.00	\$90,156.00	\$6.00	\$49,176.00	-\$5.00	-\$40,980.00									
6	SUPPLEMENTAL WATERING	UNIT	173	\$15.00	\$2,595.00	\$1.00	\$173.00	-\$14.00	-\$2,422.00									
7	INLET FILTERS	EACH	47	\$130.00	\$6,110.00	\$25.00	\$1,175.00	-\$105.00	-\$4,935.00									
8	AGGREGATE FOR TEMPORARY ACCESS	TON	210	\$18.00	\$3,780.00	\$1.00	\$210.00	-\$17.00	-\$3,570.00									
9	BITUMINOUS MATERIALS (PRIME COAT)	TON	9.00	\$150.00	\$1,350.00	\$450.00	\$4,050.00	\$300.00	\$2,700.00									
10	AGGREGATE (PRIME COAT)	TON	45	\$40.00	\$1,800.00	\$1.00	\$45.00	-\$39.00	-\$1,755.00									
11	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	8	\$350.00	\$2,800.00	\$300.00	\$2,400.00	-\$50.00	-\$400.00									
12	LEVELING BINDER (MACHINE METHOD), N60	TON	141	\$87.00	\$12,267.00	\$90.00	\$12,690.00	\$3.00	\$423.00									
13	POLYMERIZED LEVELING BINDER (MACHINE METHOD), N60	TON	329	\$115.00	\$37,835.00	\$130.00	\$42,770.00	\$15.00	\$4,935.00									
14	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	91	\$15.00	\$1,365.00	\$10.00	\$910.00	-\$5.00	-\$455.00									
15	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SQ YD	186	\$20.00	\$3,720.00	\$10.00	\$1,860.00	-\$10.00	-\$1,860.00									
16	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	1,244	\$82.00	\$102,008.00	\$80.00	\$99,520.00	-\$2.00	-\$2,488.00									
17	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SQ YD	303	\$52.00	\$15,756.00	\$42.00	\$12,726.00	-\$10.00	-\$3,030.00									
18	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 3"	SQ YD	209	\$35.00	\$7,315.00	\$35.00	\$7,315.00	\$0.00	\$0.00									
19	REMOVE AND REINSTALL BRICK PAVER	SQ FT	713	\$12.00	\$8,556.00	\$15.00	\$10,695.00	\$3.00	\$2,139.00									
20	REMOVE AND REINSTALL FLAGSTONE SIDEWALK	SQ FT	30	\$15.00	\$450.00	\$15.00	\$450.00	\$0.00	\$0.00									
21	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	4,841	\$6.00	\$29,046.00	\$4.80	\$23,236.80	-\$1.20	-\$5,809.20									
22	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH (STAMPED & COLORED)	SQ FT	98	\$10.00	\$980.00	\$26.00	\$2,548.00	\$16.00	\$1,568.00									
23	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	3,241	\$25.00	\$81,025.00	\$19.20	\$62,227.20	-\$5.80	-\$18,797.80									
24	CONCRETE CURB TYPE B	FOOT	161	\$20.00	\$3,220.00	\$25.00	\$4,025.00	\$5.00	\$805.00									
25	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SQ YD	3,340	\$5.00	\$16,700.00	\$3.00	\$10,020.00	-\$2.00	-\$6,680.00									
26	HOT-MIX ASPHALT SURFACE REMOVAL COMPLETE	SQ YD	7,747	\$3.25	\$25,177.75	\$3.00	\$23,241.00	-\$0.25	-\$1,936.75									
27	PORTLAND CEMENT CONCRETE SURFACE REMOVAL (VARIABLE DEPTH)	SQ YD	3,311	\$4.50	\$14,899.50	\$4.00	\$13,244.00	-\$0.50	-\$1,655.50									
28	DRIVEWAY PAVEMENT REMOVAL	SQ YD	512	\$11.00	\$5,632.00	\$12.00	\$6,144.00	\$1.00	\$512.00									
29	SIDEWALK REMOVAL	SQ FT	4,804	\$2.50	\$12,010.00	\$1.20	\$5,764.80	-\$1.30	-\$6,245.20									
30	DETECTABLE WARNINGS	SQ FT	368	\$35.00	\$12,880.00	\$25.00	\$9,200.00	-\$10.00	-\$3,680.00									
31	CLASS B PATCHES, TYPE I, 7 INCH	SQ YD	100	\$89.00	\$8,900.00	\$85.00	\$8,500.00	-\$4.00	-\$400.00									
32	CLASS B PATCHES, TYPE II, 7 INCH	SQ YD	90	\$66.00	\$5,940.00	\$80.00	\$7,200.00	\$14.00	\$1,260.00									
33	CLASS B PATCHES, TYPE III, 7 INCH	SQ YD	135	\$63.00	\$8,505.00	\$75.00	\$10,125.00	\$12.00	\$1,620.00									
34	CLASS B PATCHES, TYPE IV, 7 INCH	SQ YD	1,856	\$60.00	\$111,360.00	\$60.00	\$111,360.00	\$0.00	\$0.00									
35	CLASS D PATCHES, TYPE I, 8 INCH	SQ YD	38	\$70.00	\$2,660.00	\$70.00	\$2,660.00	\$0.00	\$0.00									

VILLAGE OF HINSDALE  
2014 ROADWAY AND UTILITY IMPROVEMENTS - BASE BID  
6/12/2014  
PROJECT 1452

BASE BID

BID TABULATION BASE					ENGINEERS ESTIMATE BASE		A LAMP CONCRETE		LOW BIDDER'S COMPARISON	
ITEM NO.	PAY ITEM	UNIT	QUANTITY		UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST	UNIT DIFF.	TOTAL COST DIFF.
36	CLASS D PATCHES, TYPE II, 8 INCH	SQ YD	21		\$60.00	\$1,260.00	\$65.00	\$1,365.00	\$5.00	\$105.00
37	CLASS D PATCHES, TYPE III, 8 INCH	SQ YD	215		\$53.00	\$11,395.00	\$60.00	\$12,900.00	\$7.00	\$1,505.00
38	CLASS D PATCHES, TYPE IV, 8 INCH	SQ YD	1,611		\$51.00	\$82,161.00	\$50.00	\$80,550.00	-\$1.00	-\$1,611.00
39	PROTECTIVE COAT	SQ YD	1,731		\$1.50	\$2,596.50	\$1.50	\$2,596.50	\$0.00	\$0.00
40	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2 18"	FOOT	272		\$55.00	\$14,960.00	\$70.00	\$19,040.00	\$15.00	\$4,080.00
41	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2 24"	FOOT	262		\$65.00	\$17,030.00	\$80.00	\$20,960.00	\$15.00	\$3,930.00
42	REINFORCED CONCRETE PIPE TEE, 24" PIPE WITH 24" RISER, TYPE 3 FRAME AND GRATE	EACH	1		\$3,000.00	\$3,000.00	\$5,000.00	\$5,000.00	\$2,000.00	\$2,000.00
43	STORM SEWERS PVC, 4"	FOOT	15		\$35.00	\$525.00	\$40.00	\$600.00	\$5.00	\$75.00
44	STORM SEWERS PVC, 10"	FOOT	8		\$45.00	\$360.00	\$50.00	\$400.00	\$5.00	\$40.00
45	STORM SEWERS PVC, 12"	FOOT	280		\$50.00	\$14,000.00	\$55.00	\$15,400.00	\$5.00	\$1,400.00
46	STORM SEWERS PVC C-900, 12"	FOOT	240		\$173.00	\$41,520.00	\$60.00	\$14,400.00	-\$113.00	-\$27,120.00
47	STORM SEWERS PVC C-905, 18"	FOOT	449		\$449.00	\$201,601.00	\$85.00	\$38,165.00	-\$364.00	-\$163,436.00
48	STORM SEWERS PVC C-905, 24"	FOOT	536		\$115.00	\$61,640.00	\$95.00	\$50,920.00	-\$20.00	-\$10,720.00
49	STORM SEWERS DUCTILE IRON PIPE, 8"	FOOT	28		\$50.00	\$1,400.00	\$90.00	\$2,520.00	\$40.00	\$1,120.00
50	STORM SEWERS DUCTILE IRON PIPE, 12"	FOOT	8		\$55.00	\$440.00	\$100.00	\$800.00	\$45.00	\$360.00
51	STORM SEWERS PVC C-900, REMOVAL AND REPLACEMENT, 12"	FOOT	12		\$75.00	\$900.00	\$300.00	\$3,600.00	\$225.00	\$2,700.00
52	COMBINED SEWER PVC C-900, REMOVAL AND REPLACEMENT, 8"	FOOT	13		\$60.00	\$780.00	\$350.00	\$4,550.00	\$290.00	\$3,770.00
53	COMBINED SEWER PVC C-900, REMOVAL AND REPLACEMENT, 10"	FOOT	15		\$65.00	\$975.00	\$400.00	\$6,000.00	\$335.00	\$5,025.00
54	PIPE DRAINS, CORRUGATED STEEL 10"	FOOT	74		\$35.00	\$2,590.00	\$50.00	\$3,700.00	\$15.00	\$1,110.00
55	PIPE DRAINS, CORRUGATED STEEL 12"	FOOT	60		\$40.00	\$2,400.00	\$60.00	\$3,600.00	\$20.00	\$1,200.00
56	CATCH BASINS, TYPE A, 4"-DIAMETER, TYPE 3 FRAME AND GRATE	EACH	10		\$2,600.00	\$26,000.00	\$2,250.00	\$22,500.00	-\$350.00	-\$3,500.00
57	CATCH BASINS, TYPE A, 4"-DIAMETER, TYPE 3V FRAME AND GRATE	EACH	5		\$2,600.00	\$13,000.00	\$2,250.00	\$11,250.00	-\$350.00	-\$1,750.00
58	MANHOLES, TYPE A, 4"-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	8		\$2,600.00	\$20,800.00	\$2,400.00	\$19,200.00	-\$200.00	-\$1,600.00
59	MANHOLES, TYPE A, 4"-DIAMETER, TYPE 3 FRAME AND GRATE	EACH	2		\$2,600.00	\$5,200.00	\$2,400.00	\$4,800.00	-\$200.00	-\$400.00
60	MANHOLES, TYPE A, 4"-DIAMETER, TYPE 3V FRAME AND GRATE	EACH	1		\$2,600.00	\$2,600.00	\$2,400.00	\$2,400.00	-\$200.00	-\$200.00
61	MANHOLES, TYPE A, 6"-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1		\$5,600.00	\$5,600.00	\$5,000.00	\$5,000.00	-\$600.00	-\$600.00
62	INLETS, TYPE A, TYPE 1 FRAME, OPEN LID	EACH	2		\$1,500.00	\$3,000.00	\$1,500.00	\$3,000.00	\$0.00	\$0.00
63	INLETS, TYPE A, TYPE 3 FRAME AND GRATE	EACH	4		\$1,500.00	\$6,000.00	\$1,500.00	\$6,000.00	\$0.00	\$0.00
64	INLETS, TYPE A, TYPE 3V FRAME AND GRATE	EACH	4		\$1,500.00	\$6,000.00	\$1,500.00	\$6,000.00	\$0.00	\$0.00
65	DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED	EACH	14		\$375.00	\$5,250.00	\$400.00	\$5,600.00	\$25.00	\$350.00
66	DRAINAGE & UTILITY STRUCTURES TO BE RECONSTRUCTED	EACH	11		\$1,300.00	\$14,300.00	\$1,250.00	\$13,750.00	-\$50.00	-\$550.00
67	DRAINAGE & UTILITY STRUCTURES TO BE FILLED	EACH	6		\$325.00	\$1,950.00	\$400.00	\$2,400.00	\$75.00	\$450.00
68	DRAINAGE & UTILITY STRUCTURES TO BE REMOVED	EACH	17		\$400.00	\$6,800.00	\$400.00	\$6,800.00	\$0.00	\$0.00
69	FRAMES AND GRATES, TYPE 3	EACH	0		\$425.00	\$0.00	\$0.00	\$0.00	-\$425.00	\$0.00
70	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	14		\$425.00	\$5,950.00	\$400.00	\$5,600.00	-\$25.00	-\$350.00

**BASE BID**

BID TABULATION BASE					ENGINEERS ESTIMATE BASE		A LAMP CONCRETE		LOW BIDDER'S COMPARISON		
ITEM NO.	PAY ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST	UNIT DIFF.	TOTAL COST DIFF.
71	MANHOLES, SANITARY, 4-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	2	\$5,000.00	\$10,000.00	\$2,850.00	\$5,700.00	\$2,850.00	\$5,700.00	-\$2,150.00	-\$4,300.00
72	CURED-IN-PLACE PIPE LINER FOR SANITARY SEWER, 30"	FOOT	51	\$200.00	\$10,200.00	\$500.00	\$25,500.00	\$500.00	\$25,500.00	\$300.00	\$15,300.00
73	ADJUSTING SANITARY SEWER SERVICE LINE	EACH	8	\$2,000.00	\$16,000.00	\$500.00	\$4,000.00	\$500.00	\$4,000.00	-\$1,500.00	-\$12,000.00
74	SANITARY SERVICE REPAIR	FOOT	318	\$50.00	\$15,900.00	\$40.00	\$12,720.00	\$40.00	\$12,720.00	-\$10.00	-\$3,180.00
75	SUMP PUMP CONNECTION	EACH	10	\$700.00	\$7,000.00	\$850.00	\$8,500.00	\$850.00	\$8,500.00	\$150.00	\$1,500.00
76	PVC C-900 WATER MAIN, 8"	FOOT	1,456	\$60.00	\$87,360.00	\$80.00	\$116,480.00	\$80.00	\$116,480.00	\$20.00	\$29,120.00
77	PVC C-900 WATER MAIN, 12"	FOOT	668	\$70.00	\$46,760.00	\$90.00	\$60,120.00	\$90.00	\$60,120.00	\$20.00	\$13,360.00
78	STEEL CASING PIPE, 16"	FOOT	22	\$100.00	\$2,200.00	\$200.00	\$4,400.00	\$200.00	\$4,400.00	\$100.00	\$2,200.00
79	STEEL CASING PIPE, AUGURED AND JACKED, 20"	FOOT	0	\$370.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	-\$370.00	\$0.00
80	WATER MAIN INSULATION	FOOT	65	\$45.00	\$2,925.00	\$45.00	\$2,925.00	\$45.00	\$2,925.00	\$0.00	\$0.00
81	GATE VALVE 8", VALVE VAULT 4' DIA, TYPE 1 FRAME, CLOSED LID	EACH	9	\$3,500.00	\$31,500.00	\$3,950.00	\$35,550.00	\$3,950.00	\$35,550.00	\$450.00	\$4,050.00
82	GATE VALVE 12", VALVE VAULT 5' DIA, TYPE 1 FRAME, CLOSED LID	EACH	3	\$4,500.00	\$13,500.00	\$6,500.00	\$19,500.00	\$6,500.00	\$19,500.00	\$2,000.00	\$6,000.00
83	INSERT VALVE 6" WITH VALVE BOX	EACH	9	\$6,000.00	\$54,000.00	\$3,850.00	\$34,650.00	\$3,850.00	\$34,650.00	-\$2,150.00	-\$19,350.00
84	INSERT VALVE 8" WITH VALVE BOX	EACH	1	\$6,500.00	\$6,500.00	\$4,750.00	\$4,750.00	\$4,750.00	\$4,750.00	-\$1,750.00	-\$1,750.00
85	INSERT VALVE 12" WITH VALVE BOX	EACH	2	\$9,500.00	\$19,000.00	\$7,500.00	\$15,000.00	\$7,500.00	\$15,000.00	-\$2,000.00	-\$4,000.00
86	WATER MAIN CONNECTION "A" (PRESSURE)	L SUM	1	\$4,500.00	\$4,500.00	\$3,500.00	\$3,500.00	\$3,500.00	\$3,500.00	-\$1,000.00	-\$1,000.00
87	WATER MAIN CONNECTION "B" (NON-PRESSURE)	L SUM	1	\$3,000.00	\$3,000.00	\$3,500.00	\$3,500.00	\$3,500.00	\$3,500.00	\$500.00	\$500.00
88	WATER MAIN CONNECTION "C" (PRESSURE)	L SUM	1	\$4,500.00	\$4,500.00	\$3,500.00	\$3,500.00	\$3,500.00	\$3,500.00	-\$1,000.00	-\$1,000.00
89	WATER MAIN CONNECTION "D" (NON-PRESSURE)	L SUM	1	\$3,000.00	\$3,000.00	\$4,500.00	\$4,500.00	\$4,500.00	\$4,500.00	\$1,500.00	\$1,500.00
90	WATER MAIN CONNECTION "E" (NON-PRESSURE)	L SUM	1	\$3,000.00	\$3,000.00	\$4,500.00	\$4,500.00	\$4,500.00	\$4,500.00	\$1,500.00	\$1,500.00
91	WATER MAIN CONNECTION "F" (NON-PRESSURE)	L SUM	1	\$4,000.00	\$4,000.00	\$6,000.00	\$6,000.00	\$6,000.00	\$6,000.00	\$2,000.00	\$2,000.00
92	WATER MAIN CONNECTION "G" (NON-PRESSURE)	L SUM	1	\$3,500.00	\$3,500.00	\$6,000.00	\$6,000.00	\$6,000.00	\$6,000.00	\$2,500.00	\$2,500.00
93	WATER MAIN CONNECTION "H" (NON-PRESSURE)	L SUM	1	\$3,500.00	\$3,500.00	\$6,000.00	\$6,000.00	\$6,000.00	\$6,000.00	\$2,500.00	\$2,500.00
94	WATER MAIN CONNECTION "I" (NON-PRESSURE)	L SUM	1	\$3,500.00	\$3,500.00	\$6,250.00	\$6,250.00	\$6,250.00	\$6,250.00	\$2,750.00	\$2,750.00
95	WATER MAIN CONNECTION "J" (NON-PRESSURE)	L SUM	1	\$3,500.00	\$3,500.00	\$6,250.00	\$6,250.00	\$6,250.00	\$6,250.00	\$2,750.00	\$2,750.00
96	WATER MAIN CONNECTION "K" (PRESSURE)	L SUM	1	\$5,500.00	\$5,500.00	\$4,000.00	\$4,000.00	\$4,000.00	\$4,000.00	-\$1,500.00	-\$1,500.00
97	WATER MAIN CONNECTION "L" (PRESSURE)	L SUM	0	\$4,500.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	-\$4,500.00	\$0.00
98	WATER MAIN CONNECTION "M" (NON-PRESSURE)	L SUM	0	\$3,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	-\$3,000.00	\$0.00
99	WATER MAIN CONNECTION "N" (NON-PRESSURE)	L SUM	0	\$3,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	-\$3,000.00	\$0.00
100	WATER SERVICE, NEAR SIDE, 1 1/2"	EACH	18	\$1,800.00	\$32,400.00	\$1,900.00	\$34,200.00	\$1,900.00	\$34,200.00	\$100.00	\$1,800.00
101	WATER SERVICE, FAR SIDE, 1 1/2"	EACH	14	\$2,300.00	\$32,200.00	\$2,200.00	\$30,800.00	\$2,200.00	\$30,800.00	-\$100.00	-\$1,400.00
102	WATER SERVICE, NEAR SIDE, 2"	EACH	0	\$2,600.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	-\$2,600.00	\$0.00
103	WATER MAIN TO BE ADJUSTED, 6"	EACH	4	\$3,800.00	\$15,200.00	\$1,000.00	\$4,000.00	\$1,000.00	\$4,000.00	-\$2,800.00	-\$11,200.00
104	TRACER WIRE	FOOT	2,124	\$0.95	\$2,017.80	\$1.50	\$3,186.00	\$1.50	\$3,186.00	\$0.55	\$1,168.20
105	TRACER WIRE ACCESS BOX	EACH	8	\$180.00	\$1,440.00	\$200.00	\$1,600.00	\$200.00	\$1,600.00	\$20.00	\$160.00

