



VILLAGE OF ORLAND PARK

14700 Ravinia Avenue
Orland Park, IL 60462
www.orland-park.il.us

Meeting Agenda

Board of Trustees

Village President Daniel J. McLaughlin

Village Clerk John C. Mehalek

Trustees, Kathleen M. Fenton, James V. Dodge, Jr., Edward G. Schussler,

Patricia Gira, Carole Griffin Ruzich, and Daniel T. Calandriello

Monday, November 4, 2013

7:00 PM

Village Hall

1. CALL TO ORDER/ROLL CALL

2. PLEDGE OF ALLEGIANCE

3. VILLAGE CLERK'S OFFICE

2013-0631 Approval of the October 16, 2013 Special Meeting Minutes - 2014 Budget Workshop

Attachments: [Draft Minutes](#)

2013-0642 Approval of the October 21, 2013 Regular Meeting Minutes

Attachments: [Draft Minutes](#)

4. PROCLAMATIONS/APPOINTMENTS/PRESENTATIONS

5. PRE-SCHEDULED CITIZENS & VISITORS

6. CONSENT AGENDA

A. 2013-0628 Payroll - Approval

Attachments: [BWPR APPROVAL](#)
[MHPR APPROVAL](#)

B. 2013-0637 Accounts Payable - Approval

Attachments: [List](#)

C. 2013-0581 PTAB Appeals Intervention Costs - Intergovernmental Agreement

Attachments: [Intergovernmental Agreement](#)

D. 2013-0531 Village Code Amendment - Title 6 Chapter 10 - Seizure and Impoundment of Motor Vehicles - Ordinance

- Attachments:** [Ordinance](#)
- E. **2013-0573** Disposal of Certain Seized Vehicles at Public Auction - Ordinance
Attachments: [Ordinance](#)
[Auction Report](#)
- F. **2013-0621** Village Code Amendment - Title 4, Chapter 8 -Enhance The Security of Village Infrastructure - Ordinance
Attachments: [Ordinance](#)
- G. **2013-0615** Conveyance of Property to Orland Fire Protection District - Ordinance
Attachments: [Ordinance](#)
[Quit Claim Deed](#)
- H. **2013-0612** Village-Owned Holiday Decorations 2013 - 2015
- I. **2013-0614** Rental Holiday Pole Decorations and Banners 2013 - 2015
- J. **2013-0616** Gasoline and Diesel Fuel Purchase - Contract Extension
- K. **2013-0617** 108th Avenue 16" Watermain Repair - Approval
Attachments: [Invoice](#)
- L. **2013-0618** 2013-2014 Road Salt Annual State Joint Purchasing Program
Attachments: [Contract](#)
- M. **2013-0619** Creekside Subdivision - South Drainage Improvements - Bid Award
Attachments: [Bid Tab](#)
[Bid Summary](#)
[Proposal](#)
- N. **2013-0622** Global Positioning System (GPS) Handheld Locator - Quotation
Attachments: [Quotation](#)
- O. **2013-0623** Turf Mowing - Contract Extension
Attachments: [Contract Extension](#)
- P. **2013-0624** Public Works Utility and Street Division Vehicles - Bid Award

Attachments: [Bid Documents](#)

- Q. **2013-0626** Disposal of Certain Village Equipment at Public Auction - Ordinance

Attachments: [Ordinance](#)

- R. **2013-0644** GIS Agreement with Cook County - Resolution

Attachments: [gis agreement](#)
 [GIS Resolution](#)

- S. **2013-0551** Strategic Transportation Plan - Ordinance

Attachments: [2040 Transportation Plan](#)
 [Strategic Plan Ordinance](#)

- T. **2013-0446** 9833 W. 144th Place - Record Plat of Subdivision

Attachments: [Record Plat Unsigned](#)

