

Item #7B:

Village President Underwood

Old McHenry Road Improvements - Downtown On-street Parking



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Parking Analysis Memorandum

To: Mr. Chuck Gleason
Lake County Division of Transportation

From: Jeffrey R. Hall, P.E.
Jesse L. Vuorenmaa, P.E.

Date: June 24, 2014

Subject: Old McHenry Road Phase I
Village of Long Grove
Section No. 11-00083-09-RS
Parking Analyses

Introduction

This memorandum summarizes the parking analysis completed for the proposed improvements along Old McHenry Road in the Village of Long Grove. The purpose of this study is to evaluate the potential for parking along Old McHenry Road.

Project Location and Functional Classification

Old McHenry Road is located in Long Grove in Lake County, Illinois. Old McHenry Road intersects Robert Parker Coffin Road within downtown Long Grove. Old McHenry Road and Robert Parker Coffin Road each provide one lane in each direction. Old McHenry Road is classified as a minor arterial while Robert Parker Coffin Road is classified as a local road. Currently, the intersection is all-way stop controlled.

Design (2040) Year Traffic Analysis

A traffic analysis study was completed for the Old McHenry Road at Robert Parker Coffin Road intersection. 2040 traffic volumes were developed along all four legs of the intersection by the Chicago Metropolitan Agency for Planning (CMAP). These traffic volumes were based on the 2012 March CMAP Travel Demand Analysis and assume the implementation of the GO TO 2040 Comprehensive Regional Plan for the Northeastern Illinois area. These volumes were used to determine projected 2040 AM and PM peak hour turning volumes at the intersection.

Four improvement alternates were analyzed using HCS 2010 software and the 2040 traffic projections:

1. No left turn lanes with no parking along Old McHenry Road
2. No left turn lanes with parking along Old McHenry Road
3. Left turn lanes along with Old McHenry Road with no parking along Old McHenry Road
4. Left turn lanes along with Old McHenry Road with parking along Old McHenry Road

Each alternate provides one approach and one exit lane on each leg of the intersection. A capacity analysis was completed for the AM and PM peak hours. The HCS analysis shows that parking along Old McHenry Road causes the intersection to operate less efficiently than when parking is not provided. Consequently, left turn lanes along Old McHenry Road are required for the intersection to operate similarly to that when parking is prohibited.

The Illinois Department of Transportation Bureau of Design and Environment Manual and Local Roads Manual state that parking along urban streets should be avoided and that off-street parking facilities should be provided. On-street parking reduces capacity, impedes traffic flow and may produce undesirable traffic operations. On-street parking

along arterial routes should only be considered where adequate capacity is available in the through lanes and adequate parking is not available on adjacent streets or off-street parking facilities. There is only one through lane in each direction along Old McHenry Road and there is insufficient room to provide two through lanes within the existing right-of-way which would allow the provision to pass a vehicle which is parallel parking. A research study completed by the Federal Highway Administration indicated that capacity increased 78% to 90% by eliminating parking which concurs with the prevailing thought amongst the transportation engineering community that parking reduces capacity for moving traffic.

In lieu of providing two through lanes in each direction along Old McHenry Road, a 12-foot flush median could be added to allow for safe passage around vehicles which are parallel parking. With a flush median and the proximity of parking to the Old McHenry Road at Robert Parker Coffin Road intersection, the flush median would be utilized as a left turn lane along both legs of Old McHenry Road. There is not enough distance between Archer Road and Robert Parker to eliminate the flush median prior to either intersection. As a result, the full 12-foot flush median would be maintained throughout the entire downtown area to provide a consistent and safe cross section. However, the Village of Long Grove has previously stated that left turn lanes at the intersection are not desired. Also, only one (1) six foot sidewalk could be provided along Old McHenry Road without impacting the buildings that are located within the existing right-of-way.

Crash Analysis

Crash reports were obtained from the Lake County Division of Transportation (LCDOT) for the period of January 1, 2004 through December 31, 2009 for the intersection of Old McHenry Road at Robert Parker Coffin Road. A total of 15 crashes occurred within the project limits for the six-year study period. Of these crashes, four (26.7%) were rear end crashes, three (20%) were left turn crashes, three (20%) were right angle crashes, two (13.3%) were side swipe crashes, two (13.3%) were pedestrian crashes, and one (6.7%) was a fixed object crash. Over a quarter (four) of the crashes resulted in personal injury.