VILLAGE OF HINSDALE  
2014 ROADWAY AND UTILITY IMPROVEMENTS - BASE BID  
6/12/2014  
PROJECT 1452

BASE BID

BID TABULATION BASE										ENGINEERS ESTIMATE BASE			A LAMP CONCRETE			LOW BIDDER'S COMPARISON		
ITEM NO.	PAY ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST	DIFF.
106	ADJUSTING WATER SERVICE LINES	EACH	15	\$1,000.00	\$15,000.00	\$250.00	\$3,750.00	\$250.00	\$3,750.00	\$250.00	\$3,750.00	\$250.00	\$3,750.00	\$250.00	\$3,750.00	\$250.00	\$3,750.00	-\$11,250.00
107	FIRE HYDRANTS TO BE MOVED	EACH	1	\$2,500.00	\$2,500.00	\$1,500.00	\$1,500.00	\$1,500.00	\$1,500.00	\$1,500.00	\$1,500.00	\$1,500.00	\$1,500.00	\$1,500.00	\$1,500.00	\$1,500.00	\$1,500.00	-\$1,000.00
108	FIRE HYDRANTS TO BE REMOVED	EACH	6	\$800.00	\$4,800.00	\$650.00	\$3,900.00	\$650.00	\$3,900.00	\$650.00	\$3,900.00	\$650.00	\$3,900.00	\$650.00	\$3,900.00	\$650.00	\$3,900.00	-\$900.00
109	FIRE HYDRANT WITH AUXILIARY VALVE AND VALVE BOX	EACH	8	\$5,000.00	\$40,000.00	\$4,350.00	\$34,800.00	\$4,350.00	\$34,800.00	\$4,350.00	\$34,800.00	\$4,350.00	\$34,800.00	\$4,350.00	\$34,800.00	\$4,350.00	\$34,800.00	-\$5,200.00
110	VALVE BOXES TO BE ADJUSTED	EACH	2	\$350.00	\$700.00	\$200.00	\$400.00	\$200.00	\$400.00	\$200.00	\$400.00	\$200.00	\$400.00	\$200.00	\$400.00	\$200.00	\$400.00	-\$300.00
111	FILLING VALVE BOXES	EACH	10	\$130.00	\$1,300.00	\$200.00	\$2,000.00	\$200.00	\$2,000.00	\$200.00	\$2,000.00	\$200.00	\$2,000.00	\$200.00	\$2,000.00	\$200.00	\$2,000.00	\$700.00
112	SPECIAL WASTE DISPOSAL	CU YD	156	\$75.00	\$11,700.00	\$10.00	\$1,560.00	\$10.00	\$1,560.00	\$10.00	\$1,560.00	\$10.00	\$1,560.00	\$10.00	\$1,560.00	\$10.00	\$1,560.00	-\$10,140.00
113	CCDD / LUST TESTING, MANAGEMENT & COMPLIANCE	L SUM	1	\$10,000.00	\$10,000.00	\$1,500.00	\$1,500.00	\$1,500.00	\$1,500.00	\$1,500.00	\$1,500.00	\$1,500.00	\$1,500.00	\$1,500.00	\$1,500.00	\$1,500.00	\$1,500.00	-\$8,500.00
114	CCDD MATERIALS MANAGEMENT ALLOWANCE	L SUM	1	\$20,000.00	\$20,000.00	\$20,000.00	\$20,000.00	\$20,000.00	\$20,000.00	\$20,000.00	\$20,000.00	\$20,000.00	\$20,000.00	\$20,000.00	\$20,000.00	\$20,000.00	\$20,000.00	\$0.00
115	CHANGEABLE MESSAGE SIGN	CAL MO	0	\$1,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
116	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	0	\$4.75	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
117	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	0	\$4.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
118	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	102	\$4.50	\$459.00	\$15.00	\$1,530.00	\$15.00	\$1,530.00	\$15.00	\$1,530.00	\$15.00	\$1,530.00	\$15.00	\$1,530.00	\$15.00	\$1,530.00	\$1,071.00
119	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	102	\$6.50	\$663.00	\$20.00	\$2,040.00	\$20.00	\$2,040.00	\$20.00	\$2,040.00	\$20.00	\$2,040.00	\$20.00	\$2,040.00	\$20.00	\$2,040.00	\$1,377.00
120	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	86	\$15.50	\$1,333.00	\$25.00	\$2,150.00	\$25.00	\$2,150.00	\$25.00	\$2,150.00	\$25.00	\$2,150.00	\$25.00	\$2,150.00	\$25.00	\$2,150.00	\$817.00
121	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	0	\$2,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
122	DETECTOR LOOP, TYPE I	FOOT	0	\$15.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
123	MOBILIZATION	L SUM	1	\$50,000.00	\$50,000.00	\$155,000.00	\$155,000.00	\$155,000.00	\$155,000.00	\$155,000.00	\$155,000.00	\$155,000.00	\$155,000.00	\$155,000.00	\$155,000.00	\$155,000.00	\$155,000.00	\$105,000.00
124	TRAFFIC CONTROL COMPLETE	L SUM	1	\$50,000.00	\$50,000.00	\$120,000.00	\$120,000.00	\$120,000.00	\$120,000.00	\$120,000.00	\$120,000.00	\$120,000.00	\$120,000.00	\$120,000.00	\$120,000.00	\$120,000.00	\$120,000.00	\$70,000.00
125	CONSTRUCTION LAYOUT	L SUM	1	\$20,000.00	\$20,000.00	\$65,000.00	\$65,000.00	\$65,000.00	\$65,000.00	\$65,000.00	\$65,000.00	\$65,000.00	\$65,000.00	\$65,000.00	\$65,000.00	\$65,000.00	\$65,000.00	\$45,000.00
126	STREET SWEEPING	HOURL	89	\$125.00	\$11,125.00	\$50.00	\$4,450.00	\$50.00	\$4,450.00	\$50.00	\$4,450.00	\$50.00	\$4,450.00	\$50.00	\$4,450.00	\$50.00	\$4,450.00	-\$6,675.00
127	SEGMENTAL CONCRETE BLOCK WALL	SQ FT	175	\$50.00	\$8,750.00	\$45.00	\$7,875.00	\$45.00	\$7,875.00	\$45.00	\$7,875.00	\$45.00	\$7,875.00	\$45.00	\$7,875.00	\$45.00	\$7,875.00	-\$875.00
128	DUST CONTROL WATERING	UNIT	364	\$20.00	\$7,280.00	\$1.00	\$364.00	\$1.00	\$364.00	\$1.00	\$364.00	\$1.00	\$364.00	\$1.00	\$364.00	\$1.00	\$364.00	-\$6,916.00
129	TEST HOLES	EACH	10	\$600.00	\$6,000.00	\$10.00	\$100.00	\$10.00	\$100.00	\$10.00	\$100.00	\$10.00	\$100.00	\$10.00	\$100.00	\$10.00	\$100.00	-\$5,900.00
										TOTAL = \$2,043,974.55			TOTAL = \$1,936,092.30			TOTAL = \$-107,882.25		

VILLAGE OF HINSDALE  
2014 ROADWAY AND UTILITY IMPROVEMENTS - BASE BID  
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BASE BID

BID TABULATION BASE												
ITEM NO.		PAY ITEM	JOHN NERI CONSTRUCTION CO., INC.				MARTAM CONSTRUCTION				H. LINDEN AND SONS	
			UNIT	QUANTITY	UNIT PRICE	TOTAL COST	UNIT	PRICE	TOTAL COST	UNIT	PRICE	TOTAL COST
1		TEMPORARY FENCE	FOOT	4,410	\$4.00	\$17,640.00		\$2.00	\$8,820.00		\$7.00	\$30,870.00
2		TREE ROOT PRUNING	EACH	70	\$120.00	\$8,400.00		\$100.00	\$7,000.00		\$110.00	\$7,700.00
3		TRENCH BACKFILL	CU YD	1,439	\$40.00	\$57,560.00		\$43.00	\$61,877.00		\$35.00	\$50,365.00
4		SELECT GRANULAR BACKFILL	CU YD	1,686	\$40.00	\$67,440.00		\$43.00	\$72,498.00		\$35.00	\$59,010.00
5		SODDING, SPECIAL	SQ YD	8,196	\$12.00	\$98,352.00		\$5.00	\$40,980.00		\$12.00	\$98,352.00
6		SUPPLEMENTAL WATERING	UNIT	173	\$15.00	\$2,595.00		\$1.00	\$173.00		\$25.00	\$4,325.00
7		INLET FILTERS	EACH	47	\$160.00	\$7,520.00		\$150.00	\$7,050.00		\$140.00	\$6,580.00
8		AGGREGATE FOR TEMPORARY ACCESS	TON	210	\$15.00	\$3,150.00		\$26.00	\$5,460.00		\$17.00	\$3,570.00
9		BITUMINOUS MATERIALS (PRIME COAT)	TON	9.00	\$100.00	\$900.00		\$270.00	\$2,430.00		\$225.00	\$2,025.00
10		AGGREGATE (PRIME COAT)	TON	45	\$10.00	\$450.00		\$26.00	\$1,170.00		\$30.00	\$1,350.00
11		MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	8	\$200.00	\$1,600.00		\$410.00	\$3,280.00		\$400.00	\$3,200.00
12		LEVELING BINDER (MACHINE METHOD), N50	TON	141	\$118.00	\$16,638.00		\$133.00	\$18,753.00		\$125.00	\$17,625.00
13		POLYMERIZED LEVELING BINDER (MACHINE METHOD), N50	TON	329	\$135.00	\$44,415.00		\$144.00	\$47,376.00		\$135.00	\$44,415.00
14		HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	91	\$15.00	\$1,365.00		\$16.00	\$1,456.00		\$15.00	\$1,365.00
15		PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SQ YD	186	\$20.00	\$3,720.00		\$18.00	\$3,348.00		\$28.00	\$5,208.00
16		HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	1,244	\$85.00	\$105,740.00		\$88.00	\$109,472.00		\$85.00	\$105,740.00
17		PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SQ YD	303	\$52.00	\$15,756.00		\$57.00	\$17,271.00		\$58.00	\$17,574.00
18		HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 3"	SQ YD	209	\$48.00	\$10,032.00		\$55.00	\$11,495.00		\$38.00	\$7,942.00
19		REMOVE AND REINSTALL BRICK PAVER	SQ FT	713	\$18.00	\$12,834.00		\$18.00	\$12,834.00		\$21.00	\$14,973.00
20		REMOVE AND REINSTALL FLAGSTONE SIDEWALK	SQ FT	30	\$45.00	\$1,350.00		\$35.00	\$1,050.00		\$52.00	\$1,560.00
21		PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	4,841	\$5.25	\$25,415.25		\$6.00	\$29,046.00		\$6.00	\$29,046.00
22		PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH (STAMPED & COLORED)	SQ FT	98	\$25.00	\$2,450.00		\$20.00	\$1,960.00		\$30.00	\$2,940.00
23		COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	3,241	\$20.50	\$66,440.50		\$27.00	\$87,507.00		\$23.00	\$74,543.00
24		CONCRETE CURB TYPE B	FOOT	161	\$32.00	\$5,152.00		\$22.00	\$3,542.00		\$24.00	\$3,864.00
25		HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SQ YD	3,340	\$6.50	\$21,710.00		\$5.30	\$17,702.00		\$5.00	\$16,700.00
26		HOT-MIX ASPHALT SURFACE REMOVAL COMPLETE	SQ YD	7,747	\$7.00	\$54,229.00		\$3.88	\$30,058.36		\$4.00	\$30,988.00
27		PORTLAND CEMENT CONCRETE SURFACE REMOVAL (VARIABLE DEPTH)	SQ YD	3,311	\$8.00	\$26,488.00		\$5.40	\$17,879.40		\$7.00	\$23,177.00
28		DRIVEWAY PAVEMENT REMOVAL	SQ YD	512	\$12.00	\$6,144.00		\$13.00	\$6,656.00		\$12.00	\$6,144.00
29		SIDEWALK REMOVAL	SQ FT	4,804	\$3.00	\$14,412.00		\$1.50	\$7,206.00		\$2.00	\$9,608.00
30		DETECTABLE WARNINGS	SQ FT	368	\$35.00	\$12,880.00		\$33.00	\$12,144.00		\$24.00	\$8,832.00
31		CLASS B PATCHES, TYPE I, 7 INCH	SQ YD	100	\$95.00	\$9,500.00		\$144.00	\$14,400.00		\$75.00	\$7,500.00
32		CLASS B PATCHES, TYPE II, 7 INCH	SQ YD	90	\$86.00	\$7,740.00		\$114.00	\$10,260.00		\$75.00	\$6,750.00
33		CLASS B PATCHES, TYPE III, 7 INCH	SQ YD	135	\$84.00	\$11,340.00		\$108.00	\$14,580.00		\$75.00	\$10,125.00
34		CLASS B PATCHES, TYPE IV, 7 INCH	SQ YD	1,856	\$76.00	\$141,056.00		\$86.00	\$159,616.00		\$75.00	\$139,200.00
35		CLASS D PATCHES, TYPE I, 8 INCH	SQ YD	38	\$90.00	\$3,420.00		\$136.00	\$5,168.00		\$85.00	\$3,230.00

VILLAGE OF HINSDALE  
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BASE BID

BID TABULATION BASE										JOHN NERI CONSTRUCTION CO., INC.		MARTAM CONSTRUCTION		H. LINDEN AND SONS	
ITEM NO.	PAY ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST
36	CLASS D PATCHES, TYPE II, 8 INCH	SQ.YD	21	\$85.00	\$1,785.00	\$136.00	\$2,856.00	\$85.00	\$1,785.00						
37	CLASS D PATCHES, TYPE III, 8 INCH	SQ.YD	215	\$72.00	\$15,480.00	\$88.00	\$18,920.00	\$85.00	\$18,275.00						
38	CLASS D PATCHES, TYPE IV, 8 INCH	SQ.YD	1,611	\$65.00	\$104,715.00	\$87.00	\$140,157.00	\$85.00	\$136,935.00						
39	PROTECTIVE COAT	SQ.YD	1,731	\$1.00	\$1,731.00	\$1.00	\$1,731.00	\$1.00	\$1,731.00						
40	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2 1/8"	FOOT	272	\$52.00	\$14,144.00	\$66.00	\$17,952.00	\$72.00	\$19,584.00						
41	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2 2/4"	FOOT	262	\$85.00	\$22,270.00	\$70.00	\$18,340.00	\$78.00	\$20,436.00						
42	REINFORCED CONCRETE PIPE TEE, 24" PIPE WITH 24" RISER, TYPE 3 FRAME AND GRATE	EACH	1	\$1,500.00	\$1,500.00	\$3,200.00	\$3,200.00	\$2,100.00	\$2,100.00						
43	STORM SEWERS PVC, 4"	FOOT	15	\$35.00	\$525.00	\$66.00	\$990.00	\$21.00	\$315.00						
44	STORM SEWERS PVC, 10"	FOOT	8	\$60.00	\$480.00	\$89.00	\$712.00	\$50.00	\$400.00						
45	STORM SEWERS PVC, 12"	FOOT	280	\$60.00	\$16,800.00	\$86.00	\$24,080.00	\$72.00	\$20,160.00						
46	STORM SEWERS PVC C-900, 12"	FOOT	240	\$75.00	\$18,000.00	\$88.00	\$21,120.00	\$72.00	\$17,280.00						
47	STORM SEWERS PVC C-905, 18"	FOOT	449	\$98.00	\$44,002.00	\$112.00	\$50,288.00	\$85.00	\$38,165.00						
48	STORM SEWERS PVC C-905, 24"	FOOT	536	\$142.00	\$76,112.00	\$182.00	\$97,552.00	\$128.00	\$68,608.00						
49	STORM SEWERS DUCTILE IRON PIPE, 8"	FOOT	28	\$80.00	\$2,240.00	\$88.00	\$2,464.00	\$79.00	\$2,212.00						
50	STORM SEWERS DUCTILE IRON PIPE, 12"	FOOT	8	\$100.00	\$800.00	\$133.00	\$1,064.00	\$85.00	\$680.00						
51	STORM SEWERS PVC C-900, REMOVAL AND REPLACEMENT, 12"	FOOT	12	\$80.00	\$960.00	\$94.00	\$1,128.00	\$95.00	\$1,140.00						
52	COMBINED SEWER PVC C-900, REMOVAL AND REPLACEMENT, 8"	FOOT	13	\$175.00	\$2,275.00	\$466.00	\$6,058.00	\$250.00	\$3,250.00						
53	COMBINED SEWER PVC C-900, REMOVAL AND REPLACEMENT, 10"	FOOT	15	\$190.00	\$2,850.00	\$480.00	\$7,200.00	\$310.00	\$4,650.00						
54	PIPE DRAINS, CORRUGATED STEEL, 10"	FOOT	74	\$55.00	\$4,070.00	\$46.00	\$3,404.00	\$55.00	\$4,070.00						
55	PIPE DRAINS, CORRUGATED STEEL, 12"	FOOT	60	\$60.00	\$3,600.00	\$49.00	\$2,940.00	\$72.00	\$4,320.00						
56	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 3 FRAME AND GRATE	EACH	10	\$3,000.00	\$30,000.00	\$3,800.00	\$38,000.00	\$2,400.00	\$24,000.00						
57	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 3V FRAME AND GRATE	EACH	5	\$3,300.00	\$16,500.00	\$3,800.00	\$19,000.00	\$2,400.00	\$12,000.00						
58	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	8	\$3,400.00	\$27,200.00	\$3,300.00	\$26,400.00	\$2,100.00	\$16,800.00						
59	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 3 FRAME AND GRATE	EACH	2	\$3,400.00	\$6,800.00	\$3,300.00	\$6,600.00	\$2,100.00	\$4,200.00						
60	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 3V FRAME AND GRATE	EACH	1	\$3,400.00	\$3,400.00	\$3,300.00	\$3,300.00	\$2,100.00	\$2,100.00						
61	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	\$5,800.00	\$5,800.00	\$14,000.00	\$14,000.00	\$5,000.00	\$5,000.00						
62	INLETS, TYPE A, TYPE 1 FRAME, OPEN LID	EACH	2	\$1,200.00	\$2,400.00	\$1,200.00	\$2,400.00	\$1,500.00	\$3,000.00						
63	INLETS, TYPE A, TYPE 3 FRAME AND GRATE	EACH	4	\$1,450.00	\$5,800.00	\$1,300.00	\$5,200.00	\$1,500.00	\$6,000.00						
64	INLETS, TYPE A, TYPE 3V FRAME AND GRATE	EACH	4	\$1,450.00	\$5,800.00	\$1,300.00	\$5,200.00	\$1,500.00	\$6,000.00						
65	DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED	EACH	14	\$450.00	\$6,300.00	\$480.00	\$6,720.00	\$1,500.00	\$21,000.00						
66	DRAINAGE & UTILITY STRUCTURES TO BE RECONSTRUCTED	EACH	11	\$1,400.00	\$15,400.00	\$1,650.00	\$18,150.00	\$2,200.00	\$24,200.00						
67	DRAINAGE & UTILITY STRUCTURES TO BE FILLED	EACH	6	\$400.00	\$2,400.00	\$450.00	\$2,700.00	\$1,000.00	\$6,000.00						
68	DRAINAGE & UTILITY STRUCTURES TO BE REMOVED	EACH	17	\$300.00	\$5,100.00	\$350.00	\$5,950.00	\$725.00	\$12,325.00						
69	FRAMES AND GRATES, TYPE 3	EACH	0	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00						
70	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	14	\$350.00	\$4,900.00	\$320.00	\$4,480.00	\$715.00	\$10,010.00						