7. HEARINGS 7:00 P.M.

8. PUBLIC SAFETY

9. TECHNOLOGY, COMMUNICATION & COMMUNITY ENGAGEMENT

10. PUBLIC WORKS AND ENGINEERING

11. DEVELOPMENT SERVICES AND PLANNING

12. PARKS AND RECREATION

13. FINANCE

14. MAYOR'S REPORT

- 2013-0638** Increase Number of Liquor Licenses - Title 7 Chapter 4 - Ordinance

Attachments: [Liquor Ord inc Class C liq licenses 10 29 13](#)

15. VILLAGE MANAGER'S REPORT

- 2013-0643** University of Illinois Extension - Master Gardener Lease Agreement Extension 2013 - 2015

Attachments: [Cook - Orland Park Lease Amendment 11-2013](#)

16. NON-SCHEDULED CITIZENS & VISITORS

17. BOARD COMMENTS

18. EXECUTIVE SESSION

A. The Purchase or Lease of Real Property for the Use of The Village

B. Pending Litigation Against, Affecting or on Behalf of The Village or When Found by The Board that Such Action is Probable or Imminent

19. RECONVENE BOARD MEETING

Report on Executive Session and Action as a Result of, if any.

20. ADJOURNMENT

DATE: November 4, 2013

REQUEST FOR ACTION REPORT

File Number:	2013-0631
Orig. Department:	Village Clerk
File Name:	Approval of the October 16, 2013 Special Meeting Minutes - 2014 Budget Workshop

BACKGROUND:

BUDGET IMPACT:

REQUESTED ACTION:

I move to approve the minutes of the Board of Trustees Special Meeting of October 16, 2013.

VILLAGE OF ORLAND PARK

14700 Ravinia Avenue
Orland Park, IL 60462
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Meeting Minutes

Wednesday, October 16, 2013

6:00 PM

Special Meeting
2014 Budget Workshop

Village Hall

Board of Trustees

Village President Daniel J. McLaughlin

Village Clerk John C. Mehalek

*Trustees, Kathleen M. Fenton, James V. Dodge, Jr., Edward G. Schussler,
Patricia Gira, Carole Griffin Ruzich, and Daniel T. Calandriello*

CALL TO ORDER/ROLL CALL

The meeting was called to order at 6:20 PM.

Staff Present: Village Manager Grimes, Assistant Village Manager Ellen Baer, Finance Director Annmarie Mampe, Director of Development Services Karie Friling, Transportation & Engineering Manager Kurt Corrigan, Parks Division Director Frank Stec, Infrastructure Maintenance Director John Ingram, and Public Information Officer Joseph La Margo.

Present: 7 - Trustee Fenton, Trustee Dodge, Trustee Schussler, Trustee Gira, Trustee Griffin Ruzich, Trustee Calandriello and President McLaughlin

SPECIAL MEETING

2013-0604 2014 Budget Workshop

President McLaughlin began the meeting by explaining that tonight's meeting is not the final say on the budget but rather this is a workshop meeting for discussion of the FY2014 proposed Capital Improvement Budget with the Board and staff.

Village Manager Paul Grimes gave a brief introduction on the budget procedure. Typically, and what works well with this Board is the Board and staff have a series of workshop that feed-back will be received from the Trustees on what their priorities are. After the workshops are completed, staff will then prepare the budget and present the budget proposal formally. The Board can still amend the budget up until it is adopted.

There are many demands regarding the Capital Improvement Budget. Staff has already submitted their so-called wish-list. Village Manager Grimes has reviewed these lists and made changes and deleted some requests at this time. Being presented tonight and for discussion are the projects that Village Manager Grimes, staff and the Board believe are important.

Village Manager Grimes stated that there have been many demands because there is a great deal of things happening in Orland Park. This is a very dynamic community and the Board wants to approve projects that the community would like, but also staff needs to balance these new projects with existing projects and keep a balanced budget.