Crash data was reviewed along three roadways within Central Business Districts in Lake County where parallel parking is permitted to determine how parking impacts crash rates. Crash data for the three year period from 2010 to 2012 was analyzed for the following three roadways: Illinois Route 21 in Libertyville, Illinois Route 83 in Antioch and US Route 45 in Mundelein. The average number of crashes that were reported which involved a vehicle pulling into a parking spot, a parked vehicle or a vehicle pulling out of a parking space and into a space occupied by another vehicle was 24%. Based on these statistics, approximately 1 out of every 4 crashes was associated with parking along the roadway.

The Illinois Department of Transportation Bureau of Design and Environment Manual and Local Roads Manual state that parking along urban streets should be avoided and that off-street parking facilities should be provided since on-street parking may increase the potential for crashes. In general, studies continually show that parking along roadways increases accidents. A research study completed by the Federal Highway Administration revealed that parking was responsible for over 40% of all mid-block accidents reported along major two-way streets.¹ Studies included in the research also found that 20% of pedestrian accidents involved the pedestrian stepping out from behind parked vehicles and 50% of school-age children killed in traffic were the result of the child stepping into traffic from between parked vehicles.

The high percentage of accidents associated with parking can be attributed to reduced sight distances as a result of parked vehicles, abrupt stops resulting from vehicles making a parking maneuver, driver tendency to shy away from parked vehicles which results in encroachment into adjacent lanes, and the opening of doors by the vehicle

¹ Source: ASCE Journal of Transportation Engineering, January/February 2004



occupant(s). It is safe to make the presumption that, since parking is responsible for a high percentage of accidents, the number of accidents would increase if parking were instituted along a roadway where it did not previously exist.

Parking History Along Old McHenry Road

No parking zones along Old McHenry Road were grandfathered into the 1983 No Parking ordinance. Prior to 1983, the Village of Long Grove installed No Parking signs along Old McHenry Road after the village parking lots opened. In 1985, Village Administrator Cal Doughty requested permission to add pavement marking delineating the no parking zones since motorists were not adhering to the signage.

No parking signs along Old McHenry Road were removed during construction of the Archer Road improvements and off-street parking facility to allow for temporary parking along Old McHenry Road. These signs were to be reinstated after the Archer Road improvements were completed and were replaced.

The construction of the Archer Road parking facility in conjunction with the existing parking lot on the west side of Old McHenry Road, south of Robert Parker Coffin Road, were to provide sufficient parking space for the downtown area. As stated in the *Village of Long Grove Downtown Master Plan (June 2008)*, "Both Downtown public parking lots – in conjunction with other parking on private properties – have ample capacity to accommodate the everyday needs of Downtown businesses. In addition, the Village may consider reconfiguring portions of the lots to accommodate new public improvements and/or private market redevelopment that enhances overall Downtown marketplace performance." This was based on technical studies which were completed in 2007 by the Village prior to the preparation of the master plan and included the *Village Wide Traffic Study* and *Parking Study of Downtown Long Grove*.

Conclusion

The HCS analysis shows that, if parking is allowed along Old McHenry Road, left turn lanes are required in order for the intersection to operate similarly to when parking is prohibited. Neither alternate which permits parking along Old McHenry Road provides a second through lane which allows for the provision of passing a vehicle which is parallel parking. Studies consistently show that a high number of accidents along roadways where parking is allowed are attributed to parking maneuvers or parked vehicles. Also, no parking zones have been in place along Old McHenry Road for approximately 30 years and the off-street parking facilities provide sufficient parking space for the downtown area. Parking along Old McHenry Road should be prohibited since a second lane is not provided that would allow for passing a vehicle that is parallel parking, the high probability of an increase in crashes associated with parking, and the availability of adequate off-street parking facilities nearby. No parking along Old McHenry road will provide a safe and efficient roadway for motorists, bicyclists, and pedestrians.