VILLAGE OF HINSDALE  
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BID TABULATION BASE										JOHN NERI CONSTRUCTION CO., INC.			MARTAM CONSTRUCTION			H. LINDEN AND SONS		
ITEM NO.	PAY ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST			
71	MANHOLES, SANITARY, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	2	\$4,800.00	\$9,600.00	\$4,600.00	\$9,200.00	\$4,600.00	\$9,200.00	\$7,500.00	\$15,000.00							
72	CURED-IN-PLACE PIPE LINER FOR SANITARY SEWER, 30"	FOOT	51	\$600.00	\$30,600.00	\$600.00	\$30,600.00	\$600.00	\$30,600.00	\$1,000.00	\$51,000.00							
73	ADJUSTING SANITARY SEWER SERVICE LINE	EACH	8	\$1,500.00	\$12,000.00	\$550.00	\$4,400.00	\$550.00	\$4,400.00	\$2,100.00	\$16,800.00							
74	SANITARY SERVICE REPAIR	FOOT	318	\$70.00	\$22,260.00	\$45.00	\$14,310.00	\$45.00	\$14,310.00	\$240.00	\$76,320.00							
75	SUMP PUMP CONNECTION	EACH	10	\$1,200.00	\$12,000.00	\$1,150.00	\$11,500.00	\$1,150.00	\$11,500.00	\$510.00	\$5,100.00							
76	PVC C-900 WATER MAIN, 8"	FOOT	1,456	\$70.00	\$101,920.00	\$81.00	\$117,936.00	\$81.00	\$117,936.00	\$65.00	\$94,640.00							
77	PVC C-900 WATER MAIN, 12"	FOOT	668	\$88.00	\$58,784.00	\$96.00	\$64,128.00	\$96.00	\$64,128.00	\$92.00	\$61,456.00							
78	STEEL CASING PIPE, 16"	FOOT	22	\$98.00	\$2,156.00	\$166.00	\$3,652.00	\$166.00	\$3,652.00	\$95.00	\$2,090.00							
79	STEEL CASING PIPE, AUGURED AND JACKED, 20"	FOOT	0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00							
80	WATER MAIN INSULATION	FOOT	65	\$20.00	\$1,300.00	\$30.00	\$1,950.00	\$30.00	\$1,950.00	\$25.00	\$1,625.00							
81	GATE VALVE 8", VALVE VAULT 4' DIA, TYPE 1 FRAME, CLOSED LID	EACH	9	\$3,800.00	\$34,200.00	\$4,900.00	\$44,100.00	\$4,900.00	\$44,100.00	\$3,500.00	\$31,500.00							
82	GATE VALVE 12", VALVE VAULT 5' DIA, TYPE 1 FRAME, CLOSED LID	EACH	3	\$5,800.00	\$17,400.00	\$6,800.00	\$20,400.00	\$6,800.00	\$20,400.00	\$6,200.00	\$18,600.00							
83	INSERT VALVE 6" WITH VALVE BOX	EACH	9	\$7,500.00	\$67,500.00	\$6,900.00	\$62,100.00	\$6,900.00	\$62,100.00	\$4,500.00	\$40,500.00							
84	INSERT VALVE 8" WITH VALVE BOX	EACH	1	\$8,200.00	\$8,200.00	\$7,900.00	\$7,900.00	\$7,900.00	\$7,900.00	\$6,200.00	\$6,200.00							
85	INSERT VALVE 12" WITH VALVE BOX	EACH	2	\$11,200.00	\$22,400.00	\$12,500.00	\$25,000.00	\$12,500.00	\$25,000.00	\$10,000.00	\$20,000.00							
86	WATER MAIN CONNECTION "A" (PRESSURE)	L SUM	1	\$3,800.00	\$3,800.00	\$7,800.00	\$7,800.00	\$7,800.00	\$7,800.00	\$5,000.00	\$5,000.00							
87	WATER MAIN CONNECTION "B" (NON-PRESSURE)	L SUM	1	\$2,400.00	\$2,400.00	\$3,500.00	\$3,500.00	\$3,500.00	\$3,500.00	\$5,000.00	\$5,000.00							
88	WATER MAIN CONNECTION "C" (PRESSURE)	L SUM	1	\$3,800.00	\$3,800.00	\$7,800.00	\$7,800.00	\$7,800.00	\$7,800.00	\$5,000.00	\$5,000.00							
89	WATER MAIN CONNECTION "D" (NON-PRESSURE)	L SUM	1	\$3,600.00	\$3,600.00	\$2,600.00	\$2,600.00	\$2,600.00	\$2,600.00	\$5,000.00	\$5,000.00							
90	WATER MAIN CONNECTION "E" (NON-PRESSURE)	L SUM	1	\$3,600.00	\$3,600.00	\$2,600.00	\$2,600.00	\$2,600.00	\$2,600.00	\$5,000.00	\$5,000.00							
91	WATER MAIN CONNECTION "F" (NON-PRESSURE)	L SUM	1	\$3,800.00	\$3,800.00	\$2,600.00	\$2,600.00	\$2,600.00	\$2,600.00	\$5,000.00	\$5,000.00							
92	WATER MAIN CONNECTION "G" (NON-PRESSURE)	L SUM	1	\$3,800.00	\$3,800.00	\$2,600.00	\$2,600.00	\$2,600.00	\$2,600.00	\$5,000.00	\$5,000.00							
93	WATER MAIN CONNECTION "H" (NON-PRESSURE)	L SUM	1	\$3,800.00	\$3,800.00	\$2,600.00	\$2,600.00	\$2,600.00	\$2,600.00	\$5,000.00	\$5,000.00							
94	WATER MAIN CONNECTION "I" (NON-PRESSURE)	L SUM	1	\$4,000.00	\$4,000.00	\$2,600.00	\$2,600.00	\$2,600.00	\$2,600.00	\$5,000.00	\$5,000.00							
95	WATER MAIN CONNECTION "J" (NON-PRESSURE)	L SUM	1	\$4,000.00	\$4,000.00	\$2,600.00	\$2,600.00	\$2,600.00	\$2,600.00	\$5,000.00	\$5,000.00							
96	WATER MAIN CONNECTION "K" (PRESSURE)	L SUM	1	\$6,200.00	\$6,200.00	\$9,800.00	\$9,800.00	\$9,800.00	\$9,800.00	\$5,000.00	\$5,000.00							
97	WATER MAIN CONNECTION "L" (PRESSURE)	L SUM	0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00							
98	WATER MAIN CONNECTION "M" (NON-PRESSURE)	L SUM	0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00							
99	WATER MAIN CONNECTION "N" (NON-PRESSURE)	L SUM	0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00							
100	WATER SERVICE, NEAR SIDE, 1 1/2"	EACH	18	\$2,500.00	\$45,000.00	\$2,660.00	\$47,880.00	\$2,660.00	\$47,880.00	\$2,500.00	\$45,000.00							
101	WATER SERVICE, FAR SIDE, 1 1/2"	EACH	14	\$3,000.00	\$42,000.00	\$3,180.00	\$44,520.00	\$3,180.00	\$44,520.00	\$3,500.00	\$49,000.00							
102	WATER SERVICE, NEAR SIDE, 2"	EACH	0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00							
103	WATER MAIN TO BE ADJUSTED, 6"	EACH	4	\$2,500.00	\$10,000.00	\$2,800.00	\$11,200.00	\$2,800.00	\$11,200.00	\$5,000.00	\$20,000.00							
104	TRACER WIRE	FOOT	2,124	\$1.00	\$2,124.00	\$1.00	\$2,124.00	\$1.00	\$2,124.00	\$1.00	\$2,124.00							
105	TRACER WIRE ACCESS BOX	EACH	8	\$150.00	\$1,200.00	\$250.00	\$2,000.00	\$250.00	\$2,000.00	\$100.00	\$800.00							



VILLAGE OF HINSDALE  
2014 ROADWAY AND UTILITY IMPROVEMENTS - BASE BID  
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BASE BID

BID TABULATION BASE										JOHN NERI CONSTRUCTION CO., INC.		MARTAM CONSTRUCTION		H. LINDEN AND SONS	
ITEM NO.	PAY ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST						
106	ADJUSTING WATER SERVICE LINES	EACH	15	\$300.00	\$4,500.00	\$150.00	\$2,250.00	\$100.00	\$1,500.00						
107	FIRE HYDRANTS TO BE MOVED	EACH	1	\$2,400.00	\$2,400.00	\$3,300.00	\$3,300.00	\$9,000.00	\$9,000.00						
108	FIRE HYDRANTS TO BE REMOVED	EACH	6	\$800.00	\$4,800.00	\$800.00	\$4,800.00	\$900.00	\$5,400.00						
109	FIRE HYDRANT WITH AUXILIARY VALVE AND VALVE BOX	EACH	8	\$4,500.00	\$36,000.00	\$4,420.00	\$35,360.00	\$4,500.00	\$36,000.00						
110	VALVE BOXES TO BE ADJUSTED	EACH	2	\$300.00	\$600.00	\$380.00	\$760.00	\$100.00	\$200.00						
111	FILLING VALVE BOXES	EACH	10	\$200.00	\$2,000.00	\$250.00	\$2,500.00	\$100.00	\$1,000.00						
112	SPECIAL WASTE DISPOSAL	EACH	156	\$100.00	\$15,600.00	\$95.00	\$14,820.00	\$170.00	\$26,520.00						
113	CDD / LUST TESTING, MANAGEMENT & COMPLIANCE	CU YD	1	\$18,000.00	\$18,000.00	\$25,000.00	\$25,000.00	\$5,000.00	\$5,000.00						
114	CDD MATERIALS MANAGEMENT ALLOWANCE	L SUM	1	\$20,000.00	\$20,000.00	\$20,000.00	\$20,000.00	\$20,000.00	\$20,000.00						
115	CHANGEABLE MESSAGE SIGN	CAL MO	0	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00						
116	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	0	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00						
117	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	0	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00						
118	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	102	\$2.00	\$204.00	\$5.00	\$510.00	\$8.00	\$816.00						
119	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	102	\$3.00	\$306.00	\$10.00	\$1,020.00	\$10.00	\$1,020.00						
120	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	86	\$7.00	\$602.00	\$22.00	\$1,892.00	\$20.00	\$1,720.00						
121	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	0	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00						
122	DETECTOR LOOP, TYPE I	FOOT	0	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00						
123	MOBILIZATION	L SUM	1	\$60,000.00	\$60,000.00	\$120,000.00	\$120,000.00	\$125,000.00	\$125,000.00						
124	TRAFFIC CONTROL COMPLETE	L SUM	1	\$120,000.00	\$120,000.00	\$175,000.00	\$175,000.00	\$200,000.00	\$200,000.00						
125	CONSTRUCTION LAYOUT	L SUM	1	\$32,000.00	\$32,000.00	\$20,000.00	\$20,000.00	\$12,000.00	\$12,000.00						
126	STREET SWEEPING	HOURL	89	\$125.00	\$11,125.00	\$125.00	\$11,125.00	\$95.00	\$8,455.00						
127	SEGMENTAL CONCRETE BLOCK WALL	SQ FT	175	\$75.00	\$13,125.00	\$46.00	\$8,050.00	\$95.00	\$16,625.00						
128	DUST CONTROL WATERING	UNIT	364	\$10.00	\$3,640.00	\$25.00	\$9,100.00	\$10.00	\$3,640.00						
129	TEST HOLES	EACH	10	\$250.00	\$2,500.00	\$850.00	\$8,500.00	\$2,000.00	\$20,000.00						
										TOTAL = \$2,248,818.75		TOTAL = \$2,467,760.76		TOTAL = \$2,481,778.00	
														AS-READ = \$2,563,792.00	

VILLAGE OF HINSDALE  
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ALTERNATE A

BID TABULATION BASE				ENGINEERS ESTIMATE BASE		A LAMP CONCRETE		LOW BIDDER'S COMPARISON	
ITEM NO.	PAY ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST	UNIT DIFF.	TOTAL COST DIFF.
1	TEMPORARY FENCE	FOOT	5,460	\$3.00	\$16,380.00	\$1.00	\$5,460.00	-\$2.00	-\$10,920.00
2	TREE ROOT PRUNING	EACH	88	\$100.00	\$8,800.00	\$65.00	\$5,720.00	-\$35.00	-\$3,080.00
3	TRENCH BACKFILL	CU YD	1,439	\$30.00	\$43,170.00	\$35.00	\$50,365.00	\$5.00	\$7,195.00
4	SELECT GRANULAR BACKFILL	CU YD	2,568	\$30.00	\$77,040.00	\$15.00	\$38,520.00	-\$15.00	-\$38,520.00
5	SODDING, SPECIAL	SQ YD	10,965	\$11.00	\$120,615.00	\$6.00	\$65,790.00	-\$5.00	-\$54,825.00
6	SUPPLEMENTAL WATERING	UNIT	231	\$15.00	\$3,465.00	\$1.00	\$231.00	-\$14.00	-\$3,234.00
7	INLET FILTERS	EACH	60	\$130.00	\$7,800.00	\$25.00	\$1,500.00	-\$105.00	-\$6,300.00
8	AGGREGATE FOR TEMPORARY ACCESS	TON	270	\$18.00	\$4,860.00	\$1.00	\$270.00	-\$17.00	-\$4,590.00
9	BITUMINOUS MATERIALS (PRIME COAT)	TON	13.00	\$150.00	\$1,950.00	\$450.00	\$5,850.00	\$300.00	\$3,900.00
10	AGGREGATE (PRIME COAT)	TON	62	\$40.00	\$2,480.00	\$1.00	\$62.00	-\$39.00	-\$2,418.00
11	MIXTURE FOR CRACKS, JOINTS, AND FLANGWAYS	TON	8	\$350.00	\$2,800.00	\$310.00	\$2,480.00	-\$40.00	-\$320.00
12	LEVELING BINDER (MACHINE METHOD), N50	TON	320	\$87.00	\$27,840.00	\$90.00	\$28,800.00	\$3.00	\$960.00
13	POLYMERIZED LEVELING BINDER (MACHINE METHOD), N50	TON	329	\$115.00	\$37,835.00	\$130.00	\$42,770.00	\$15.00	\$4,935.00
14	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	180	\$15.00	\$2,700.00	\$10.00	\$1,800.00	-\$5.00	-\$900.00
15	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SQ YD	186	\$20.00	\$3,720.00	\$10.00	\$1,860.00	-\$10.00	-\$1,860.00
16	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	1,720	\$82.00	\$141,040.00	\$80.00	\$137,600.00	-\$2.00	-\$3,440.00
17	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SQ YD	368	\$52.00	\$19,136.00	\$42.00	\$15,456.00	-\$10.00	-\$3,680.00
18	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 3"	SQ YD	238	\$35.00	\$8,330.00	\$35.00	\$8,330.00	\$0.00	\$0.00
19	REMOVE AND REINSTALL BRICK PAVEMENT	SQ FT	779	\$12.00	\$9,348.00	\$15.00	\$11,685.00	\$3.00	\$2,337.00
20	REMOVE AND REINSTALL FLAGSTONE SIDEWALK	SQ FT	30	\$15.00	\$450.00	\$15.00	\$450.00	\$0.00	\$0.00
21	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	7,332	\$6.00	\$43,992.00	\$4.80	\$35,193.60	-\$1.20	-\$8,798.40
22	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH (STAMPED & COLORED)	SQ FT	98	\$10.00	\$980.00	\$26.00	\$2,548.00	\$16.00	\$1,568.00
23	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	3,996	\$25.00	\$99,900.00	\$19.20	\$76,723.20	-\$5.80	-\$23,176.80
24	CONCRETE CURB TYPE B	FOOT	161	\$20.00	\$3,220.00	\$25.00	\$4,025.00	\$5.00	\$805.00
25	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SQ YD	7,576	\$5.00	\$37,880.00	\$3.00	\$22,728.00	-\$2.00	-\$15,152.00
26	HOT-MIX ASPHALT SURFACE REMOVAL COMPLETE	SQ YD	7,747	\$3.25	\$25,177.75	\$3.00	\$23,241.00	-\$0.25	-\$1,936.75
27	PORTLAND CEMENT CONCRETE SURFACE REMOVAL (VARIABLE DEPTH)	SQ YD	3,311	\$4.50	\$14,899.50	\$4.00	\$13,244.00	-\$0.50	-\$1,655.50
28	DRIVEWAY PAVEMENT REMOVAL	SQ YD	606	\$11.00	\$6,666.00	\$12.00	\$7,272.00	\$1.00	\$606.00
29	SIDEWALK REMOVAL	SQ FT	7,358	\$2.50	\$18,395.00	\$1.20	\$8,829.60	-\$1.30	-\$9,565.40
30	DETECTABLE WARNINGS	SQ FT	504	\$35.00	\$17,640.00	\$25.00	\$12,600.00	-\$10.00	-\$5,040.00
31	CLASS B PATCHES, TYPE I, 7 INCH	SQ YD	100	\$89.00	\$8,900.00	\$85.00	\$8,500.00	-\$4.00	-\$400.00
32	CLASS B PATCHES, TYPE II, 7 INCH	SQ YD	90	\$66.00	\$5,940.00	\$80.00	\$7,200.00	\$14.00	\$1,260.00
33	CLASS B PATCHES, TYPE III, 7 INCH	SQ YD	135	\$63.00	\$8,505.00	\$75.00	\$10,125.00	\$12.00	\$1,620.00
34	CLASS B PATCHES, TYPE IV, 7 INCH	SQ YD	1,856	\$60.00	\$111,360.00	\$60.00	\$111,360.00	\$0.00	\$0.00
35	CLASS D PATCHES, TYPE I, 8 INCH	SQ YD	68	\$70.00	\$4,760.00	\$70.00	\$4,760.00	\$0.00	\$0.00

VILLAGE OF HINSDALE  
2014 ROADWAY AND UTILITY IMPROVEMENTS - ALTERNATE A  
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ALTERNATE A