After last year's budget process, Village Manager Grimes met with all the Trustees and the Mayor individually to get input of how the budget process could be changed. Specifically asked was how can improvements be made on the budget communication process and a way to get Trustees involved in the budget process earlier. While working on the FY2014 budget suggestions made were incorporated along with keeping in mind the Village's strategic plan that was adopted by the Board this year.

The main draw of Village resources over the next two to three years is the LaGrange Road project. The Village's share for this project is approximately \$6 Million. There is an additional \$9 Million to make LaGrange Road more ascetically appealing along with more pedestrian friendly. A total of \$15 Million will be the main draw on the capital budget over the next two to three years.

Other obligations still need to be meet in the Village, for example, paving of streets, the removal and replacement of the Ash trees throughout the Village, just to name a few.

In the documents before the Board tonight includes \$1 Million that is the base line funding for next year's property tax rebate. This is something new and was a policy set by the Board. If the Village continues the property tax rebate, staffs position is some of this financing will come from the Home Rule Sales Tax, which is a major funding source.

This budget document will rely on the forthcoming State reimbursements for road projects. If the Village doesn't receive these reimbursements, there could be a short-term short-fall. Tonight, the Board and staff will discuss how this can be avoided until the State reimbursements are received. Village Manager Grimes stated that he does not know when or how much will be received in reimbursements, but it is believed there will be a signification portion received.

Director of Finance Annmarie Mampe reviewed and explained to the Board the Proposed FY2014 Capital Improvement Plan & Related Funding Sources (EXHIBIT A). Page 1 was funding sources and project type. She also reviewed the outstanding IDOT reimbursements.

Director Mampe reviewed and explained the Proposed FY2014 Revenue Budget packet (EXHIBIT B).

The Board reviewed (EXHIBIT A).

Trustee Fenton asked who made the final decision on what was placed on this list for the Capital Improvements.

Village Manager Grimes stated that he made the final decision after items were discussed with staff and some discussed with President McLaughlin.

The Board questioned or needed clarification on a few of the projects on the "Draft" FY2014 Capital Budget report (EXHIBIT A). All questions were answered.

Suggestions discussed were take the Pet Wash Station funds (page 9) that will not be used in 2014 (\$35,000) and move this amount to the scope of the design services (page 11 - \$30,000) to be used for design services for a lap pool at the

Sportsplex along with the locker room improvements. Basically, there would then be \$65,000 for design service.

President McLaughlin stated that even if the lap pool was not constructed for a few years down the road, the Village would already have the design plans on how and where this lap pool would be completed. This would help with any immediate future improvements at the Sportsplex in that area, so not to make the improvements and then have to move them because they would be in the way of the planned pool.

Another suggestion was for the Board to consider selling the Old Village Hall to help pay continuing repair costs on this building.

A request was made to have a connection (bike path) to the southwest side of town to Centennial Park down 159th Street.

Transportation & Engineering Manager Kurt Corrigan reported that once the 159th Street Improvements project is completed multi-use paths will be constructed to be used on both sides of the 159th.

Trustee Schussler asked for an update on the Villages facilities utilization study. If the Old Village Hall were sold or demolished, currently this building is being used by other departments (Recreation, ESDA, and Building Maintenance). He would like to see where these other departments/programs would then be placed and a time frame of when they would move.

Assistant Village Manager Baer stated that she will prepare an update. She also stated that Trustee Calandriello has not seen the original facilities utilization study so this would be a good time to update this report.

Village Manager Grimes believes there should be a more accelerated program (2 year - rather than a 4 year program) regarding removal of the Emerald Ash trees that have been infected and are dying.

Trustee Fenton questioned rather than replacing the trees as they are cut down, could the \$807,050 being budgeted, be used to just cut down the infected trees because they are a safety issue. Then, in the future the trees would be replaced.

Village Manager Grimes stated if the Board wanted to accelerate the removal of the trees then another important capital improvement project may have to be delayed or money would need to be borrowed.

The Board discussed different scenarios regarding this issue of the Emerald Ash Tree removals.