David Lothspeich

From: David Lothspeich
Sent: Wednesday, February 12, 2014 11:07 PM
To: 'Gleason, Chuck L.'; Trigg, Paula J.
Subject: RE: Old McHenry Road

Paula and Chuck,

Thank you for your call this morning and sorry that I missed your call. As I understand your message, if there is to be on-street parking then there would have to be turn-lanes regardless of whether the on-street parking has restricted hours (no parking during rush hours) and/or limited to south of Robert Parker Coffin since any on-street parking would change the Level of Service (LOS) that would trigger the need for turn-lanes.

As noted in my previous email, the Village believes that having on-street parking is not only important to the economic visibility of the downtown but also a natural design element that should be included as part of the Context Sensitive Design requirements that Federally funded projects are required to meet. However, the Village Board has made it very clear that turn-lanes are not wanted. If this on-street parking triggers the need for turn-lanes then the solution is to not have on-street parking. However, I cannot understand how having on-street parking with restrictions prohibiting their use during rush hour would impact the LOS at all let alone enough to trigger the requirement of turn-lanes. Also, since the vast majority of the traffic is north of RPC Road and the LOS issues resulting from this traffic is north of RPC Road, I do not understand why having parking limited to the south of RPC Road would impact LOS?

If the choice is one or the other, the priority is to not do anything that would trigger the need for turn lanes, however, I need to have a better understanding of how the on-street parking with restrictions on hours and locations that have much lower traffic volumes will negatively impact LOS to warrant turn-lanes. Please provide the traffic study information/data on LOS with and without on-street parking so that I can better understand the impacts and advise the Village Board.

Thanks,

Dave

From: David Lothspeich
Sent: Tuesday, February 11, 2014 6:14 PM
To: 'Gleason, Chuck L.'
Subject: RE: Old McHenry Road

Chuck,

Thanks for your email and voicemail and please accept my apologies for my late reply.

As I understood our conversation, the Village had not changed its position about wanting on-street parking but had offered other potential variations such as restricted hours and focusing on providing the on-street parking south of Robert Parker Coffin Road since the vast majority of both the am and pm rush hour traffic travels on Old McHenry Road north of RPC Road. I thought that Paula responded that she would look into these alternatives. Sorry if I misunderstood the status of things and the County's response.

Please clarify what the County's position is. If a phone call would be more productive, please let me know a time that works well for you so that we can coordinate.

Thanks,

Dave

From: Gleason, Chuck L. [<mailto:CGleason@lakecountyil.gov>]
Sent: Monday, February 03, 2014 12:31 PM
To: David Lothspeich
Subject: Old McHenry Road

Hi Dave,

Paula wanted me to check-in with you to see if the Village Board decided anything regarding parking on Old McHenry Road, from their last board meeting.

Thanks, Chuck



Chuck Gleason

Project Manager

Lake County Division of Transportation

600 W Winchester Road, Libertyville, Illinois 60048

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www.lakecountyil.gov | 847.377.7447 | 847.984.5888 fax



David Lothspeich

From: David Lothspeich
Sent: Thursday, December 19, 2013 11:45 AM
To: 'Gleason, Chuck L.'
Subject: RE: Old McHenry Road
Attachments: 2013-R-28 Conditionally Supporting Improvements Planned by Lake County for Old McHenry Road Through Historic Downtown LG.pdf

Chuck,

Please refer to the attached Resolution Supporting The Planned Improvements To Old McHenry Road, including on-street parking, along with the following research on on-street parking and context sensitive solutions. Please feel free to give me a call to discuss.

Thanks,

Dave

847-634-9440

The Village of Long Grove has already stated its' strong position that there be on-street parking and therefore purposely did not get into much discussion during the Nov 12, 2013 SIG #3 Meeting but offers the following information for consideration by the County.

In order to be eligible for Federal Funding, the County follows this SIG process as part of the requirement that the proposed design is "Context Sensitive". By being "Context Sensitive" the project will be eligible for 80% federal funding and therefore the project must include on-street parking in order to be in compliance with the requirements of context sensitive design. Context Sensitive Solutions are independent of whether this is a road owned by the local community, county or IDOT and dependent upon the roadway characteristics (low speed limit, 2-lane road, etc.), the surrounding environment and community (rural, traditional/historic downtown), etc. Interestingly, the "Case Study" of US Route 62 in the Village of Hamburg, New York includes materials on a historic downtown with on-street parking and the original plans that were rejected by the community included the "removal of parallel parking". Further information on Context Sensitive Solutions is available on the following link.