BID TABULATION BASE					ENGINEERS ESTIMATE BASE		A LAMP CONCRETE		LOW BIDDER'S COMPARISON	
ITEM NO.	PAY ITEM	UNIT	QUANTITY		UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST	UNIT DIFF.	TOTAL COST DIFF.
36	CLASS D PATCHES, TYPE II, 8 INCH	SQ YD	63		\$60.00	\$3,780.00	\$65.00	\$4,095.00	\$5.00	\$315.00
37	CLASS D PATCHES, TYPE III, 8 INCH	SQ YD	329		\$53.00	\$17,437.00	\$60.00	\$19,740.00	\$7.00	\$2,303.00
38	CLASS D PATCHES, TYPE IV, 8 INCH	SQ YD	2,655		\$51.00	\$135,405.00	\$50.00	\$132,750.00	-\$1.00	-\$2,655.00
39	PROTECTIVE COAT	SQ YD	2,283		\$1.50	\$3,424.50	\$1.50	\$3,424.50	\$0.00	\$0.00
40	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2 18"	FOOT	272		\$55.00	\$14,960.00	\$70.00	\$19,040.00	\$15.00	\$4,080.00
41	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2 24"	FOOT	262		\$65.00	\$17,030.00	\$80.00	\$20,960.00	\$15.00	\$3,930.00
42	REINFORCED CONCRETE PIPE TEE, 24" PIPE WITH 24" RISER, TYPE 3 FRAME AND GRATE	EACH	1		\$3,000.00	\$3,000.00	\$5,000.00	\$5,000.00	\$2,000.00	\$2,000.00
43	STORM SEWERS PVC, 4"	FOOT	15		\$35.00	\$525.00	\$40.00	\$600.00	\$5.00	\$75.00
44	STORM SEWERS PVC, 10"	FOOT	8		\$45.00	\$360.00	\$50.00	\$400.00	\$5.00	\$40.00
45	STORM SEWERS PVC, 12"	FOOT	280		\$50.00	\$14,000.00	\$55.00	\$15,400.00	\$5.00	\$1,400.00
46	STORM SEWERS PVC C-900, 12"	FOOT	240		\$173.00	\$41,520.00	\$60.00	\$14,400.00	-\$113.00	-\$27,120.00
47	STORM SEWERS PVC C-905, 18"	FOOT	449		\$449.00	\$201,601.00	\$85.00	\$38,165.00	-\$364.00	-\$163,436.00
48	STORM SEWERS PVC C-905, 24"	FOOT	536		\$115.00	\$61,640.00	\$95.00	\$50,920.00	-\$20.00	-\$10,720.00
49	STORM SEWERS DUCTILE IRON PIPE, 8"	FOOT	28		\$50.00	\$1,400.00	\$90.00	\$2,520.00	\$40.00	\$1,120.00
50	STORM SEWERS DUCTILE IRON PIPE, 12"	FOOT	8		\$55.00	\$440.00	\$100.00	\$800.00	\$45.00	\$360.00
51	STORM SEWERS PVC C-900, REMOVAL AND REPLACEMENT, 12"	FOOT	12		\$75.00	\$900.00	\$300.00	\$3,600.00	\$225.00	\$2,700.00
52	COMBINED SEWER PVC C-900, REMOVAL AND REPLACEMENT, 8"	FOOT	13		\$60.00	\$780.00	\$350.00	\$4,550.00	\$290.00	\$3,770.00
53	COMBINED SEWER PVC C-900, REMOVAL AND REPLACEMENT, 10"	FOOT	15		\$85.00	\$1,275.00	\$400.00	\$6,000.00	\$315.00	\$5,025.00
54	PIPE DRAINS, CORRUGATED STEEL 10"	FOOT	74		\$35.00	\$2,590.00	\$50.00	\$3,700.00	\$15.00	\$1,110.00
55	PIPE DRAINS, CORRUGATED STEEL 12"	FOOT	60		\$40.00	\$2,400.00	\$60.00	\$3,600.00	\$20.00	\$1,200.00
56	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 3 FRAME AND GRATE	EACH	10		\$2,600.00	\$26,000.00	\$2,250.00	\$22,500.00	-\$350.00	-\$3,500.00
57	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 3V FRAME AND GRATE	EACH	5		\$2,600.00	\$13,000.00	\$2,250.00	\$11,250.00	-\$350.00	-\$1,750.00
58	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	8		\$2,600.00	\$20,800.00	\$2,400.00	\$19,200.00	-\$200.00	-\$1,600.00
59	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 3 FRAME AND GRATE	EACH	2		\$2,600.00	\$5,200.00	\$2,400.00	\$4,800.00	-\$200.00	-\$400.00
60	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 3V FRAME AND GRATE	EACH	1		\$2,600.00	\$2,600.00	\$2,400.00	\$2,400.00	-\$200.00	-\$200.00
61	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1		\$5,600.00	\$5,600.00	\$5,000.00	\$5,000.00	-\$600.00	-\$600.00
62	INLETS, TYPE A, TYPE 1 FRAME, OPEN LID	EACH	2		\$1,500.00	\$3,000.00	\$1,500.00	\$3,000.00	\$0.00	\$0.00
63	INLETS, TYPE A, TYPE 3 FRAME AND GRATE	EACH	4		\$1,500.00	\$6,000.00	\$1,500.00	\$6,000.00	\$0.00	\$0.00
64	INLETS, TYPE A, TYPE 3V FRAME AND GRATE	EACH	4		\$1,500.00	\$6,000.00	\$1,500.00	\$6,000.00	\$0.00	\$0.00
65	DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED	EACH	30		\$375.00	\$11,250.00	\$400.00	\$12,000.00	\$25.00	\$750.00
66	DRAINAGE & UTILITY STRUCTURES TO BE RECONSTRUCTED	EACH	12		\$1,300.00	\$15,600.00	\$1,250.00	\$15,000.00	-\$50.00	-\$600.00
67	DRAINAGE & UTILITY STRUCTURES TO BE FILLED	EACH	8		\$325.00	\$2,600.00	\$400.00	\$3,200.00	\$75.00	\$600.00
68	DRAINAGE & UTILITY STRUCTURES TO BE REMOVED	EACH	17		\$400.00	\$6,800.00	\$400.00	\$6,800.00	\$0.00	\$0.00
69	FRAMES AND GRATES, TYPE 3	EACH	2		\$425.00	\$850.00	\$400.00	\$800.00	-\$25.00	-\$50.00
70	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	21		\$425.00	\$8,925.00	\$400.00	\$8,400.00	-\$25.00	-\$525.00

VILLAGE OF HINSDALE  
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ALTERNATE A

BID TABULATION BASE									
ENGINEERS ESTIMATE BASE				A LAMP CONCRETE		LOW BIDDER'S COMPARISON			
ITEM NO.	PAY ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST	UNIT DIFF.	TOTAL COST DIFF.
71	MANHOLES, SANITARY, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	2	\$5,000.00	\$10,000.00	\$2,850.00	\$5,700.00	-\$2,150.00	-\$4,300.00
72	CURED-IN-PLACE PIPE LINER FOR SANITARY SEWER, 30"	FOOT	51	\$200.00	\$10,200.00	\$500.00	\$25,500.00	\$300.00	\$15,300.00
73	ADJUSTING SANITARY SEWER SERVICE LINE	EACH	8	\$2,000.00	\$16,000.00	\$500.00	\$4,000.00	-\$1,500.00	-\$12,000.00
74	SANITARY SERVICE REPAIR	FOOT	439	\$50.00	\$21,950.00	\$40.00	\$17,560.00	-\$10.00	-\$4,390.00
75	SUMP PUMP CONNECTION	EACH	10	\$700.00	\$7,000.00	\$850.00	\$8,500.00	\$150.00	\$1,500.00
76	PVC C-900 WATER MAIN, 8"	FOOT	2,894	\$60.00	\$173,640.00	\$80.00	\$231,520.00	\$20.00	\$57,880.00
77	PVC C-900 WATER MAIN, 12"	FOOT	668	\$70.00	\$46,760.00	\$90.00	\$60,120.00	\$20.00	\$13,360.00
78	STEEL CASING PIPE, 16"	FOOT	110	\$100.00	\$11,000.00	\$200.00	\$22,000.00	\$100.00	\$11,000.00
79	STEEL CASING PIPE, AUGURED AND JACKED, 20"	FOOT	60	\$370.00	\$22,200.00	\$250.00	\$15,000.00	-\$120.00	-\$7,200.00
80	WATER MAIN INSULATION	FOOT	65	\$45.00	\$2,925.00	\$45.00	\$2,925.00	\$0.00	\$0.00
81	GATE VALVE 8", VALVE VAULT 4' DIA, TYPE 1 FRAME, CLOSED LID	EACH	13	\$3,500.00	\$45,500.00	\$3,950.00	\$51,350.00	\$450.00	\$5,850.00
82	GATE VALVE 12", VALVE VAULT 5' DIA, TYPE 1 FRAME, CLOSED LID	EACH	3	\$4,500.00	\$13,500.00	\$6,500.00	\$19,500.00	\$2,000.00	\$6,000.00
83	INSERT VALVE 6" WITH VALVE BOX	EACH	10	\$6,000.00	\$60,000.00	\$3,850.00	\$38,500.00	-\$2,150.00	-\$21,500.00
84	INSERT VALVE 8" WITH VALVE BOX	EACH	1	\$6,500.00	\$6,500.00	\$4,750.00	\$4,750.00	-\$1,750.00	-\$1,750.00
85	INSERT VALVE 12" WITH VALVE BOX	EACH	2	\$9,500.00	\$19,000.00	\$7,500.00	\$15,000.00	-\$2,000.00	-\$4,000.00
86	WATER MAIN CONNECTION "A" (PRESSURE)	L SUM	1	\$4,500.00	\$4,500.00	\$3,500.00	\$3,500.00	-\$1,000.00	-\$1,000.00
87	WATER MAIN CONNECTION "B" (NON-PRESSURE)	L SUM	1	\$3,000.00	\$3,000.00	\$3,500.00	\$3,500.00	\$500.00	\$500.00
88	WATER MAIN CONNECTION "C" (PRESSURE)	L SUM	1	\$4,500.00	\$4,500.00	\$3,500.00	\$3,500.00	-\$1,000.00	-\$1,000.00
89	WATER MAIN CONNECTION "D" (NON-PRESSURE)	L SUM	1	\$3,000.00	\$3,000.00	\$4,500.00	\$4,500.00	\$1,500.00	\$1,500.00
90	WATER MAIN CONNECTION "E" (NON-PRESSURE)	L SUM	1	\$3,000.00	\$3,000.00	\$4,500.00	\$4,500.00	\$1,500.00	\$1,500.00
91	WATER MAIN CONNECTION "F" (NON-PRESSURE)	L SUM	1	\$3,000.00	\$3,000.00	\$4,500.00	\$4,500.00	\$1,500.00	\$1,500.00
92	WATER MAIN CONNECTION "G" (NON-PRESSURE)	L SUM	1	\$4,000.00	\$4,000.00	\$6,000.00	\$6,000.00	\$2,000.00	\$2,000.00
93	WATER MAIN CONNECTION "H" (NON-PRESSURE)	L SUM	1	\$3,500.00	\$3,500.00	\$6,000.00	\$6,000.00	\$2,500.00	\$2,500.00
94	WATER MAIN CONNECTION "I" (NON-PRESSURE)	L SUM	1	\$3,500.00	\$3,500.00	\$6,000.00	\$6,000.00	\$2,500.00	\$2,500.00
95	WATER MAIN CONNECTION "J" (NON-PRESSURE)	L SUM	1	\$3,500.00	\$3,500.00	\$6,250.00	\$6,250.00	\$2,750.00	\$2,750.00
96	WATER MAIN CONNECTION "K" (PRESSURE)	L SUM	1	\$3,500.00	\$3,500.00	\$6,250.00	\$6,250.00	\$2,750.00	\$2,750.00
97	WATER MAIN CONNECTION "L" (PRESSURE)	L SUM	1	\$5,500.00	\$5,500.00	\$4,000.00	\$4,000.00	-\$1,500.00	-\$1,500.00
98	WATER MAIN CONNECTION "M" (NON-PRESSURE)	L SUM	1	\$4,500.00	\$4,500.00	\$3,500.00	\$3,500.00	-\$1,000.00	-\$1,000.00
99	WATER MAIN CONNECTION "N" (NON-PRESSURE)	L SUM	1	\$3,000.00	\$3,000.00	\$8,000.00	\$8,000.00	\$5,000.00	\$5,000.00
100	WATER SERVICE, NEAR SIDE, 1 1/2"	EACH	31	\$3,000.00	\$3,000.00	\$8,000.00	\$8,000.00	\$5,000.00	\$5,000.00
101	WATER SERVICE, NEAR SIDE, 1 1/2"	EACH	31	\$1,800.00	\$55,800.00	\$1,900.00	\$58,900.00	\$100.00	\$3,100.00
102	WATER SERVICE, FAR SIDE, 1 1/2"	EACH	26	\$2,300.00	\$59,800.00	\$2,200.00	\$57,200.00	-\$100.00	-\$2,600.00
103	WATER SERVICE, NEAR SIDE, 2"	EACH	1	\$2,600.00	\$2,600.00	\$2,150.00	\$2,150.00	-\$450.00	-\$450.00
104	WATER MAIN TO BE ADJUSTED, 6"	EACH	4	\$3,800.00	\$15,200.00	\$1,000.00	\$4,000.00	-\$2,800.00	-\$11,200.00
105	TRACER WIRE	FOOT	3,562	\$0.95	\$3,383.90	\$1.50	\$5,343.00	\$0.55	\$1,959.10
	TRACER WIRE ACCESS BOX	EACH	13	\$180.00	\$2,340.00	\$200.00	\$2,600.00	\$20.00	\$260.00

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BID TABULATION BASE				ENGINEERS ESTIMATE BASE		A LAMP CONCRETE		LOW BIDDER'S COMPARISON	
ITEM NO.	PAY ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST	UNIT DIFF.	TOTAL COST DIFF.
106	ADJUSTING WATER SERVICE LINES	EACH	23	\$1,000.00	\$23,000.00	\$250.00	\$5,750.00	-\$750.00	-\$17,250.00
107	FIRE HYDRANTS TO BE MOVED	EACH	1	\$2,500.00	\$2,500.00	\$1,500.00	\$1,500.00	-\$1,000.00	-\$1,000.00
108	FIRE HYDRANTS TO BE REMOVED	EACH	8	\$800.00	\$6,400.00	\$650.00	\$5,200.00	-\$150.00	-\$1,200.00
109	FIRE HYDRANT WITH AUXILIARY VALVE AND VALVE BOX	EACH	13	\$5,000.00	\$65,000.00	\$4,350.00	\$56,550.00	-\$650.00	-\$8,450.00
110	VALVE BOXES TO BE ADJUSTED	EACH	3	\$350.00	\$1,050.00	\$200.00	\$600.00	-\$150.00	-\$450.00
111	FILLING VALVE BOXES	EACH	13	\$130.00	\$1,690.00	\$200.00	\$2,600.00	\$70.00	\$910.00
112	SPECIAL WASTE DISPOSAL	CU YD	200	\$75.00	\$15,000.00	\$10.00	\$2,000.00	-\$65.00	-\$13,000.00
113	CCDD / LUST TESTING, MANAGEMENT & COMPLIANCE	L SUM	1	\$10,000.00	\$10,000.00	\$1,500.00	\$1,500.00	-\$8,500.00	-\$8,500.00
114	CCDD MATERIALS MANAGEMENT ALLOWANCE	L SUM	1	\$20,000.00	\$20,000.00	\$20,000.00	\$20,000.00	\$0.00	\$0.00
115	CHANGEABLE MESSAGE SIGN	CAL MO	9	\$1,000.00	\$9,000.00	\$100.00	\$900.00	-\$900.00	-\$8,100.00
116	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	40	\$4.75	\$190.00	\$15.00	\$600.00	\$10.25	\$410.00
117	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	450	\$4.00	\$1,800.00	\$10.00	\$4,500.00	\$6.00	\$2,700.00
118	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	567	\$4.50	\$2,551.50	\$15.00	\$8,505.00	\$10.50	\$5,953.50
119	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	350	\$6.50	\$2,275.00	\$20.00	\$7,000.00	\$13.50	\$4,725.00
120	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	162	\$15.50	\$2,511.00	\$25.00	\$4,050.00	\$9.50	\$1,539.00
121	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1	\$2,000.00	\$2,000.00	\$5,000.00	\$5,000.00	\$3,000.00	\$3,000.00
122	DETECTOR LOOP, TYPE I	FOOT	325	\$15.00	\$4,875.00	\$23.00	\$7,475.00	\$8.00	\$2,600.00
123	MOBILIZATION	L SUM	1	\$50,000.00	\$50,000.00	\$185,000.00	\$185,000.00	\$135,000.00	\$135,000.00
124	TRAFFIC CONTROL COMPLETE	L SUM	1	\$50,000.00	\$50,000.00	\$135,000.00	\$135,000.00	\$85,000.00	\$85,000.00
125	CONSTRUCTION LAYOUT	L SUM	1	\$20,000.00	\$20,000.00	\$80,000.00	\$80,000.00	\$60,000.00	\$60,000.00
126	STREET SWEEPING	HOOR	114	\$125.00	\$14,250.00	\$50.00	\$5,700.00	-\$75.00	-\$8,550.00
127	SEGMENTAL CONCRETE BLOCK WALL	SQ FT	175	\$50.00	\$8,750.00	\$45.00	\$7,875.00	-\$5.00	-\$875.00
128	DUST CONTROL WATERING	UNIT	493	\$20.00	\$9,860.00	\$1.00	\$493.00	-\$19.00	-\$9,367.00
129	TEST HOLES	EACH	12	\$600.00	\$7,200.00	\$10.00	\$120.00	-\$590.00	-\$7,080.00
				TOTAL = \$2,593,568.15		TOTAL = \$2,522,898.90		TOTAL = -\$70,669.25	

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BID TABULATION BASE										JOHN NERI CONSTRUCTION CO., INC.			MARTAM CONSTRUCTION			H. LINDEN AND SONS		
ITEM NO.	PAY ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST			
1	TEMPORARY FENCE	FOOT	5,460	\$4.00	\$21,840.00	\$2.00	\$10,920.00	\$7.00	\$38,220.00									
2	TREE ROOT PRUNING	EACH	88	\$120.00	\$10,560.00	\$100.00	\$8,800.00	\$110.00	\$9,680.00									
3	TRENCH BACKFILL	CU YD	1,439	\$40.00	\$57,560.00	\$43.00	\$61,877.00	\$35.00	\$50,365.00									
4	SELECT GRANULAR BACKFILL	CU YD	2,568	\$40.00	\$102,720.00	\$43.00	\$110,424.00	\$35.00	\$89,880.00									
5	SODDING, SPECIAL	SQ YD	10,965	\$12.00	\$131,580.00	\$5.00	\$54,825.00	\$12.00	\$131,580.00									
6	SUPPLEMENTAL WATERING	UNIT	231	\$15.00	\$3,465.00	\$1.00	\$231.00	\$25.00	\$5,775.00									
7	INLET FILTERS	EACH	60	\$160.00	\$9,600.00	\$150.00	\$9,000.00	\$140.00	\$8,400.00									
8	AGGREGATE FOR TEMPORARY ACCESS	TON	270	\$15.00	\$4,050.00	\$26.00	\$7,020.00	\$17.00	\$4,590.00									
9	BITUMINOUS MATERIALS (PRIME COAT)	TON	13.00	\$100.00	\$1,300.00	\$270.00	\$3,510.00	\$225.00	\$2,925.00									
10	AGGREGATE (PRIME COAT)	TON	62	\$10.00	\$620.00	\$26.00	\$1,612.00	\$30.00	\$1,860.00									
11	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	8	\$200.00	\$1,600.00	\$410.00	\$3,280.00	\$400.00	\$3,200.00									
12	LEVELING BINDER (MACHINE METHOD), N60	TON	320	\$80.00	\$25,600.00	\$133.00	\$42,560.00	\$125.00	\$40,000.00									
13	POLYMERIZED LEVELING BINDER (MACHINE METHOD), N60	TON	329	\$135.00	\$44,415.00	\$144.00	\$47,376.00	\$135.00	\$44,415.00									
14	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	180	\$15.00	\$2,700.00	\$16.00	\$2,880.00	\$15.00	\$2,700.00									
15	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SQ YD	186	\$20.00	\$3,720.00	\$18.00	\$3,348.00	\$28.00	\$5,208.00									
16	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N60	TON	1,720	\$82.00	\$141,040.00	\$98.00	\$151,360.00	\$85.00	\$146,200.00									
17	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SQ YD	368	\$52.00	\$19,136.00	\$57.00	\$20,976.00	\$58.00	\$21,344.00									
18	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 3"	SQ YD	238	\$48.00	\$11,424.00	\$55.00	\$13,090.00	\$38.00	\$9,044.00									
19	REMOVE AND REINSTALL BRICK PAVEMENT	SQ FT	779	\$18.00	\$14,022.00	\$18.00	\$14,022.00	\$21.00	\$16,359.00									
20	REMOVE AND REINSTALL FLAGSTONE SIDEWALK	SQ FT	30	\$45.00	\$1,350.00	\$35.00	\$1,050.00	\$52.00	\$1,560.00									
21	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	7,332	\$5.25	\$38,493.00	\$6.00	\$43,992.00	\$6.00	\$43,992.00									
22	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH (STAMPED & COLORED)	SQ FT	98	\$25.00	\$2,450.00	\$20.00	\$1,960.00	\$30.00	\$2,940.00									
23	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	3,996	\$20.50	\$81,918.00	\$27.00	\$107,892.00	\$23.00	\$91,908.00									
24	CONCRETE CURB TYPE B	FOOT	161	\$32.00	\$5,152.00	\$22.00	\$3,542.00	\$24.00	\$3,864.00									
25	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SQ YD	7,576	\$6.50	\$49,244.00	\$4.00	\$30,304.00	\$5.00	\$37,880.00									
26	HOT-MIX ASPHALT SURFACE REMOVAL COMPLETE	SQ YD	7,747	\$7.00	\$54,229.00	\$4.00	\$30,988.00	\$4.00	\$30,988.00									
27	PORTLAND CEMENT CONCRETE SURFACE REMOVAL (VARIABLE DEPTH)	SQ YD	3,311	\$8.00	\$26,488.00	\$5.40	\$17,879.40	\$7.00	\$23,177.00									
28	DRIVEWAY PAVEMENT REMOVAL	SQ YD	606	\$12.00	\$7,272.00	\$13.00	\$7,878.00	\$12.00	\$7,272.00									
29	SIDEWALK REMOVAL	SQ FT	7,358	\$3.00	\$22,074.00	\$1.50	\$11,037.00	\$2.00	\$14,716.00									
30	DETECTABLE WARNINGS	SQ FT	504	\$35.00	\$17,640.00	\$33.00	\$16,632.00	\$24.00	\$12,096.00									
31	CLASS B PATCHES, TYPE I, 7 INCH	SQ YD	100	\$95.00	\$9,500.00	\$144.00	\$14,400.00	\$75.00	\$7,500.00									
32	CLASS B PATCHES, TYPE II, 7 INCH	SQ YD	90	\$86.00	\$7,740.00	\$114.00	\$10,260.00	\$75.00	\$6,750.00									
33	CLASS B PATCHES, TYPE III, 7 INCH	SQ YD	135	\$84.00	\$11,340.00	\$108.00	\$14,580.00	\$75.00	\$10,125.00									
34	CLASS B PATCHES, TYPE IV, 7 INCH	SQ YD	1,856	\$76.00	\$141,056.00	\$86.00	\$159,616.00	\$75.00	\$139,200.00									
35	CLASS D PATCHES, TYPE I, 8 INCH	SQ YD	68	\$90.00	\$6,120.00	\$136.00	\$9,248.00	\$85.00	\$5,780.00									