Trustee Gira brought to the Board's attention the horrible sound system at the

Civic Center that is used during the Kiwanis Bingo. This sound systems needs to be replaced. She has volunteered at several Bingo events and you cannot understand anything, the sound system is that bad. She believes the Village owes it to the Kiwanis to have a better sound system for their Bingo events.

Trustee Schussler stated that he is a member of the Kiwanis Club and they produce approximately 60% of the revenue at the Civic Center by holding their Bingo nights there. The Kiwanis Club has been researching possibly finding another place to hold Bingo at.

The Board agreed with Trustee Gira that the sound system at the Civic Center needs to be upgraded.

President McLaughlin requested staff to research the following:

- Moving the Tree program to a two year program instead of a four year program, for the removal of the infected Emerald Ash Trees. He questioned how would this be funded - possibly a Capital Improvement Project would need to be deleted from the FY 2014 budget. He also stated he was in favor of a line of credit scenario.
- The second item is to research upgrading the sound system at the Civic Center.

Village Manager Grimes and Director Mampe gave an overview of the major revenue sources (EXHIBIT B). They reviewed each page with the Board.

Director Mampe stated that at the next budget workshop she will have answers for what was requested from the Board tonight on the Capital Improvement Budget.

At the next budget workshop will be the operating budget. Target distribution, how much each department has been given to spend in 2014, discretionary costs, technology requests, etc. will be reviewed and discussed.

The Board agreed the next FY2014 Budget Meeting will take place on Monday, October 28th at 6:00 PM in the 2nd Floor West Conference Room.

ADJOURNMENT - 7:45 PM

A motion was made by Trustee Fenton, seconded by Trustee Schussler, that this matter be ADJOURNED. The motion carried by the following vote:

Aye: 7 - Trustee Fenton, Trustee Dodge, Trustee Schussler, Trustee Gira, Trustee Griffin Ruzich, Trustee Calandriello, and President McLaughlin

Nay: 0

/nm

APPROVED:

Respectfully Submitted,

John C. Mehalek, Village Clerk

DATE: November 4, 2013

REQUEST FOR ACTION REPORT

File Number:	2013-0642
Orig. Department:	Village Clerk
File Name:	Approval of the October 21, 2013 Regular Meeting Minutes

BACKGROUND:

BUDGET IMPACT:

REQUESTED ACTION:

I move to approve the minutes of the Board of Trustees Meeting of October 21, 2013.

VILLAGE OF ORLAND PARK

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Meeting Minutes

Monday, October 21, 2013

7:00 PM

Village Hall

Board of Trustees

Village President Daniel J. McLaughlin

Village Clerk John C. Mehalek

*Trustees, Kathleen M. Fenton, James V. Dodge, Jr., Edward G. Schussler,
Patricia Gira, Carole Griffin Ruzich, and Daniel T. Calandriello*

CALL TO ORDER/ROLL CALL

The meeting was called to order at 7:08 PM.

Present: 6 - Trustee Fenton, Trustee Schussler, Trustee Gira, Trustee Griffin Ruzich, Trustee Calandriello and President McLaughlin

Absent: 1 - Trustee Dodge

VILLAGE CLERK'S OFFICE

2013-0625 Approval of the October 7, 2013 Regular Meeting Minutes

The Minutes of the Regular Meeting of October 7, 2013 were previously distributed to the members of the Board of Trustees. President McLaughlin asked if there were any corrections or additions to be made to said Minutes. There being no corrections or additions,

I move to approve the minutes of the Board of Trustees Meeting of October 7, 2013.

A motion was made by Trustee Fenton, seconded by Trustee Griffin Ruzich, that this matter be APPROVED. The motion carried by the following vote:

Aye: 5 - Trustee Fenton, Trustee Schussler, Trustee Gira, Trustee Griffin Ruzich, and President McLaughlin

Nay: 0

Abstain: 1 - Trustee Calandriello

Absent: 1 - Trustee Dodge

2013-0613 Orland Park Lions Club - Raffle License

The Orland Park Lions Club is requesting a raffle license to conduct a raffle at their Special Olympics Charity Bowling event on Saturday, November 23, 2013 at the Orland Bowl. All profits will go to Special Olympics.