<http://www.fhwa.dot.gov/context/>

"The best place to go for detailed technical information about CSS is" <http://www.contextsensitivesolutions.org/>

Twelve years ago the New York State Department of Transportation (NYSDOT) proposed an overhaul of U.S. Route 62 to improve the road's utility and level of service by adding a lane, removing parallel parking, and narrowing sidewalks. The community rejected this proposal because it threatened the livelihood of Hamburg's main street. In turn, NYSDOT implemented CSS principals to improve the road and help Hamburg achieve their goals.

Setting

Twelve years ago the New York State Department of Transportation (NYSDOT) proposed an overhaul of U.S. Route 62 to improve the road's utility and level of service. NYSDOT proposed the development of another lane, the removal of parallel parking, and narrowing sidewalks. The

community rejected this proposal because they felt that it threatened the livelihood of Hamburg's main street. In turn, NYSDOT implemented CSS principals to improve the road and help Hamburg achieve their goals for their community.

A CSS Approach

A focal component of this project was the formation of a civic group called, "Imagine: Hamburg!" which met regularly and collaborated with New York State Department of Transportation (NYSDOT) on the project. Additionally, NYSDOT retained Walkable Communities, Inc to facilitate a community charrette. The charrette provided a unique opportunity to gauge the community's interest and their needs. The charrette was conducted for three days and involved approximately 300 participants.

Conclusion

After considerable deliberation, the community in conjunction with the NYSDOT, chose traffic calming measures to improve main street and developed four new roundabouts. The roundabouts slowed down traffic along main street and helped revitalize business along the corridor. Traffic calming fostered new pedestrian activity and further promoted the historic character of Hamburg's main street. As evidence of the project's success, Hamburg's main street was placed on the National Register of Historic Places.

Additional Context Sensitive Solutions Information.

Focused efforts to achieve the FHWA objective of incorporating CSS into all aspects of transportation planning and project development include; the development and delivery of CSS training through the [National Highway Institute](#) and [FHWA Resource Centers](#); initiatives to integrate CSS concepts into university curriculums; support and sponsorship of research projects, technical guidance handbooks, competitions and conferences; management and coordination of contracts and internal and external partnerships to link CSS with planning and project development.

More Information

- [CSS Objective](#)
- [CSS Primer](#)
- [Building CSS Knowledge and Skills for Successful Project Delivery](#)
- [CSS Network](#)

While the County has taken the position that they do not allow on-street parking on any of their roads, the Village of Long Grove challenges this position on a number of fronts as not being "Context Sensitive" including:

Other traditional downtowns have on-street parking.

Most traditional downtowns in Lake County and NE Illinois are located on state highways and not county highways simply because downtowns tended to develop where there were roads with the most traffic and at the time most of these roads were state highways. There are a number of traditional downtowns on state highways that have on-street parking and these highways have traffic levels that greatly exceed Old McHenry Road and do not create safety or traffic flow issues...at least not such a concern that the state has required the removal of these on-street parking stalls. Downtown Libertyville is an example of a traditional downtown in Lake County along a state highway (IL Route 21) with on-street parking.

Safety.

In addition, by having the on-street parking the vehicles parked in these spaces provide an additional separation and safety buffer between the drivers and pedestrians (road and sidewalk). In addition, the perception that the pedestrians feel of being safer due to this buffer is an important component that pedestrians take into account when choosing where to walk. Downtown Deerfield on IL 43 Waukegan Road is an example of a traditional downtown where the

on-street parking has been eliminated. Although the streetscape improvements included safety bollards in Deerfield these do not provide the same perceived and real value of safety (comfort level). For comparison, immediately to the south on IL 43, the Downtown in Glenview (Waukegan Road) and the Village of Northbrook (Shermer Road) have maintained their on-street parking in their traditional downtowns.

Available parking.

Lake County has cited the Village of Wadsworth as traditional downtown that the County permitted very limited on-street parking to remain because there was not a lot of other parking available. In the case of retailing, the proximity of parking is oftentimes just as important as having adequate parking. While the Village of Long Grove does have adequate parking, these parking lots are located at the furthest edges of the historic downtown and the number of other private parking is very limited. While the number of parking spaces may not be large, the visibility of parking along the main road in a traditional downtown is critical for projecting the successfulness to potential customers and the economic viability of the shops in the downtown.