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BID TABULATION BASE										JOHN NERI CONSTRUCTION CO., INC.			MARTAM CONSTRUCTION			H. LINDEN AND SONS		
ITEM NO.	PAY ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST					
36	CLASS D PATCHES, TYPE II, 8 INCH	SQ YD	63	\$85.00	\$5,355.00	\$136.00	\$8,568.00	\$85.00	\$5,355.00			\$85.00	\$5,355.00					
37	CLASS D PATCHES, TYPE III, 8 INCH	SQ YD	329	\$72.00	\$23,688.00	\$88.00	\$28,952.00	\$85.00	\$27,965.00			\$85.00	\$27,965.00					
38	CLASS D PATCHES, TYPE IV, 8 INCH	SQ YD	2,655	\$85.00	\$172,575.00	\$85.00	\$225,675.00	\$85.00	\$225,675.00			\$85.00	\$225,675.00					
39	PROTECTIVE COAT	SQ YD	2,283	\$1.00	\$2,283.00	\$1.00	\$2,283.00	\$1.00	\$2,283.00			\$1.00	\$2,283.00					
40	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2 18"	FOOT	272	\$52.00	\$14,144.00	\$66.00	\$17,952.00	\$72.00	\$19,584.00			\$72.00	\$19,584.00					
41	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2 24"	FOOT	262	\$85.00	\$22,270.00	\$70.00	\$18,340.00	\$78.00	\$20,436.00			\$78.00	\$20,436.00					
42	REINFORCED CONCRETE PIPE TEE, 24" PIPE WITH 24" RISER, TYPE 3 FRAME AND GRATE	EACH	1	\$1,500.00	\$1,500.00	\$3,200.00	\$3,200.00	\$2,100.00	\$2,100.00			\$2,100.00	\$2,100.00					
43	STORM SEWERS PVC, 4"	FOOT	15	\$35.00	\$525.00	\$66.00	\$990.00	\$66.00	\$990.00			\$21.00	\$315.00					
44	STORM SEWERS PVC, 10"	FOOT	8	\$60.00	\$480.00	\$89.00	\$712.00	\$50.00	\$400.00			\$50.00	\$400.00					
45	STORM SEWERS PVC, 12"	FOOT	280	\$60.00	\$16,800.00	\$86.00	\$24,080.00	\$72.00	\$20,160.00			\$72.00	\$20,160.00					
46	STORM SEWERS PVC C-900, 12"	FOOT	240	\$75.00	\$18,000.00	\$88.00	\$21,120.00	\$72.00	\$17,280.00			\$72.00	\$17,280.00					
47	STORM SEWERS PVC C-905, 18"	FOOT	449	\$98.00	\$44,002.00	\$112.00	\$50,288.00	\$85.00	\$38,165.00			\$85.00	\$38,165.00					
48	STORM SEWERS PVC C-905, 24"	FOOT	536	\$142.00	\$76,112.00	\$182.00	\$97,552.00	\$128.00	\$68,608.00			\$128.00	\$68,608.00					
49	STORM SEWERS DUCTILE IRON PIPE, 8"	FOOT	28	\$80.00	\$2,240.00	\$88.00	\$2,464.00	\$79.00	\$2,212.00			\$79.00	\$2,212.00					
50	STORM SEWERS DUCTILE IRON PIPE, 12"	FOOT	8	\$100.00	\$800.00	\$133.00	\$1,064.00	\$85.00	\$680.00			\$85.00	\$680.00					
51	STORM SEWERS PVC C-900, REMOVAL AND REPLACEMENT, 12"	FOOT	12	\$80.00	\$960.00	\$94.00	\$1,128.00	\$95.00	\$1,140.00			\$95.00	\$1,140.00					
52	COMBINED SEWER PVC C-900, REMOVAL AND REPLACEMENT, 8"	FOOT	13	\$175.00	\$2,275.00	\$466.00	\$6,058.00	\$250.00	\$3,250.00			\$250.00	\$3,250.00					
53	COMBINED SEWER PVC C-900, REMOVAL AND REPLACEMENT, 10"	FOOT	15	\$190.00	\$2,850.00	\$480.00	\$7,200.00	\$310.00	\$4,650.00			\$310.00	\$4,650.00					
54	PIPE DRAINS, CORRUGATED STEEL 10"	FOOT	74	\$55.00	\$4,070.00	\$46.00	\$3,404.00	\$55.00	\$4,070.00			\$55.00	\$4,070.00					
55	PIPE DRAINS, CORRUGATED STEEL 12"	FOOT	60	\$60.00	\$3,600.00	\$49.00	\$2,940.00	\$72.00	\$4,320.00			\$72.00	\$4,320.00					
56	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 3 FRAME AND GRATE	EACH	10	\$3,200.00	\$32,000.00	\$3,800.00	\$38,000.00	\$2,400.00	\$24,000.00			\$2,400.00	\$24,000.00					
57	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 3V FRAME AND GRATE	EACH	5	\$3,500.00	\$17,500.00	\$3,800.00	\$19,000.00	\$2,400.00	\$12,000.00			\$2,400.00	\$12,000.00					
58	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	8	\$3,400.00	\$27,200.00	\$3,300.00	\$26,400.00	\$2,100.00	\$16,800.00			\$2,100.00	\$16,800.00					
59	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 3 FRAME AND GRATE	EACH	2	\$3,400.00	\$6,800.00	\$3,300.00	\$6,600.00	\$2,100.00	\$4,200.00			\$2,100.00	\$4,200.00					
60	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 3V FRAME AND GRATE	EACH	1	\$3,400.00	\$3,400.00	\$3,300.00	\$3,300.00	\$2,100.00	\$2,100.00			\$2,100.00	\$2,100.00					
61	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	\$5,800.00	\$5,800.00	\$14,000.00	\$14,000.00	\$5,000.00	\$5,000.00			\$5,000.00	\$5,000.00					
62	INLETS, TYPE A, TYPE 1 FRAME, OPEN LID	EACH	2	\$1,200.00	\$2,400.00	\$1,200.00	\$2,400.00	\$1,500.00	\$3,000.00			\$1,500.00	\$3,000.00					
63	INLETS, TYPE A, TYPE 3 FRAME AND GRATE	EACH	4	\$1,450.00	\$5,800.00	\$1,300.00	\$5,200.00	\$1,500.00	\$6,000.00			\$1,500.00	\$6,000.00					
64	INLETS, TYPE A, TYPE 3V FRAME AND GRATE	EACH	4	\$1,450.00	\$5,800.00	\$1,300.00	\$5,200.00	\$1,500.00	\$6,000.00			\$1,500.00	\$6,000.00					
65	DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED	EACH	30	\$450.00	\$13,500.00	\$480.00	\$14,400.00	\$1,500.00	\$45,000.00			\$1,500.00	\$45,000.00					
66	DRAINAGE & UTILITY STRUCTURES TO BE RECONSTRUCTED	EACH	12	\$1,400.00	\$16,800.00	\$1,650.00	\$19,800.00	\$2,200.00	\$26,400.00			\$2,200.00	\$26,400.00					
67	DRAINAGE & UTILITY STRUCTURES TO BE FILLED	EACH	8	\$400.00	\$3,200.00	\$450.00	\$3,600.00	\$1,000.00	\$8,000.00			\$1,000.00	\$8,000.00					
68	DRAINAGE & UTILITY STRUCTURES TO BE REMOVED	EACH	17	\$300.00	\$5,100.00	\$350.00	\$5,950.00	\$725.00	\$12,325.00			\$725.00	\$12,325.00					
69	FRAMES AND GRATES, TYPE 3	EACH	2	\$550.00	\$1,100.00	\$350.00	\$700.00	\$350.00	\$700.00			\$350.00	\$700.00					
70	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	21	\$350.00	\$7,350.00	\$320.00	\$6,720.00	\$715.00	\$15,015.00			\$715.00	\$15,015.00					

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BID TABULATION BASE					JOHN NERI CONSTRUCTION CO., INC.		MARTAM CONSTRUCTION		H. LINDEN AND SONS	
ITEM NO.	PAY ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST	
71	MANHOLES, SANITARY, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	2	\$4,800.00	\$9,600.00	\$4,600.00	\$9,200.00	\$7,500.00	\$15,000.00	
72	CURED-IN-PLACE PIPE LINER FOR SANITARY SEWER, 30"	FOOT	51	\$600.00	\$30,600.00	\$600.00	\$30,600.00	\$1,000.00	\$51,000.00	
73	ADJUSTING SANITARY SEWER SERVICE LINE	EACH	8	\$1,500.00	\$12,000.00	\$550.00	\$4,400.00	\$2,100.00	\$16,800.00	
74	SANITARY SERVICE REPAIR	FOOT	439	\$70.00	\$30,730.00	\$45.00	\$19,755.00	\$240.00	\$105,360.00	
75	SUMP PUMP CONNECTION	EACH	10	\$1,200.00	\$12,000.00	\$1,150.00	\$11,500.00	\$510.00	\$5,100.00	
76	PVC C-900 WATER MAIN, 8"	FOOT	2,894	\$70.00	\$202,580.00	\$81.00	\$234,414.00	\$65.00	\$188,110.00	
77	PVC C-900 WATER MAIN, 12"	FOOT	668	\$88.00	\$58,784.00	\$96.00	\$64,128.00	\$82.00	\$61,456.00	
78	STEEL CASING PIPE, 16"	FOOT	110	\$98.00	\$10,780.00	\$166.00	\$18,260.00	\$95.00	\$10,450.00	
79	STEEL CASING PIPE, AUGURED AND JACKED, 20"	FOOT	60	\$550.00	\$33,000.00	\$516.00	\$30,960.00	\$510.00	\$30,600.00	
80	WATER MAIN INSULATION	FOOT	65	\$20.00	\$1,300.00	\$30.00	\$1,950.00	\$25.00	\$1,625.00	
81	GATE VALVE 8", VALVE VAULT 4' DIA, TYPE 1 FRAME, CLOSED LID	EACH	13	\$3,800.00	\$49,400.00	\$4,900.00	\$63,700.00	\$3,500.00	\$45,500.00	
82	GATE VALVE 12", VALVE VAULT 5' DIA, TYPE 1 FRAME, CLOSED LID	EACH	3	\$5,800.00	\$17,400.00	\$6,800.00	\$20,400.00	\$6,200.00	\$18,600.00	
83	INSERT VALVE 6" WITH VALVE BOX	EACH	10	\$7,500.00	\$75,000.00	\$6,900.00	\$69,000.00	\$4,500.00	\$45,000.00	
84	INSERT VALVE 8" WITH VALVE BOX	EACH	1	\$8,200.00	\$8,200.00	\$7,900.00	\$7,900.00	\$6,200.00	\$6,200.00	
85	INSERT VALVE 12" WITH VALVE BOX	EACH	2	\$11,200.00	\$22,400.00	\$12,500.00	\$25,000.00	\$10,000.00	\$20,000.00	
86	WATER MAIN CONNECTION "A" (PRESSURE)	L SUM	1	\$3,800.00	\$3,800.00	\$7,800.00	\$7,800.00	\$5,000.00	\$5,000.00	
87	WATER MAIN CONNECTION "B" (NON-PRESSURE)	L SUM	1	\$2,400.00	\$2,400.00	\$3,500.00	\$3,500.00	\$5,000.00	\$5,000.00	
88	WATER MAIN CONNECTION "C" (PRESSURE)	L SUM	1	\$3,800.00	\$3,800.00	\$7,800.00	\$7,800.00	\$5,000.00	\$5,000.00	
89	WATER MAIN CONNECTION "D" (NON-PRESSURE)	L SUM	1	\$3,600.00	\$3,600.00	\$2,600.00	\$2,600.00	\$5,000.00	\$5,000.00	
90	WATER MAIN CONNECTION "E" (NON-PRESSURE)	L SUM	1	\$3,800.00	\$3,800.00	\$2,600.00	\$2,600.00	\$5,000.00	\$5,000.00	
91	WATER MAIN CONNECTION "F" (NON-PRESSURE)	L SUM	1	\$3,800.00	\$3,800.00	\$2,600.00	\$2,600.00	\$5,000.00	\$5,000.00	
92	WATER MAIN CONNECTION "G" (NON-PRESSURE)	L SUM	1	\$3,800.00	\$3,800.00	\$2,600.00	\$2,600.00	\$5,000.00	\$5,000.00	
93	WATER MAIN CONNECTION "H" (NON-PRESSURE)	L SUM	1	\$3,800.00	\$3,800.00	\$2,600.00	\$2,600.00	\$5,000.00	\$5,000.00	
94	WATER MAIN CONNECTION "I" (NON-PRESSURE)	L SUM	1	\$4,000.00	\$4,000.00	\$2,600.00	\$2,600.00	\$5,000.00	\$5,000.00	
95	WATER MAIN CONNECTION "J" (NON-PRESSURE)	L SUM	1	\$4,000.00	\$4,000.00	\$2,600.00	\$2,600.00	\$5,000.00	\$5,000.00	
96	WATER MAIN CONNECTION "K" (PRESSURE)	L SUM	1	\$6,200.00	\$6,200.00	\$9,800.00	\$9,800.00	\$5,000.00	\$5,000.00	
97	WATER MAIN CONNECTION "L" (PRESSURE)	L SUM	1	\$5,800.00	\$5,800.00	\$8,400.00	\$8,400.00	\$5,000.00	\$5,000.00	
98	WATER MAIN CONNECTION "M" (NON-PRESSURE)	L SUM	1	\$3,600.00	\$3,600.00	\$2,600.00	\$2,600.00	\$5,000.00	\$5,000.00	
99	WATER MAIN CONNECTION "N" (NON-PRESSURE)	L SUM	1	\$3,600.00	\$3,600.00	\$2,600.00	\$2,600.00	\$5,000.00	\$5,000.00	
100	WATER SERVICE, NEAR SIDE, 1 1/2"	EACH	31	\$2,500.00	\$77,500.00	\$2,660.00	\$82,460.00	\$2,500.00	\$77,500.00	
101	WATER SERVICE, FAR SIDE, 1 1/2"	EACH	26	\$3,000.00	\$78,000.00	\$3,180.00	\$82,680.00	\$3,500.00	\$91,000.00	
102	WATER SERVICE, NEAR SIDE, 2"	EACH	1	\$4,500.00	\$4,500.00	\$4,800.00	\$4,800.00	\$5,000.00	\$5,000.00	
103	WATER MAIN TO BE ADJUSTED, 6"	EACH	4	\$2,500.00	\$10,000.00	\$2,800.00	\$11,200.00	\$5,000.00	\$20,000.00	
104	TRACER WIRE	FOOT	3,562	\$1.00	\$3,562.00	\$1.50	\$5,343.00	\$1.00	\$3,562.00	
105	TRACER WIRE ACCESS BOX	EACH	13	\$150.00	\$1,950.00	\$400.00	\$5,200.00	\$100.00	\$1,300.00	



VILLAGE OF HINSDALE  
2014 ROADWAY AND UTILITY IMPROVEMENTS - ALTERNATE A  
6/12/2014  
PROJECT 1452

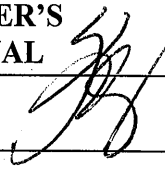
ALTERNATE A

BID TABULATION BASE										JOHN NERI CONSTRUCTION CO., INC.				MARTAM CONSTRUCTION				H. LINDEN AND SONS			
ITEM NO.	PAY ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST				
106	ADJUSTING WATER SERVICE LINES	EACH	23	\$300.00	\$6,900.00	\$150.00	\$3,450.00	\$100.00	\$2,300.00												
107	FIRE HYDRANTS TO BE MOVED	EACH	1	\$2,400.00	\$2,400.00	\$3,300.00	\$3,300.00	\$9,000.00	\$9,000.00												
108	FIRE HYDRANTS TO BE REMOVED	EACH	8	\$800.00	\$6,400.00	\$800.00	\$6,400.00	\$900.00	\$7,200.00												
109	FIRE HYDRANT WITH AUXILIARY VALVE AND VALVE BOX	EACH	13	\$4,500.00	\$58,500.00	\$4,420.00	\$57,460.00	\$4,500.00	\$58,500.00												
110	VALVE BOXES TO BE ADJUSTED	EACH	3	\$300.00	\$900.00	\$380.00	\$1,140.00	\$100.00	\$300.00												
111	FILLING VALVE BOXES	EACH	13	\$200.00	\$2,600.00	\$250.00	\$3,250.00	\$100.00	\$1,300.00												
112	SPECIAL WASTE DISPOSAL	CU YD	200	\$100.00	\$20,000.00	\$95.00	\$19,000.00	\$170.00	\$34,000.00												
113	CCDD / LUST TESTING, MANAGEMENT & COMPLIANCE	L SUM	1	\$18,000.00	\$18,000.00	\$25,000.00	\$25,000.00	\$7,000.00	\$7,000.00												
114	CCDD MATERIALS MANAGEMENT ALLOWANCE	L SUM	1	\$20,000.00	\$20,000.00	\$20,000.00	\$20,000.00	\$20,000.00	\$20,000.00												
115	CHANGEABLE MESSAGE SIGN	CAL MO	9	\$1,400.00	\$12,600.00	\$1,500.00	\$13,500.00	\$3,000.00	\$27,000.00												
116	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	40	\$10.00	\$400.00	\$20.00	\$800.00	\$12.00	\$480.00												
117	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	450	\$1.50	\$675.00	\$4.00	\$1,800.00	\$3.00	\$1,350.00												
118	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	567	\$2.00	\$1,134.00	\$5.50	\$3,118.50	\$6.00	\$3,402.00												
119	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	350	\$3.00	\$1,050.00	\$11.00	\$3,850.00	\$9.00	\$3,150.00												
120	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	162	\$7.00	\$1,134.00	\$18.00	\$2,916.00	\$12.00	\$1,944.00												
121	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1	\$4,800.00	\$4,800.00	\$3,500.00	\$3,500.00	\$3,900.00	\$3,900.00												
122	DETECTOR LOOP, TYPE I	FOOT	325	\$28.00	\$9,100.00	\$26.00	\$8,450.00	\$38.00	\$12,350.00												
123	MOBILIZATION	L SUM	1	\$60,000.00	\$60,000.00	\$160,000.00	\$160,000.00	\$125,000.00	\$125,000.00												
124	TRAFFIC CONTROL COMPLETE	L SUM	1	\$125,000.00	\$125,000.00	\$190,000.00	\$190,000.00	\$200,000.00	\$200,000.00												
125	CONSTRUCTION LAYOUT	L SUM	1	\$32,000.00	\$32,000.00	\$20,000.00	\$20,000.00	\$16,000.00	\$16,000.00												
126	STREET SWEEPING	HOURL	114	\$125.00	\$14,250.00	\$125.00	\$14,250.00	\$95.00	\$10,830.00												
127	SEGMENTAL CONCRETE BLOCK WALL	SQ FT	175	\$75.00	\$13,125.00	\$46.00	\$8,050.00	\$95.00	\$16,625.00												
128	DUST CONTROL WATERING	UNIT	493	\$10.00	\$4,930.00	\$25.00	\$12,325.00	\$10.00	\$4,930.00												
129	TEST HOLES	EACH	12	\$250.00	\$3,000.00	\$850.00	\$10,200.00	\$2,000.00	\$24,000.00												
										TOTAL = \$2,881,281.00				TOTAL = \$3,198,918.90				TOTAL = \$3,207,135.00			
																		AS-READ = \$3,206,999.00			

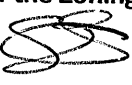
11a.