I move to approve issuing a raffle license to the Orland Park Lions Club so they may conduct raffles at their Charity Bowling Special Olympics Event on Saturday, November 23, 2013 at the Orland Bowl.

A motion was made by Trustee Gira, seconded by Trustee Schussler, that this matter be APPROVED. The motion carried by the following vote:

Aye: 5 - Trustee Schussler, Trustee Gira, Trustee Griffin Ruzich, Trustee Calandriello, and President McLaughlin

Nay: 0

Abstain: 1 - Trustee Fenton

Absent: 1 - Trustee Dodge

PROCLAMATIONS/APPOINTMENTS/PRESENTATIONS

2013-0605 Eagle Scout Recognition - Presentation

President McLaughlin presented a Community Pride Award to Alex Kowalski in recognition of his achieving the rank of Eagle Scout in the Boy Scouts of America.

This was presentation, NO ACTION was required.

2013-0606 Zoning Appeals Hearing Officer - Appointment

President McLaughlin appointed Jeffrey Smith to the Zoning Board of Appeals.

I move to consent to the appointment by President McLaughlin of Jeffrey Smith to the Zoning Board of Appeals.

A motion was made by Trustee Fenton, seconded by Trustee Schussler, that this matter be APPROVED. The motion carried by the following vote:

Aye: 6 - Trustee Fenton, Trustee Schussler, Trustee Gira, Trustee Griffin Ruzich, Trustee Calandriello, and President McLaughlin

Nay: 0

Absent: 1 - Trustee Dodge

2013-0607 Recreation Advisory Board - Appointment

President McLaughlin appointed Brian Begley to the Recreation Advisory Board.

I move to consent to the appointment by President McLaughlin of Brian Begley to the Recreation Advisory Board.

A motion was made by Trustee Schussler, seconded by Trustee Gira, that this matter be APPROVED. The motion carried by the following vote:

Aye: 6 - Trustee Fenton, Trustee Schussler, Trustee Gira, Trustee Griffin Ruzich, Trustee Calandriello, and President McLaughlin

Nay: 0

Absent: 1 - Trustee Dodge

CONSENT AGENDA

Passed the Consent Agenda

A motion was made by Trustee Schussler, seconded by Trustee Fenton, to PASS THE CONSENT AGENDA, including all the following items marked as having been adopted on the Consent Agenda. The motion carried by the following vote:

Aye: 6 - Trustee Fenton, Trustee Schussler, Trustee Gira, Trustee Griffin Ruzich, Trustee Calandriello, and President McLaughlin

Nay: 0

Absent: 1 - Trustee Dodge

2013-0600 Payroll - Approval

The lists of Payroll having been submitted to the Board of Trustees for approval and the lists having been determined by the Board of Trustees to be in order and having been approved by the various Department Heads.

I move to approve the Bi-weekly Payroll for September 27, 2013 in the amount of \$947,672.87.

This matter was APPROVED on the Consent Agenda.

2013-0602 Accounts Payable - Approval

The lists of Accounts Payable having been submitted to the Board of Trustees for approval and the lists having been determined by the Board of Trustees to be in order and having been approved by the various Department Heads.

I move to approve the Accounts Payable from October 8, 2013 through October 21, 2013 in the amount of \$2,425,496.63.

This matter was APPROVED on the Consent Agenda.

2013-0597 Employee Benefits Renewal FY2014

The Horton Group completed a market analysis on behalf of Village of Orland Park and has provided final recommendations for the 01/01/2014 renewal of the following benefit programs:

- Medical/RX
- Dental
- Vision
- Life and AD&D
- STD - ASO
- Flexible Spending Account (FSA)
- Employee Assistance Program (EAP)
- Crisis Response Program (Community)
- Virgin Health Miles (Wellness Initiative)
- CHC Biometric Screenings (Wellness Initiative)

A summary of these recommended options is attached to the Board Packet for reference.