In reviewing the map of Lake County, the following communities have traditional downtowns with on-street parking:

Antioch - IL Route 83 (State)

- Fox Lake - 31 East Grand Avenue (State)
- Libertyville - Milwaukee Avenue - IL Route 21 (State)
- Mundelein - North Lake Street - IL Route 45 (State)
- Richmond - US Route 12 (State)
- Grayslake - Center Street (Local)
- Highland Park - Central Street (Local)
- Highwood - Green Bay Road & Highwood Ave. (Local)
- Lake Bluff - East Scranton Ave. (Local)
- Lake Forest - North Western Ave. (Local)
- Lake Zurich - Main Street - Formerly IL Route 22 (Local)
- Spring Grove - Main Street (Local)
- Wauconda - Main Street - North Old Rand Road (Local)
- Waukegan - North Martin Luther King Street (Local)

The following community does not have on-street parking:

- Deerfield - Deerfield Road (Local) and Waukegan Road IL Route 32 (State)

Existing On-street parking.

The County has allowed on-street parking in various areas in the Long Grove Historic Downtown and the Village is not aware of these existing spaces creating any safety or traffic flow concerns.

Economic viability of the downtown.

Although there is other parking available in the village owned lots, these parking spaces are somewhat remote and do not provide the necessary visibility or "feel" of being "open/busy" downtown as drivers drive through town.

Other considerations.

The following comments are in response to the plans presented and the presentation made during the SIG #3 Meeting:

- On-street Parking. The plans could be modified to provide a nominal number of on-street parking spaces from Enzo & Lucias, North to the intersection. Eliminating the small parking lot that will have 6 parking spaces and replacing these 6 spaces as on-street parking would seem to be an improvement.
- Retaining Walls. Several retaining walls ranging in height from 12" to 24" tall. These would seem to be a potential tripping/liability/maintenance concern and every effort should be made to eliminate them. If the sidewalk location is shifted closer or further away from Old McHenry Road maybe this will help to reduce/eliminate these walls.
- Sidewalks. The width and location of the sidewalks should be reviewed. The Plans call for 10' wide sidewalks which seems excessive and if the sidewalk widths are reduced additional area will be available to accommodate the requested on-street parking. Having the sidewalks at the outer edges of the ROW will allow for the potential to add on-street parking, increase the distance between the pedestrians and the roadway and keep the pedestrians (shoppers) closer to the buildings.
- Trees. There were comments about saving trees and not being able to shift the sidewalk further away from the ROW in order to protect the trees. It appears that the only tree that the plans are working around is the mature tree in front of the Popcorn Shoppe and all the other mature trees being located beyond the ROW and therefore won't be affected.
- Pathway. The Village's pathway plans for Old McHenry Road call for the pathway to be located on the west side of Old McHenry Road. The location needs to be verified and coordinated with the County's plans.

From: Gleason, Chuck L. [mailto:CGleason@lakecountyil.gov]
Sent: Wednesday, December 04, 2013 8:40 AM
To: David Lothspeich
Subject: Old McHenry Road

Hi Dave,

Hope your holiday was enjoyable.

At our last stakeholder group meeting, we closed the meeting by suggesting that we would like to meet again in January, as a prep meeting for the Public Hearing, which we plan to have in February. You had mentioned that the Village was going to study (not sure if that was the correct word) the on-street parking issue. I've been meaning to ask you what you meant by that and when this may happen. If you could please contact me, by phone or e-mail, and let me know so we can keep moving forward on this project.