**DATE:** July 7, 2014

**REQUEST FOR BOARD ACTION**

<b>AGENDA</b> <b>SECTION NUMBER</b> ZPS		<b>ORIGINATING</b> <b>DEPARTMENT</b> Community Development		
<b>ITEM</b> Referral of Case A-19-2014, 543 N. Madison to the Plan Commission for Review & Consideration of a Map Amendment		<b>APPROVED</b> Sean Gascoigne Village Planner		
<p>Should the Board concur with the proposed recommendation as outlined in the attached materials, the following motion is in order:</p> <p><b>MOTION:</b> To Refer to the Plan Commission Case A-19-2014, 543 N. Madison Street for Review and Consideration of a Map Amendment</p>				
<b>APPROVAL</b>	<b>APPROVAL</b>	<b>APPROVAL</b>	<b>APPROVAL</b>	<b>MANAGER'S</b> <b>APPROVAL</b> 
<b>COMMITTEE ACTION:</b>				
<b>BOARD ACTION:</b>				

# Memorandum

**To:** Chairman Saigh and Members of the Zoning and Public Safety Committee  
**From:** Sean Gascoigne, Village Planner   
**Cc:** Kathleen A. Gargano, Village Manager  
Robb McGinnis, Director of Community Development/Building Commissioner  
**Date:** July 7, 2014  
**Re:** Referral of Case A-19-2014  
Applicant: McNaughton Development, Inc.  
Request: Map Amendment from R-2 to R-4 for the Property at 543 N. Madison

## BACKGROUND

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### Application

The applicant, McNaughton Development, Inc., is requesting approval of a map amendment to the subject property to rezone it from R-2 Single-Family Residential District, to R-4, Single-Family Residential District, to allow the subdivision and development of four single family lots.

### Process

The Village Code sets forth the process for which an application for amendments are filed and considered in Sections 11-601. Applications for amendments are filed in accordance with the requirements of section 11-301. Due to the nature of the request, if referred, this application would require a public hearing. Section 11-303C requires the Village Manager to refer every application for which the Code requires a hearing to the Plan Commission, Zoning Board of Appeals or the Historic Preservation Commission, whichever is applicable no later than 60 days following the submission of the application. The applicant filed its submission on May 19, 2014.

### Description of property and existing use

The site is located at the southeast corner of Madison and Ogden. The property is currently zoned R-2 which is a single-family residential district intended to allow for lower density residential use and large lot sizes. Taken as a whole, the single-family district regulations are intended to perpetuate the existing high quality residential character of the village by preserving established neighborhoods and encouraging new residential development consistent with the overall character of the village. The subject property currently contains a single home with enough square footage to subdivide and build two under the R-2 minimum lot requirements. Based on the application submitted, the entire site

contains approximately 50,700 square feet and the R-2 District requires a minimum of 20,000 square feet.

The surrounding zoning and land uses are as follows:

**North (across Ogden):** R-2, Single-family residential

**East:** R-2, Single-family residential

**South:** R-2, Single-Family residential

**West (across Madison):** R-4, Single-family residential

The attached Hinsdale Zoning map highlights the subject property.

#### **Request**

The applicant would like to rezone the property from R-2 Single-Family Residential District, to R-4, Single-Family Residential District, to allow for the subdivision of the property from a single, R-2 lot to four, R-4 lots. The developer is proposing to build four new homes should he receive the R-4 zoning through the map amendment.

The applicant has indicated that they can obtain four, code-compliant lots with R-4 zoning, however this cannot be confirmed based on the information provided. While a preliminary plat has been submitted, the applicant would generally be required to provide a full zoning analysis and a fully dimensioned plat with all applicable dimensions, as part of their Plan Commission submittal for subdivision, to confirm that all lots comply with the bulk zoning regulations. In this case, due to the fact that the request also includes a map amendment, the applicant must first receive a positive referral from the Zoning and Public Safety Committee and Village Board for the map amendment, before they can submit to the Plan Commission for the subdivision and a full public hearing for the map amendment. As such, should the Village Board refer this request on for consideration at the Plan Commission, the applicant will be required to provide a survey and complete a full zoning analysis to confirm all R-4 requirements can be met, prior to the scheduling of a public hearing for the map amendment and subdivision at the Plan Commission. Should the Village Board determine that this request does not meet the standards as set forth in Section 11-601E, the application will not continue on to the Plan Commission and no further action is needed.

## Property History

A review of the zoning maps finds that the property has been zoned R-2 since at least 1989.

	<b>R-2</b>	<b>R-4</b>	<b>Existing</b>
<b>Minimum Lot Size</b>	20,000 s.f.	10,000 s.f.	50,700 s.f.
<b>Minimum Lot Width</b>	100'	70' (Interior Lot) 80' (Corner Lot)	Varies (136'-235.5')
<b>Minimum Lot Depth</b>	125'	125'	295.8

At the June 23<sup>rd</sup> ZPS meeting certain members of the Committee and several residents expressed a willingness to consider leaving the zoning as R-2, and the opportunity, with the right project, to support variations to achieve 3 lots that would meet the bulk standards for R-3. Should the applicant wish to pursue that path, they would need to request variations for the necessary bulk standards from the Zoning Board of Appeals. Should those requests be granted, the applicant would then submit a plat for the new three-lot subdivision for consideration by the Plan Commission. For your reference, the R-3 standards are as follows:

	<b>Lot Size</b>	<b>Lot Width</b>	<b>Lot Depth</b>
<b>R-3</b>	15,000 s.f.	70' (Interior Lot) 80' (Corner Lot)	125'



**VILLAGE  
OF HINSDALE** FOUNDED IN 1573

**VILLAGE OF HINSDALE  
COMMUNITY DEVELOPMENT  
DEPARTMENT**

**PLAN COMMISSION APPLICATION**

**I. GENERAL INFORMATION**

**Applicant**

Name: McNaughton Development, Inc.  
Address: 11S220 Jackson Street  
City/Zip: Burr Ridge, IL 60527  
Phone/Fax: (630) 325-3400 / 3402  
E-Mail: pmcnaughton83@yahoo.com

**Owner**

Name: Cynthia W. Acker  
Address: 543 N. Madison Street  
City/Zip: Hinsdale, IL 60521  
Phone/Fax: ( ) /  
E-Mail: facker@mwe.com

**Others, if any, involved in the project (i.e. Architect, Attorney, Engineer)**

Name: DesignTek Engineering, LLC (Attn: Scott)  
Title: P.E.  
Address: 9500 Bormet Drive, Su. 304  
City/Zip: Mokena, IL 60448  
Phone/Fax: (708) 326-4961 (ex. 222) / 4962  
E-Mail: sschreiner@dtekcorp.com

Name: \_\_\_\_\_  
Title: \_\_\_\_\_  
Address: \_\_\_\_\_  
City/Zip: \_\_\_\_\_  
Phone/Fax: ( ) /  
E-Mail: \_\_\_\_\_

**Disclosure of Village Personnel:** (List the name, address and Village position of any officer or employee of the Village with an interest in the owner of record, the Applicant or the property that is the subject of this application, and the nature and extent of that interest)

- 1) \_\_\_\_\_
- 2) \_\_\_\_\_
- 3) \_\_\_\_\_

## II. SITE INFORMATION

Address of subject property: 543 N. Madison Street, Hinsdale, IL 60521

Property identification number (P.I.N. or tax number): 09 - 01 - 115 - 010

Brief description of proposed project: Map Amendment from existing R-2 (detached, single-family residential) to proposed R-4 (detached, single-family residential) zoning district, and Plat Approval to subdivide the Property into four (4) conforming R-4 lots.

General description or characteristics of the site: The Property is located at the southeast corner of Madison and Ogden.

There is a detached, single family home and a detached garage on the Property, which is currently accessed with an asphalt drive from

Madison Street. The Property is approximately 1.24 acres.

Existing zoning and land use: R-2 (detached, single family)

Surrounding zoning and existing land uses:

North: R-2 (detached, single family) and O-2 (office)

South: R-2 and R-4 (detached, single family)

East: R-2 and R-4 (detached, single family)

West: R-4 (detached, single family)

Proposed zoning and land use: R-4 (detached, single family)

**Please mark the approval(s) you are seeking and attach all applicable applications and standards for each approval requested:**

☐ Site Plan Approval 11-604

☐ Design Review Permit 11-605E

☐ Exterior Appearance 11-606E

☐ Special Use Permit 11-602E

Special Use Requested: \_\_\_\_\_

☒ Map and Text Amendments 11-601E

Amendment Requested: Map Amendment from R-2 to R-4 zoning district.

☐ Planned Development 11-603E

☐ Development in the B-2 Central Business District Questionnaire

## TABLE OF COMPLIANCE

Address of subject property: 543 N. Madison Street

The following table is based on the R-4 (proposed) Zoning District.

	Minimum Code Requirements	Proposed/Existing Development
Minimum Lot Area (s.f.)	10,000	11,024 (lot 3)
Minimum Lot Depth	125'	171.21 (lot 1 and 2)
Minimum Lot Width	70'	70' (lot 2, 3 and 4)
Building Height	30'	N/A
Number of Stories	3	N/A
Front Yard Setback	35'	N/A
Corner Side Yard Setback	35'	N/A
Interior Side Yard Setback	8'	N/A
Rear Yard Setback	25'	N/A
Maximum Floor Area Ratio (F.A.R.)*	Varies	N/A
Maximum Total Building Coverage*	Varies	N/A
Maximum Total Lot Coverage*	Varies	N/A
Parking Requirements	N/A	N/A
Parking front yard setback	N/A	N/A
Parking corner side yard setback	N/A	N/A
Parking interior side yard setback	N/A	N/A
Parking rear yard setback	N/A	N/A
Loading Requirements	N/A	N/A
Accessory Structure Information	N/A	N/A

\* Must provide actual square footage number and percentage.

Where any lack of compliance is shown, state the reason and explain the Village's authority, if any, to approve the application despite such lack of compliance: \_\_\_\_\_



## CERTIFICATION

The Applicant certifies and acknowledges and agrees that:

- A. The statements contained in this application are true and correct to the best of the Applicant's knowledge and belief. The owner of the subject property, if different from the applicant, states that he or she consents to the filing of this application and that all information contained in this application is true and correct to the best of his or her knowledge.
- B. The applicant understands that an incomplete or nonconforming application will not be considered. In addition, the applicant understands that the Village may require additional information prior to the consideration of this application which may include, but is not limited to, the following items:
1. Minimum yard and setback dimensions and, where relevant, relation of yard and setback dimensions to the height, width, and depth of any structure.
  2. A vehicular and pedestrian circulation plan showing the location, dimensions, gradient, and number of all vehicular and pedestrian circulation elements including rights-of-way and streets; driveway entrances, curbs, and curb cuts; parking spaces, loading spaces, and circulation aisles; sidewalks, walkways, and pathways; and total lot coverage of all circulation elements divided as between vehicular and pedestrian ways.
  3. All existing and proposed surface and subsurface drainage and retention and detention facilities and all existing and proposed water, sewer, gas, electric, telephone, and cable communications lines and easements and all other utility facilities.
  4. Location, size, and arrangement of all outdoor signs and lighting.
  5. Location and height of fences or screen plantings and the type or kind of building materials or plantings used for fencing or screening.
  6. A detailed landscaping plan, showing location, size, and species of all trees, shrubs, and other plant material.
  7. A traffic study if required by the Village Manager or the Board or Commission hearing the application.
- C. The Applicants shall make the property that is the subject of this application available for inspection by the Village at reasonable times;
- D. If any information provided in this application changes or becomes incomplete or inapplicable for any reason following submission of this application, the Applicants shall submit a supplemental application or other acceptable written statement containing the new or corrected information as soon as practicable but not less than ten days following the change, and that failure to do so shall be grounds for denial of the application; and
- E. The Applicant understands that he/she is responsible for all application fees and any other fees, which the Village assesses under the provisions of Subsection 11-301D of the Village of Hinsdale Zoning Code as amended April 25, 1989.
- F. THE OWNER OF THE SUBJECT PROPERTY AND, IF DIFFERENT, THE APPLICANT ARE JOINTLY AND SEVERALLY LIABLE FOR THE PAYMENT OF THE APPLICABLE APPLICATION FEE. BY SIGNING THE APPLICATION, THE OWNER HAS AGREED TO PAY SAID FEE, AND TO CONSENT TO THE FILING AND FORECLOSURE OF A LIEN AGAINST SUBJECT PROPERTY FOR THE FEE PLUS COSTS OF COLLECTION, IF THE ACCOUNT IS NOT SETTLED WITHIN THIRTY (30) DAYS AFTER THE MAILING OF A DEMAND FOR PAYMENT.

On the 19th day of May, 2014, I/we have read the above certification, understand it, and agree to abide by its conditions.

Signature of applicant or authorized agent

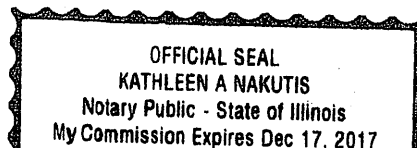
Paul McNaughton  
Name of applicant or authorized agent

Signature of applicant or authorized agent

\_\_\_\_\_  
Name of applicant or authorized agent

SUBSCRIBED AND SWORN  
to before me this 19 day of  
May, 2014.

Kathleen A. Nakutis  
Notary Public





COMMUNITY DEVELOPMENT  
DEPARTMENT  
**ZONING CODE TEXT AND MAP  
AMENDMENT APPLICATION**

**Must be accompanied by completed Plan Commission Application**

Is this a:    Map Amendment ☒    Text Amendment ☐

**Address of the subject property** 543 N. Madison Street

**Description of the proposed request:** Map Amendment from existing R-2 (detached, single-family residential) to proposed R-4 (detached, single family residential) zoning district.

**REVIEW CRITERIA**

Section 11-601 of the Hinsdale Zoning Code regulates Amendments. The amendment process established is intended to provide a means for making changes in the text of the Zoning Code and in the zoning map that have more or less general significance or application. It is not intended to relieve particular hardships nor to confer special privileges or rights. Rather, it is intended as a tool to adjust the provisions of the Zoning Code and the zoning map in light of changing, newly discovered, or newly important conditions, situations, or knowledge. The wisdom of amending the text of the Zoning Code is a matter committed to the sound legislative discretion of the Board of Trustees and is not dictated by any set standard. However, in determining whether a proposed amendment should be granted or denied the Board of Trustees should be guided by the principle that its power to amend this Code is not an arbitrary one but one that may be exercised only when the public good demands or requires the amendment to be made. In considering whether that principle is satisfied in any particular case, the Board of Trustees should weigh, among other factors, the below criteria.

Below are the 14 standards for amendments that will be the criteria used by the Plan Commission and Board of Trustees in determining the merits of this application. Please respond to each standard as it relates to the application. Please use an additional sheet of paper to respond to questions if needed. If the standard is not applicable, please mark N/A.

1. The consistency of the proposed amendment with the purpose of this Code.  
Please see attached Exhibit A
2. The existing uses and zoning classifications for properties in the vicinity of the subject property.  
Please see attached Exhibit A
3. The trend of development in the vicinity of the subject property, including changes, if any, such trend since the subject property was placed in its present zoning classification.  
Please see attached Exhibit A

4. The extent, if any, to which the value of the subject property is diminished by the existing zoning classification applicable to it.

Please see attached Exhibit A

5. The extent to which any such diminution in value is offset by an increase in the public health, safety, and welfare.

Please see attached Exhibit A

6. The extent, if any, to which the use and enjoyment of adjacent properties would be affected by the proposed amendment.

Please see attached Exhibit A

7. The extent, if any, to which the value of adjacent properties would be affected by the proposed amendment.

Please see attached Exhibit A

8. The extent, if any, to which the future orderly development of adjacent properties would be affected by the proposed amendment.

Please see attached Exhibit A

9. The suitability of the subject property for uses permitted or permissible under its present zoning classification.

Please see attached Exhibit A

10. The availability of adequate ingress to and egress from the subject property and the extent to which traffic conditions in the immediate vicinity of the subject property would be affected by the proposed amendment.

Please see attached Exhibit A

11. The availability of adequate utilities and essential public services to the subject property to accommodate the uses permitted or permissible under the present zoning classification.

Please see attached Exhibit A

12. The length of time, if any, that the subject property has been vacant, considered in the context of the pace of development in the vicinity of the subject property.

Please see attached Exhibit A

13. The community need for the proposed amendment and for the uses and development it would allow.

Please see attached Exhibit A

14. The reasons, where relevant, why the subject property should be established as part of an overlay district and the positive and negative effects such establishment could be expected to have on persons residing in the area.

Please see attached Exhibit A

## **EXHIBIT A**

### **1. The consistency of the proposed amendment with the purpose of this Code.**

The purpose of this Code is to "maintain Hinsdale as one of the nation's finest residential suburbs by preserving and enhancing its historic character as a community comprised principally of well-maintained single family residential neighborhoods and small, thriving business areas oriented to serve the day-to-day needs of local residents."