Based on the final analysis provided by The Horton Group, the following carriers/vendors associated with each benefit offering effective 01/01/2014 are being recommended:

- BlueCross BlueShield of Illinois (Medical/RX)
- Delta Dental of Illinois (Dental)
- EyeMed (Vision)
- Dearborn National (Life/AD&D)
- Guardian (STD - ASO)
- Allied Benefit Systems (Flexible Spending Account Administration)
- Metro Family Services (Employee Assistance Program)
- Metro Family Services (Crisis Response Program - Community)
- Virgin HealthMiles (Pedometer and Rewards Program - Wellness Initiative)
- CHC (Biometric Screenings - Wellness Initiative)
- The Horton Group (Benefit Consultant)

A summary of the projected annual expense for each benefit offering is provided below.

Line of Coverage	Annual Expense	Comments
Medical/RX	\$5,424,458	0% increase
Dental	\$275,419	6.72% increase overall
Vision	\$36,475	0% increase
Life and AD&D	\$63,967	8.42% decrease
FSA	\$3,000	0% fee increase, assumes 36 fees at 5.75 pepm, and \$500 adm.
STD - ASO	\$3,787	\$1,400 increase over 2013
Virgin Health Miles	\$22,000	20% decrease
CHC Wellness	\$35,000	Expect 100 new participants (235 in 2013) at \$105 per screening
Horton Retainer	\$57,500	no change, quarterly payments of \$14,375
EAP	\$19,500	no change
Crisis Response	\$30,000	no change

As you know, the Village Medical/Rx plan is self-funded and is administered by an insurance carrier to provide the appropriate medical networks and administrative services. Proposals for the FY2014 Medical/Rx insurance administrator renewal are based on the carriers' estimations of the Village's expected claims for the year, stop loss coverage, and run-in claims. To ensure the best possible pricing, The Horton Group works on behalf of the Village to negotiate with carriers to obtain the best and final offers.

BlueCross BlueShield of Illinois (BCBS) presented the most competitive proposal resulting in a flat renewal. The BCBS proposal accounts for expected claims, stop loss coverage, Affordable Care Act (ACA) fees and a general health insurance reserve. The proposal includes maintaining our current HDHP/HSA, Silver, Gold and HMO plans. Slight modifications have been made to the plan designs in accordance with the Affordable Care Act (ACA) and collective

bargaining agreements.

Effective 01/01/2014, non-union and IBEW employee premium contributions will continue to be based on a percentage of the overall premium cost and participation by the employee and their enrolled spouse in the biometric screenings. A healthcare equalizer for non-union and IBEW employees has been included in the preparation of the FY2014 budget to help equalize the employee premium expense amongst employee groups. Non-union and IBEW employee contributions are as follows for each medical plan offering:

- HDHP/HSA 3%
- HMO 10%
- Silver Plan 10%.
- Gold Plan - Employees will contribute the difference between the cost to the Village of the PPO (Silver) and the current PPO (Gold) which ranges from 20% for single coverage to 30% for family coverage.

Employees in the AFSCME, Deputy Chief and Commanders, and Police Supervisors groups will make employee contributions based on flat rates which are outlined in the collective bargaining agreements effective, May 1, 2011 through April 30, 2015. These rates include a wellness incentive rate for those employees that participate in the biometric screening. Other employees covered by labor agreements but not specified above will make insurance contributions as outlined in their labor agreements, pending interest arbitration.

In addition, \$117,000 is included in the Insurance Fund for the employer seeding of the HSA accounts for those employees enrolled in the High Deductible Plan.

Mr. Michael Wojcik from the Horton Group was present at the Finance Committee meeting on October 7, 2013 to explain the renewal process and results and answer any questions.