Thanks, Chuck



Chuck Gleason

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**VILLAGE OF LONG GROVE
RESOLUTION NO. 2013-R-28**

**A RESOLUTION
CONDITIONALLY SUPPORTING THE IMPROVMENTS PLANNED BY THE LAKE COUNTY
FOR OLD MCHENRY ROAD THROUGH HISTORIC DOWNTOWN LONG GROVE**

WHEREAS, Old McHenry Road travels through the Village of Long Grove from the northwest Village boundary south to IL Route 53 and through the Historic Downtown Long Grove; and

WHEREAS, the Lake County Division Of Transportation ("**LCDOT**") has designed and intends to construct certain improvements to Old McHenry Road between Kildeer School (3100) and the Long Grove Fire Protection District Fire House (1165); and

WHEREAS, the LCDOT has worked cooperatively with the Village of Long Grove ("**Village**") and other key stakeholders in the design process as part of their efforts to design improvements that are consistent with Content Sensitive Solutions ("**CSS**"); and

WHEREAS, in consideration of the input provided by these stakeholders and consistent with the goal of developing plans that are consistent with CCS, LCDOT has designed preliminary plans that limit improvements to maintaining the existing two-lane roadway configuration throughout the project, including at the cross-roads intersection of Old McHenry Road and Robert Parker Coffin Road located with the Historic Downtown Long Grove; and

WHEREAS, LCDOT has worked cooperatively with the Village, as a stakeholder, in consideration of the Village's concerns for limiting the impact on the existing buildings and enhancing the functionality and appearance of the Historic Downtown Long Grove through not only limiting the width of the road and intersection but also the coordination of various improvements within the LCDOT Right Of Way (ROW), including: sidewalks and pathways, parking lot access, etc and proposed Village streetscape improvements outside the ROW; and

WHEREAS, the Village has identified the inclusion of on-street parking throughout the Historic Downtown Long Grove as a critical design element for the continued success of the many independent shop owners located throughout the downtown; and

WHEREAS, LCDOT has a policy against allowing on-street parking along their roads and has indicated that on-street parking would not be included in the planned improvements to Old McHenry Road; and

WHEREAS, Historic Downtown Long Grove is one of the few, if not only, historic/traditional downtown to develop along a Lake County Highway;

WHEREAS, most, if not all, other historic/traditional downtowns in Lake County developed along State or local roads and all of which currently have on-street parking; and

WHEREAS, Historic Downtown Long Grove has on-street parking and it has not created any traffic safety or traffic flow concerns;

WHEREAS, the Federal Highway Administration ("*FHA*") defines CSS as "a collaborative, interdisciplinary approach that involves all stakeholders in providing a transportation facility that fits its setting. It is an approach that leads to preserving and enhancing scenic, aesthetic, historic, community, and environmental resources, while improving or maintaining safety, mobility, and infrastructure conditions";

WHEREAS, the FHA specifically references the U.S. Route 63 Village of Hamburg, NY as a case study of CSS resulting in the inclusion of parallel on-street parking after the community rejected plans by the New York State Department of Transportation that included the removal of parallel parking as threatening the livelihood of Hamburg's main street; and

WHEREAS, the Village believes that the inclusion of parallel on-street parking is a critical design element necessary to support the livelihood of historic downtown Long Grove and would not establish a precedent concern for LCDOT since there are not any other historic/traditional downtowns located along any other Lake County Highway; and

NOW, THEREFORE, BE IT RESOLVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF LONG GROVE, LAKE COUNTY, ILLINOIS, as follows:

SECTION ONE. Recitals. The foregoing recitals are incorporated into this Resolution as findings of the President and Board of Trustees.

SECTION TWO. Old McHenry Road Improvements Through Historic Downtown Long Grove. The President and the Board of Trustees hereby memorializes its continued support for Lake County's plans to improve Old McHenry Road between Kildeer School and the Long Grove Fire Protection District Station within the Village of Long Grove conditioned upon the following:

1. **Preservation of the Historic Downtown;**
2. **Minimal overall pavement width, including no turn lanes;**
3. **on-street parallel parking;**
4. **Pedestrian and bicycle access;**

In furtherance of the Village's study and consideration of such traffic improvements, the Village President, Village staff, and the Village Engineer shall be authorized and directed to seek assistance from and work cooperatively with local and state transportation agencies, including without limitation, the Lake County Division Of Transportation.

SECTION THREE: Effective Date. This Resolution shall be in full force and effect upon its passage and approval in the manner provided by law.

PASSED this 10th day of December, 2013.

AYES:	(6)	Trustees: Barry; Borys; Lyman; Marshall; Wachs and Yaeger
NAYS:	(0)	None
ABSENT:	(0)	None

APPROVED this 10th day of December, 2013.



Village President, Angela Underwood

ATTEST:



Village Clerk, Heidi Locker-Scheer