The proposed amendment is consistent with the self-described purpose of this Code because it does not alter the use of the Property (detached, single family homes); it only affects the underlying zoning district. Moreover, the addition of four (4) new, architecturally significant homes will be a great boon to the neighborhood.

### **2. The existing uses and zoning classifications for properties in the vicinity of the subject property.**

The Property is located at the southeast corner of Madison and Ogden. The northwest corner is zoned O-2, office condominiums. The northeast corner is zoned R-2, detached, single family homes. The southwest corner is zoned R-4, detached single family homes.

Every residential parcel in the area comprised of: south of Ogden, east of Madison, and North of the tracks, with the exception of the lots on Warren Terrace, is zoned R-4.

Of the 17 lots on Warren Terrace, there are only 4 that conform to the R-2 zoning district in which they are situated. There are thousands of residential parcels in this area of town and all but 17 of them are zoned R-4. And of those 17, only 4 of them are conforming R-2 lots.

The Property abuts R-2 zoning lots on the north side of Ogden. But aside from the lots on Warren Terrace, there are no other examples of R-2 zoning lots on the north side of Ogden extending through to the south side of Ogden. Accordingly, every residential lot in Hinsdale that abuts Ogden to the south is zoned R-4, with the exception of 597 Warren Terrace and 600 Warren Terrace, both of which are nonconforming R-2 lots.

The point is two-fold. First, it seems anomalous that R-2 zoning, in this case, extends beyond the historical stopping point of Ogden Avenue, particularly when over 75% of the lots to which the R-2 zoning extends (the lots on Warren Terrace) are nonconforming lots in that zoning district. Second, it is important to remember that the Property sits at the corner of Madison and Ogden. That the only zoning lots abutting Ogden to the south are R-4, R-5, O-2, and B3, all of which permit equivalent or more intensive uses than proposed, is indicative of the fact that R-4 zoning is appropriate at this heavily trafficked corner, independent of the fact that the vast majority of residential lots in the vicinity of the Property are zoned R-4.

3. **The trend of development in the vicinity of the subject property, including changes, if any, such trend since the subject property was placed in its present zoning classification.**

The vast majority of residential properties in the vicinity (and in greater Hinsdale) have already been developed. Applicant does not know exactly when R-2 zoning attached to the Property, but the trend of development in this area of town (as evidenced by the response to standard #2 above) is construction of detached, single-family homes on R-4 lots.

4. **The extent, if any, to which the value of the subject property is diminished by the existing zoning classification applicable to it.**

The existing zoning classification (R-2) permits the subdivision of the parcel into two (2) conforming R-2 lots. The proposed zoning classification (R-4) permits the subdivision of the parcel into four (4) conforming R-4 lots. R-2 zoning devalues the property from a cost standpoint and from a revenue standpoint, and both are integral in determining what a willing Buyer will pay for the Property.

#### *Cost*

Regardless of whether the property is subdivided and improved as a 2-lot subdivision or a 4-lot subdivision, the improvement costs are not going to vary significantly. Because of the size of the parcel (1+ acre), detention is required whether the property is subdivided into 2 lots or 10 lots. The water main extension from Ogden to Warren Terrace is likewise unaffected. Demolition and tree removal is not going to change. There are a number of fixed costs that accompany land development, and, as a result, the more lots one has, the more those fixed costs can be diffused across them. This economy of scale argument is central to the diminishment of the value of the Property as R-2.

#### *Revenue*

Increased improvement costs and lost profits on two (2) lots requires developer to achieve a higher price point in order to realize the same level of revenue. To achieve a higher price point, builder must take on the risk of constructing significantly more expensive architecture. This is not feasible, particularly at this location, with 1 of the 2 lots sitting at the corner of Madison and Ogden. The market demands homes within a certain price point, and those homes are ones that fit on a 70'x170' lot.

5. **The extent to which any such diminution in value is offset by an increase in the public health, safety, and welfare.**

The increase in the public health, safety, and welfare is in the fact that the Property is going to be developed and four (4) new homes constructed on it. The public benefit is infrastructure improvements, on-site detention controlling the release of stormwater from the Property, and valuable permit revenue and tax dollars that (four) 4 new construction

homes generate. The development of this Property is significantly better than the alternative: the Property staying in its present state.

**6. The extent, if any, to which the use and enjoyment of adjacent properties would be affected by the proposed amendment.**

The adjoining property owners will benefit from the development of the Property in a number of ways. First, the Property will be engineered to control stormwater runoff. The existing topography illustrates that the existing home sits atop the high-point of the Property, and the grade falls off from there, directing a high volume of stormwater to adjacent lots. The Property (as developed) is designed to direct the stormwater into the detention pond, where it will eventually outlet into the Ogden Avenue R.O.W., away from private property.

Second, four (4) new construction homes will be constructed on the Property, enhancing property values in the area.

**7. The extent, if any, to which the value of adjacent properties would be affected by the proposed amendment.**

The construction of four (4) new construction homes on the Property will only enhance the value of adjacent properties. The development of the site, including infrastructure improvements (on-site detention, water main improvements, landscaping, etc.), will also add value to neighboring properties.

**8. The extent, if any, to which the future orderly development of adjacent properties would be affected by the proposed amendment.**

Not applicable. All adjacent properties are already developed.

**9. The suitability of the subject property for uses permitted or permissible under its present zoning classification.**

The Property is suitable for detached, single family homes. The proposed amendment does not alter the use of the Property.

**10. The availability of adequate ingress to and egress from the subject property and the extent to which traffic conditions in the immediate vicinity of the subject property would be affected by the proposed amendment.**

Under its present zoning classification, the Property can be subdivided into two (2) conforming lots. The proposed amendment would allow the Property to be subdivided into four (4) conforming lots. The net increase is two (2) residential lots. From that standpoint, the increase in traffic as a result of the proposed amendment is negligible.

Regarding access, Applicant intends to construct an eye-brow cul-de-sac with a landscaped island opposite of Wedgewood Court to serve the four (4) lots. This eliminates the need for four (4) individual driveways along Madison Street, and additional curb cuts closer to the intersection of Ogden and Madison (aside from those essential to the eye-brow cul-de-sac). It will also serve as an aesthetic entry for the subdivision.

Applicant is in the process of conducting a traffic study to determine levels of vehicle stacking of north-bound Madison Street traffic at the Ogden Avenue intersection (at peak morning and evening hours).

**11. The availability of adequate utilities and essential public services to the subject property to accommodate the uses permitted or permissible under the present zoning classification.**

Adequate utilities and public services are available to accommodate detached, single family homes on the Property, which is the present and proposed use of the Property.

**12. The length of time, if any, that the subject property has been vacant, considered in the context of the pace of development in the vicinity of the subject property.**

The single home that currently exists on the Property was built in 1922. Almost every other residential parcel in the vicinity (and in greater Hinsdale) has been developed. Because of the location of the parcel on a major intersection, the lack of an economy of scale for the purchase of land and improvements under the present zoning, and the risk inherent in attempting to build two (2) above-market homes to achieve the same revenue of a 4-lot subdivision, one of which would be at the corner of Madison and Ogden, has contributed to the Property staying in its present state.

**13. The community need for the proposed amendment and for the uses and development it would allow.**

The use of the property will remain detached, single family homes. The community will benefit from the development because of the infrastructure improvements and the tax revenue that four (4) new construction homes will generate.

**14. The reasons, where relevant, why the subject property should be established as part of an overlay district and the positive and negative effects such establishment could be expected to have on persons residing in the area.**

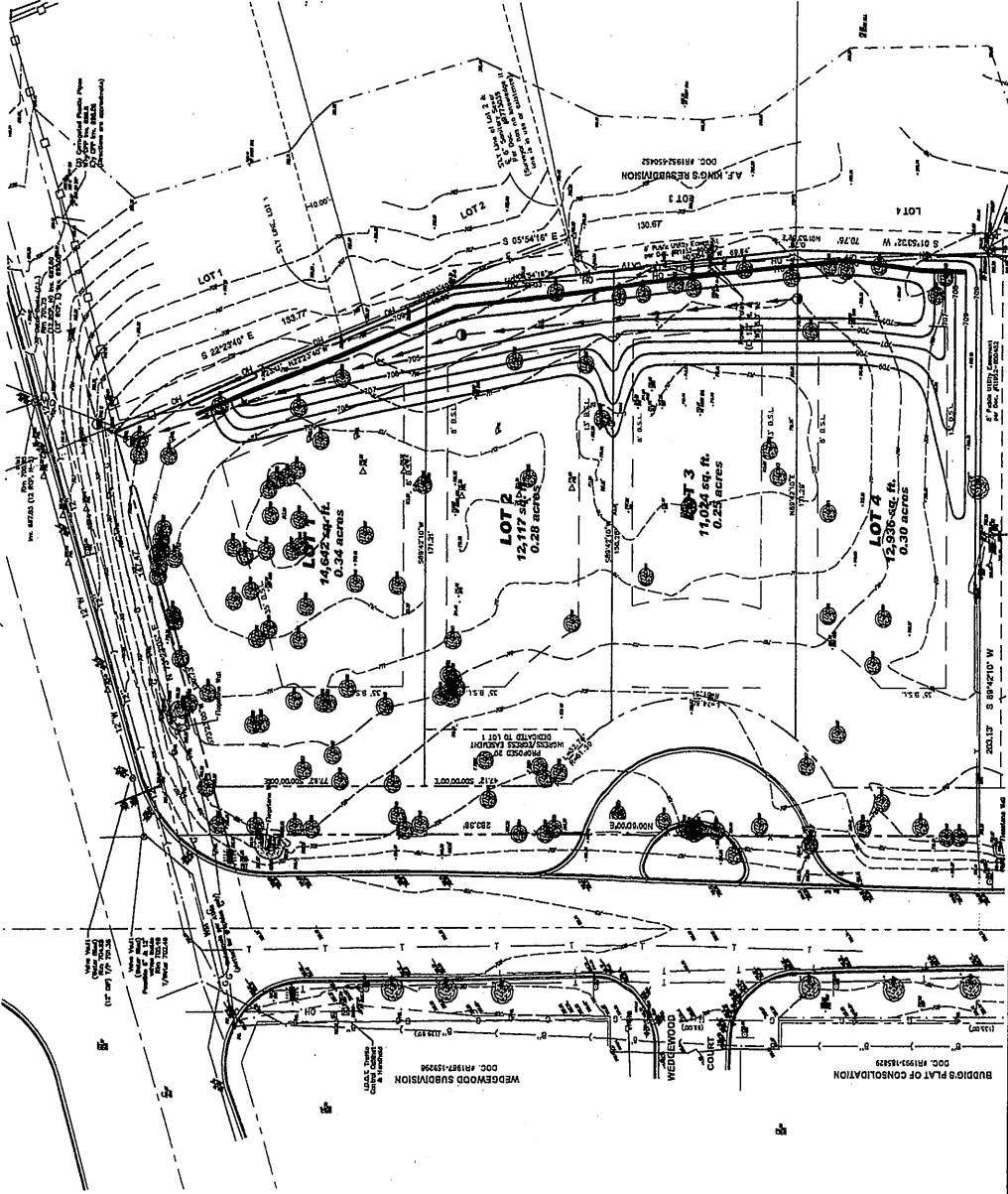
Not applicable.



# PRELIMINARY SITE PLAN FOR

# MADISON ESTATES III

HINSDALE, ILLINOIS



LEGEND	
EXISTING	PROPOSED
Sanitary Sewer	Sanitary Sewer
Storm Sewer	Storm Sewer
Open UD Manhole	Open UD Manhole
Closed UD Manhole	Closed UD Manhole
Valve	Valve
Hydrant	Hydrant
Flared End	Flared End
Utility Pole	Utility Pole
8'-SIDE	8'-SIDE
REINFORCED CONCRETE WALL	REINFORCED CONCRETE WALL
CONCRETE	CONCRETE
FOOTCUT	FOOTCUT
OVERLAND FLOW ROUTE	OVERLAND FLOW ROUTE
WETLANDS	WETLANDS
DEPRESSED WALK	DEPRESSED WALK

REVIEW SET  
NOT FOR CONSTRUCTION

1 of 1

PRELIMINARY SITE PLAN

DESIGNER: ENGINEERING, INC.  
5500 BURNETT DRIVE SUITE 305  
MOKENA, ILLINOIS 60448  
TEL: 708/326-4981  
FAX: 708/326-4981  
PROJECT NO.: 13-002  
DATE: 08-12-14  
DESIGNED BY: ADU  
CHECKED BY: ADU

PRELIMINARY SITE PLAN  
FOR  
MADISON ESTATES III  
HINSDALE, ILLINOIS

McNAUGHTON DEVELOPMENT  
11 S. 220 JACKSON ST., #101  
BURR RIDGE, ILLINOIS 60527  
(630) 325-3400

NO.	DATE	REVISIONS
1	08-12-14	ISSUED FOR REVIEW

MEMORANDUM TO: John Barry  
McNaughton Development

FROM: Javier Millan  
Senior Consultant

Luay R. Aboona, PE  
Principal

DATE: June 18, 2014

SUBJECT: Madison Estates III Summary Traffic Evaluation  
Hinsdale, Illinois

This memorandum summarizes the results of a traffic evaluation conducted by Kenig, Lindgren, O'Hara, Aboona (KLOA, Inc.) for a proposed residential development in Hinsdale, Illinois. The site is located in the southeast quadrant of the intersection of Ogden Avenue and Madison Street and is proposed to be developed with four single-family homes. Access to the development is proposed via an eyebrow (semi-circle) circulation road that will access Madison Street opposite Wedgewood Court. **Figure 1** shows an aerial view of the site.

## Existing Conditions

The site has approximately 270 feet of frontage on Madison Street which is a north-south two-lane roadway. Madison Street is under traffic signal control at its intersection with Ogden Avenue and is widened to provide an exclusive left-turn lane and a combined through/right-turn lane on both approaches. The left-turn lane provides approximately 130 feet of storage and 125 feet of taper. Madison Street has a posted speed limit of 25 mph and is under the jurisdiction of the Village of Hinsdale. Wedgewood Court is a cul-de-sac that serves seven single-family homes and is located approximately 165 feet south of Madison Street's stop bar with Ogden Avenue.

To observe existing traffic operations on Madison Street south of Ogden Avenue and at its intersection with Wedgewood Court, video cameras were deployed and positioned on Madison Street just north of Wedgewood Court. The cameras recorded the traffic volumes and the northbound queues on Madison Street on Wednesday, June 4, 2014 during the weekday morning (7:00 to 9:00 A.M.) and evening (4:00 to 6:00 P.M.) peak periods. Based on field inspections and a review of the video, approximately six vehicles can queue within both the left-turn lane or the through/right-turn lane on Madison Street before reaching Wedgewood Court. **Tables 1 and 2** summarize the time the northbound queue on Madison Street extended beyond six vehicles and whether the queue cleared the intersection during the green phase. Queues of less than six vehicles were not included in the observation summary.



Site Location Aerial

Figure 1

Table 1  
MADISON STREET NORTHBOUND QUEUES AT OGDEN AVENUE  
MORNING PEAK PERIOD

Time	Observed Queue (vehicles)		All Queued Vehicles Cleared	
	Left	Through/Right	Yes	No
7:52 A.M.	8	>6	X	
7:57 A.M.	8	>6	X	
8:00 A.M.	10	>6	X	
8:04 A.M.	>6	7	X	
8:26 A.M.	7	>6	X	
8:35 A.M.	10	>6		X (2 vehicles remained)
8:38 A.M.	10	>6	X	
8:53 A.M.	7	>6	X	
8:55 A.M.	8	>6	X	

Table 2  
MADISON STREET NORTHBOUND QUEUES AT OGDEN AVENUE  
EVENING PEAK PERIOD

Time	Observed Queue Vehicles		All Queued Vehicles Cleared	
	Left	Through/Right	Yes	No
4:01 P.M.	8	>6	X	
4:10 P.M.	7	>6	X	
4:13 P.M.	8	>6	X	
4:15 P.M.	10	>6	X	
4:18 P.M.	8	>6	X	
4:22 P.M.	8	>6	X	
4:34 P.M.	10	>6	X	
4:38 P.M.	8	>6	X	
4:42 P.M.	7	>6	X	
4:44 P.M.	8	>6	X	
5:02 P.M.	11	>6		X (3 vehicles remained)
5:03 P.M.	9	>6	X	
5:06 P.M.	11	>6		X (3 vehicles remained)
5:09 P.M.	8	>6	X	
5:16 P.M.	8	>6	X	
5:21 P.M.	7	>6	X	
5:25 P.M.	11	>6	X	
5:33 P.M.	7	>6	X	
5:37 P.M.	8	>6	X	
5:40 P.M.	7	>6	X	
5:53 P.M.	11	>6	X	
5:59 P.M.	9	>6	X	

As can be seen from Table 1, only nine times during the two hour morning peak period Madison Street northbound traffic queued beyond Wedgewood Court. Each time the queued vehicles cleared the Ogden Avenue intersection except one time in which two vehicles had to wait for the next green phase. Inspection of Table 2 indicates that during the two hour evening peak period, northbound Madison Street traffic queued beyond Wedgewood Drive 22 times. Each time, the queued vehicles cleared the Ogden Avenue intersection except on two occasions in which three vehicles had to wait for the next green phase.

It should be noted that further inspection of the video recording, showed a large presence of semi-trucks which increased the observed queue lengths. Based on a field visit, the larger volume of trucks observed on Madison Street is due to the ongoing reconstruction project of Walnut Street located approximately 2,200 feet south of the site. As such, under normal traffic conditions, the queues of northbound traffic on Madison Street during the morning and evening peak periods will be shorter than what was observed.

### Development Traffic Volumes

The amount of traffic that will be generated by the proposed four single family homes was estimated based on trip generation rates published by the Institute of Transportation Engineers (ITE) in its 9<sup>th</sup> Edition of the *Trip Generation Manual*. **Table 3** summarizes the estimated trips during the morning and evening peak hours and on a daily basis.

Table 3  
ESTIMATED SITE-GENERATED TRIPS

ITE Land- Use Code	Land Use	A.M.			P.M.			Daily Trips
		In	Out	Total	In	Out	Total	
210	Four Single-Family Homes	1	2	3	3	1	4	38

As can be seen from Table 3, the proposed development will generate very little traffic with approximately one vehicles being generated every 15 minutes during the evening peak hour.

## Site Access

Access to the site will be provided off Madison Street via an eyebrow (semi-circle) road located opposite Wedgewood Court. The two curb cuts that form the eyebrow road will be slightly offset from Wedgewood Court. This minor offset from Wedgewood Court will not have a negative impact on traffic conditions for the following reasons:

1. The proposed development as well as the existing homes on Wedgewood Court generate very limited volume of traffic.
2. The eyebrow design will provide orderly accessibility into the site and allow the four proposed driveways to exit into one area rather than having four separate curb cuts on Madison Street.
3. Based on the small amount of traffic to be generated by the proposed development, the provision of an eyebrow drive and given that northbound queues on Madison Street are consistently cleared with every green phase, traffic will be able to enter and exit the proposed development with minimal impact to traffic on Madison Street or Wedgewood Drive.

In order to reduce the number of conflict points and ensure efficient traffic flow is maintained along Madison Street, the following is recommended.

- The eyebrow (semi-circle) circulation road should be one-way counterclockwise. This will allow the left-turning traffic into the site to occur as far away as possible from Ogden Avenue
- A "Do Not Block Intersection" sign should be posted on Madison Street facing south similar to the one on Madison Street at its intersection with Warren Terrace (approximately 315 south of Wedgewood Court).

## Conclusion

Based on the traffic evaluation the following is concluded:

- The proposed development will generate a very limited volume of traffic (approximately one vehicle every 15 minutes) during the peak periods.
- The provision of an eyebrow off Madison Street serving the proposed four homes will reduce the number of curb cuts within close proximity to Ogden Avenue and provide for orderly accessibility to the development.
- A maximum of six vehicles can queue in both the left-turn lane or the through/right-turn lane on Madison Street before reaching the proposed eyebrow drive.
- A review of the video recording indicates that northbound traffic queues on Madison Street during the morning peak period were limited and cleared with every traffic signal cycle except during one occasion in which two vehicles had to wait for the next green phase. This remaining queue did not extend to the proposed eyebrow drive.
- During the evening peak period, northbound traffic queues that extended beyond the proposed eyebrow drive were more frequent. However, all of the queues that extended beyond the proposed eyebrow drive, cleared with every traffic signal cycle except on two occasions. On these two occasions, a maximum of three vehicles had to wait for the next green phase. These remaining queues did not extend to the proposed location of the eyebrow drive.
- The eyebrow (semi-circle) should be designated for one-way counterclockwise flow.
- A "Do Not Block Intersection" sign should be posted on Madison Street facing south.
- Given the small amount of traffic to be generated by the proposed development, the provision of an eyebrow drive and given that northbound queues on Madison Street consistently are cleared with every traffic signal cycle, traffic will be able to enter and exit the proposed development with minimal impact to traffic on Madison Street or Wedgewood Drive.



## Chapter 3

# SINGLE-FAMILY RESIDENTIAL DISTRICTS

### **Sec. 3-101:Purposes:**

Four (4) zoning districts are provided for single-family residential development. The single-family residential districts blend, in combination with the multiple-family residential districts described in article IV of this code, to provide a reasonable range of opportunity for the development and preservation of housing types consistent with the existing residential character of the village.

The single-family districts provide for a limited range of housing densities consistent with the village's established residential neighborhoods. The R-1 and R-2 districts allow for lower density residential use and large lot sizes. The R-3 and R-4 districts allow for somewhat higher density residential use and smaller lot sizes.

Taken as a whole, the single-family district regulations are intended to perpetuate the existing high quality residential character of the village by preserving established neighborhoods and encouraging new residential development consistent with the overall character of the village. Only service uses that are compatible with the single-family residential character of each zoning district are allowed in addition to the permitted residential uses. (1991 Code)

### **Sec. 3-102:Permitted Uses:**

The following use and no other is permitted as of right in the single-family residential districts: Single-family detached dwellings. (1991 Code)

### **Sec. 3-103:Accessory Structures And Uses:**

Accessory structures and uses are permitted in all single-family residential districts subject to the provisions of section 9-101 of this code. (1991 Code)

### **Sec. 3-104:Home Occupations:**

Home occupations are permitted in all single-family residential districts subject to the provisions of section 9-102 of this code. (1991 Code)

### **Sec. 3-105:Temporary Uses:**

Temporary uses are permitted in all single-family residential districts subject to the provisions of section 9-103 of this code. (1991 Code)

### **Sec. 3-106:Special Uses:**

Except as specifically limited in the following paragraphs, the following use may be permitted in any single-family residential district subject to the issuance of a special use permit as provided in section 11-602 of this code and subject to the additional standards hereinafter set forth:

A. Public utility stations, subject to the following additional standards:

1. *Structure Appearance And Screening:* All buildings and structures either shall have exteriors which give the appearance of a structure permitted in the district where located or shall comply with the buffer and landscape requirements applicable to nondwelling uses abutting a residential use pursuant to subsection 9-107H of this code.
2. *Safety Fencing:* All such uses shall be fenced where any hazard to the safety of human or animal life is present.
3. *Service And Storage Prohibited:* No service or storage yard or building shall be permitted except as permitted for other uses in the district. (1991 Code)

### **Sec. 3-107:Parking And Loading Requirements:**

The parking and loading requirements applicable in all single-family residential districts are set forth in sections 9-104 and 9-105 of this code. (1991 Code)

### **Sec. 3-108:Sign Regulations:**

The sign regulations applicable in all single-family residential districts are set forth in section 9-106 of this code. (1991 Code)

### **Sec. 3-109:Buffers And Landscaping:**

The requirements relating to buffering and landscaping of certain uses and structures in single-family residential districts are set forth in section 9-107 of this code. (1991 Code)

### **Sec. 3-110:Bulk, Space, And Yard Requirements:**

The building height, lot, yard, floor area ratio, and coverage requirements applicable in the single-family residential districts are set forth in the following table. Footnote references appear in subsection I of this section at the end of the table.

					<i>R-1</i>	<i>R-2</i>	<i>R-3</i>	<i>R-4</i>
A. Maximum height (feet or stories, whichever is more restrictive):								
1.	Principal structures:							
	(a)	Feet:						
		(i)	Smallest side yard provided of 14' or less			30'		
		(ii)	Smallest side yard provided of not less than 14' and not more than 24'			30' plus 20% of the difference between the smallest side yard provided and 14'		
		(iii)	Smallest side yard of more than 24'			32' plus 10% of the difference between the smallest side yard provided and 24', but not to exceed 34'		

	(b)	Stories	3	3	3	3
2.	Accessory structures		15	15	15	15
B. Maximum elevation:						
1.	Principal structures:					
	(a)	Smallest side yard provided of 14' or less	37' plus 0.75' for each foot of side yard provided in excess of 10' and not more than 14', but not to exceed 40'	35.5' plus 0.75' for every foot of side yard provided in excess of 8' and not more than 14', but not to exceed 40'		
	(b)	Smallest side yard provided of more than 14' and not more than 24'	40' plus 20% of the difference between the smallest side yard provided and 14'			
	(c)	Smallest side yard of more than 24'	42' plus 10% of the difference between the smallest side yard provided and 24', but not to exceed 44'			
2.	Accessory structures		n/a		n/a	
C. Minimum lot area and dimensions: <sup>1,2</sup>						
1.	Total lot area (square feet)		30,000	20,000	15,000	10,000
2.	Lot area per unit (square feet)		30,000	20,000	15,000	10,000
3.	Lot width:					
	(a)	Interior lot	125'	100'	70'	70'
	(b)	Corner lot	125'	100'	80'	80'
4.	Lot depth		125'	125'	125'	125'

D. Minimum yards: <sup>2,3,4,5,6</sup>					
1.	Front <sup>7,8,9</sup>		35'	35'	35'
2.	Minimum side yards: <sup>9</sup>				
	(a) Corner lot: <sup>8,10</sup>				
	(i) Corner side		35'	35'	35'
	(ii) Interior side		10'	10'	8'
			or 6' plus 10% of lot width in excess of 50', whichever is more		
	(b) Interior lot: <sup>10</sup>				
	(i) Minimum per yard		10'	10'	8'
			or 6' plus 10% of lot width in excess of 50', whichever is more		
	(ii) Minimum total		30% of lot width up to, and including, 125' plus 35% of lot width in excess of 125'		
3.	Rear: <sup>9,11</sup>				
	(a) Corner lot		15% of lot depth, min. 25'	15% of lot depth, min. 25'	25'
	(b) Interior lot		50'	50'	25'
E. Maximum floor area ratio: <sup>12,13</sup>					
1.	Lots with a total lot area less than 10,000 square feet			0.25 plus 1,100 square feet	
2.	Lots with a total lot area equal to or greater than 10,000 square feet but not			0.24 plus 1,200 square feet	

	greater than 20,000 square feet				
3.	Lots with a total lot area greater than 20,000 square feet			0.20 plus 2,000 square feet	
F. Maximum building coverage: <sup>14</sup>					
1.	Maximum combined total principal and accessory uses		25%	25%	25%
2.	Maximum total accessory uses		10%	10%	10%
G. Maximum lot coverage, as defined in section <u>12-206</u> of this code <sup>15</sup>			50%	50%	50%
H. Minimum spacing between principal and accessory structures <sup>16</sup>			10'	10'	10'

I. Exceptions and explanatory notes:

1. *Nonconforming Lots*: See section 10-105 of this code for lot requirements with respect to legal nonconforming lots of record.
2. *Exception For Through Lots*: Any through lot that:
  - (a) Is a lot of record;
  - (b) Was platted prior to October 4, 1995;
  - (c) Was created by a plat or deed recorded at a time when the creation of a lot of such size, shape, depth, and width at such location would not have been prohibited by any ordinance or other regulation;
  - (d) Is the only through lot that is a lot of record within the block in which it is located;
  - (e) Is capable of being subdivided into two (2) lots, each containing not less than 87.5 percent of the required lot area for the zoning district in which it is located and each having a lot width and depth no less than those required pursuant to subsections 10-105A2(b) and A2(c) of this code;

(f) Is capable of being subdivided without creating any new, or increasing any existing, nonconformity with respect to any building located on such through lot; and

(g) Is not capable of being subdivided in conformance with all of the requirements of this code;

may nevertheless be subdivided, but only into two (2) lots of substantially equal area. Each of the resulting lots shall be deemed to be a legal nonconforming lot of record subject to the requirements of section 10-105 of this code regarding nonconforming lots.

3. *Visibility Across Corners:* Any other provision of this code to the contrary notwithstanding, nothing shall be erected, placed, planted, allowed to grow, or maintained on any corner lot in any residential district in violation of the provisions of title 7, chapter 1, article D of the village code.
4. *Special Setbacks For Signs:* Special setbacks established for some signs by subsections 9-106F and H of this code shall control over the yard and setback requirements established in the table.
5. *Specified Structures And Uses In Required Yards:* The following structures and uses, except as limited below, may be located in any required yard:
  - (a) Statuary, arbors, trellises, and ornamental light standards having a height of eight feet (8') or less; and
  - (b) Eaves and gutters projecting not more than three feet (3') from an exterior wall; and
  - (c) Awning, canopies, bay windows, and balconies, projecting not more than three feet (3') into a front or rear yard from an exterior wall for a distance along such wall of not more than one-third ( $\frac{1}{3}$ ) of the building width of the building in question or two feet (2') into a side yard from an exterior wall for a distance along such wall of not more than one-fourth ( $\frac{1}{4}$ ) of the building depth of the building in question; provided, however, that all such projections shall be confined entirely within planes drawn from the main corners of the building at an interior angle of forty five degrees (45°) with the wall in question; and
  - (d) Covered, unenclosed porches, patios or terraces projecting not more than: 1) eight feet (8') into a front or corner side yard from an exterior wall; provided, however, that no such porch, patio or terrace shall extend: a) closer than twenty five feet (25') from the front lot line in an R-1 or R-2 district, b) closer than twenty feet (20') from the front lot line in an R-3 or R-4 district, or c) more than two feet (2') outside any side or rear yard line as extended into the front or corner side yard; or 2) three feet (3') into a rear yard from an exterior wall for a distance along such wall of not more than one-third ( $\frac{1}{3}$ ) of the building width of the building in question; and

- (e) Chimneys, flues, belt courses, leaders, sills, pilasters, lintels, ornamental features, cornices, and the like projecting not more than two feet (2') from an exterior wall; and
- (f) Outside stairways projecting from an exterior wall of a principal structure or from a porch, patio or terrace; provided, however, that such staircase shall not extend to any point more than eleven feet (11') into the required yard and the height of such staircase shall not be greater than four feet (4') but not closer than ten feet (10') to the front or corner side lot lines; and
- (g) Flagpoles; and
- (h) Nonmechanical laundry drying equipment, except in front yards; and
- (i) Terraces; provided, however, that except for an otherwise permitted driveway, no paved terrace, and no wall or similar structure requiring a foundation to support a terrace, shall encroach past the interior side of a principal structure, or be located within ten feet (10') of any rear lot line; and
- (j) Recreational devices, but only freestanding basketball standards and no other recreational devices in any front yard; and
- (k) Fences, walls, and hedges, subject to the limitations of section 9-107 of this code; and
- (l) Driveways, subject to the limitations of subsection 9-104F of this code; and
- (m) Swimming pools and appurtenances thereto constructed at or below finished grade, except in any front or corner side yard and not within ten feet (10') of any lot line when located within any required yard, subject to the requirements of subsection 9-107E of this code.
- (n) Sidewalks in the front, rear and corner side yards when located a minimum of two feet (2') from any interior lot line and in an interior side yard when located in only one interior side yard and located two feet (2') from the interior lot line and not exceeding thirty inches (30") in width.
- (o) Window wells and emergency egress area wells in rear yards. Window wells may extend not more than two feet (2') from an exterior wall into the front, corner side and interior yards. One emergency egress area well, defined in title 9, chapter 2 of the village code, as amended, may be permitted in an interior side yard and shall have a metal grate which is flush with the ground. No guardrail shall be permitted as part of an emergency egress area well.
- (p) Patios; provided, however, that patios shall not encroach past the interior side of a principal structure, or be located within ten feet (10') of any rear lot line.
- (q) Generators located in side yards at least three feet (3') from the lot line and no



farther than five feet (5') from the exterior wall of the principal structure. Generators: 1) may only be installed if the manufacturer decibels rating of the unit does not exceed seventy (70) decibels at seven meters (7 m), 2) may only be exercised during the hours of ten o'clock (10:00) A.M. to two o'clock (2:00) P.M., and 3) may not be otherwise operated so as to create a nuisance. Generators must be screened with a solid fence or densely planted evergreens.

6. *Platted Building Lines*: See subsection 12-101F of this code.

7. *Special Orientation Requirement For Through Lots*: If: a) fifty percent (50%) or more of the total number of lots on a frontage are through lots, and b) the fronts of the single-family dwellings located on fifty percent (50%) or more of the total number of through lots on that frontage face the same frontage, then development of a single-family dwelling on a through lot on the same frontage shall result in the front of such single-family dwelling facing the same frontage as fifty percent (50%) of the single-family dwellings on all through lots on the same frontage.

8. *Front And Corner Side Yard Adjustment On Partially Developed Frontages*: When a lot has a front or corner side yard located on a frontage in which fifty percent (50%) or more of the lots have already been developed, the front or corner side yard applicable to such lot shall be determined by taking the average of the setbacks of the buildings on all of the lots on such frontage, including the existing building on the subject lot, which if vacant for less than five (5) years, the building that previously sat on such lot shall be included, and excluding the highest and lowest setbacks for buildings on developed lots on such frontage and all lots containing nonresidential principal buildings or structures; provided, however, that no such front or corner side yard shall be permitted to be less than twenty five feet (25') in the R-1 and R-2 districts and twenty feet (20') in the R-3 and R-4 districts. When a lot has a front or corner side yard located on a frontage in which less than fifty percent (50%) of the lots have already been developed, the front or corner side yard applicable to such lot shall be determined by taking the average of the setbacks of the buildings on each of the developed lots and the required front or corner side yard in the zoning district for each of the undeveloped lots, including the existing building on the subject lot, which if vacant for less than five (5) years, the building that previously sat on such lot shall be included, and excluding the highest and lowest setbacks for buildings on developed lots on such frontage and all lots containing nonresidential principal buildings or structures; provided, however, that no such front or corner side yard shall be permitted to be less than twenty five feet (25') in the R-1 and R-2 districts and twenty feet (20') in the R-3 and R-4 districts. When a lot has a front or corner side yard located on a frontage that contains three (3) or less lots, the front or corner side yard applicable to such lot shall be determined by taking the average of the setbacks of all principal structures on such frontage, including the existing building on the subject lot, which if vacant for less than five (5) years, the building that previously sat on such lot shall be included, and excluding all lots containing nonresidential principal buildings or structures. When determining a front or corner side yard required pursuant to this subsection, all measurements of setbacks of existing buildings shall exclude all encroachments in front or corner side yards by covered, unenclosed porches authorized by subsection 15 of this section. When a through lot is located on a frontage where fifty percent (50%) or more of the total number of lots on the frontage are through lots, the

front yard that is opposite the front yard toward which the front of the principal dwelling is oriented shall be fifty percent (50%) of the average front yard as determined under this subsection; provided, however, that no such front yard shall be permitted to be less than thirty five feet (35').

9. *Side And Rear Yard Regulations For Accessory Structures And Uses:* Parking areas wherever located and other detached accessory structures and uses when located within the rear twenty percent (20%) of the lot shall not be required to maintain an interior side or rear yard in excess of two feet (2'); provided, however, that when the rear yard of such lot abuts the side yard of an adjacent lot, then detached accessory structures and uses shall not be located closer than six feet (6') from said side yard, and provided further, however, that the exception provided by this subsection shall not apply to residential recreational facilities or antennas and antenna support structures. No accessory structure or use, or combination of such structures or uses, other than permitted accessory parking garages, located within an otherwise required side or rear yard pursuant to this subsection shall occupy more than thirty percent (30%) of such required yard.
10. *Corner And Interior Side Yard Adjustment:* The required corner side yard in the R-3 and R-4 districts may be reduced by one foot (1') for each foot of additional interior side yard provided in excess of the applicable minimum interior side yard requirement; provided, however, that no such corner side yard shall be reduced to a size less than twenty feet (20').
11. *Rear Yard Regulation For Decks:* Decks shall not be required to maintain a rear yard in excess of twenty five feet (25') in the R-1 and R-2 districts nor in excess of fifteen feet (15') in the R-3 and R-4 districts.
12. *Special Floor Area Ratio Standard:* This maximum floor area ratio requirement shall not apply to prevent development of a total of two thousand eight hundred (2,800) square feet of gross building floor area.
13. *Floor Area Bonus For Detached Garages:* In determining the floor area ratio for lots having a detached garage and no other garage, exclude one-half ( $\frac{1}{2}$ ) of the area of the detached garage, but not more than two hundred fifty (250) square feet.
14. *Building Coverage Exceptions:* Coverage by the following structures and portions of structures shall not be included in determining the amount of building coverage:
  - (a) Decks; and
  - (b) One-fourth ( $\frac{1}{4}$ ) of the floor area of a detached garage located on a zoning lot having a detached garage and no other garage, but not more than one hundred twenty five (125) square feet; and
  - (c) The first two hundred (200) square feet of a porch if all of the following criteria are met: 1) the porch is covered, and 2) the porch is, and shall permanently remain,

unenclosed, and 3) the porch is attached to that part of a single-family detached dwelling that fronts a required front yard or corner side yard, and either 4) in the case of a front yard, the portion of the porch to which the exemption applies lies between the widest apart side building lines of the dwelling or lies in front of the front building line of the dwelling extended or 5) in the case of a corner side yard, the portion of the porch to which the exemption applies lies between the frontmost and the rearmost building lines of the dwelling or lies in front of the corner side building line of the dwelling extended; provided, however, that this exemption shall not exceed a total of two hundred (200) square feet for any zoning lot.

15. *Residential Lot Coverage*: For residential lots under ten thousand (10,000) square feet, maximum lot coverage shall be sixty percent (60%).

16. *Exception For Specified Structures*: This limitation shall not apply to attached accessory structures, nor to air conditioning units, antennas, or antenna support structures, nor to any accessory structure protected by a fire separation wall approved by the village manager. (Ord. 92-43, §§ 2A, B, 3, 10-6-1992; Ord. 95-10, §§ 4A, 5, 6, 3-21-1995; Ord. 95-15, § 2B, 4-24-1995; Ord. 95-33, §§ 3A, B, 10-3-1995; Ord. 99-6, §§ 2, 7A, 3-2-1999; Ord. 99-34, §§ 2A, B, 8-3-1999; Ord. 99-51, § 2, 11-2-1999; Ord. O2001-10, § 2, 3-6-2001; Ord. O2002-76, § 2, 12-17-2002; Ord. O2003-01, § 2, 2-4-2003; Ord. O2007-09, § 2, 1-23-2007; Ord. O2007-10, § 2, 1-23-2007; Ord. O2008-42, 8-12-2008; Ord. O2010-10, § 3, 2-1-2010)