On October 7, 2013, this item was reviewed by the Finance Committee, recommended for approval and referred to the Village Board of Trustees for consideration.

I move to approve entering into agreements with the recommended carriers/vendors and associated expenses effective January 1, 2014.

And

I move to approve retaining the Horton Group's services at the recommended rate for FY2014.

This matter was APPROVED on the Consent Agenda.

2013-0477 Deferred Compensation Plan 457(b) Plan

The Village currently offers 457(b) deferred compensation plans through the following providers, ICMA-RC, Nationwide, and MassMutual (formerly The Hartford). Retirement Plan Advisors (RPA) serves as the authorized provider of investment advisory services for the MassMutual plan. Staff proposes to add AXA as a fourth deferred compensation plan option. This addition will provide employees an additional choice in deciding where to invest their retirement dollars.

AXA Equitable with a heritage of over 150 years, AXA Equitable stands among the nation's premier providers of life insurance and annuity products with 75 years of retirement plan expertise. AXA consistently earned high marks from A.M. Best Co., Fitch, Moody's, Standard & Poor's ranging from Aa3 to A+.

AXA will be able to provide expertise to manage all aspects of the Village's 457 program including administration, fiduciary responsibilities, investment selection, and employee education.

I move to approve authorizing the addition of AXA Advisors as a deferred compensation plan provider.

This matter was APPROVED on the Consent Agenda.

2013-0571 IBEW Local 134 - H.S.A. Deductibles for 2014

On September 16, 2013, the Board authorized staff to negotiate the modification of Section 18.1C of the Collective Bargaining Agreement between the Village of Orland Park and IBEW, Local 134 pertaining to the HDHP/HSA plan. Discussion between the Village and IBEW took place and a tentative agreement was reached to modify Section 18.1C. The modifications include maintaining the current deductible structure of \$2,500/\$5,000 for calendar year 2014 maintaining the employer H.S.A seeding at 40% of the deductible thru 2015, and utilizing post-deductible prescription copays of \$0/\$40/\$60 for years 2014 and 2015.

I move to authorize the Village Manager to ratify the Memorandum of Agreement regarding the modification of Section 18.1C of the current Collective Bargaining Agreement between the Village of Orland Park and IBEW, Local 134.

This matter was APPROVED on the Consent Agenda.

2013-0550 2012 Property Maintenance Code Update - Ordinance

The Village of Orland Park currently regulates requirements for property maintenance of land, buildings and structure located within the Village limits through the adoption of the 2006 International Property Maintenance Code (IPMC). This model code is published by the International Code Council (ICC) and governing code officials have recognized this national model code for use as a minimum standard for property maintenance and adoption throughout the United

States of America.

Attached to the Board Packet was the proposal being submitted to our Village Board of Trustees for a change in our existing 2006 IPMC model code, to the 2012 IPMC edition as amended. The Orland Park Development Services Department has reviewed this latest 2012 IPMC edition and inserted its existing local building ordinances in the appropriate code sections for your review. The Illinois Building Commission has been notified of Orland Park's intention to adopt this newer code with Village amendments as required by a recent act of the 92nd General Assembly. Revisions to Title 5, Chapter 7 of the Village Code are attached to the Board Packet..

The local changes to this new code from our existing ordinances were limited and revised for clarifications(s). The local revisions are intended to update existing rules and amend the property maintenance standards.

I move to pass Ordinance Number 4849, entitled: AN ORDINANCE AMENDING THE VILLAGE CODE TO ADOPT THE 2012 INTERNATIONAL PROPERTY MAINTENANCE CODE WITH AMENDMENTS, AS THE PROPERTY MAINTENANCE CODE OF THE VILLAGE OF ORLAND PARK, AND TO MAKE CERTAIN OTHER AMENDMENTS TO THE ORLAND PARK PROPERTY MAINTENANCE CODE OF THE VILLAGE CODE OF THE VILLAGE OF ORLAND PARK.

This matter was PASSED on the Consent Agenda.

2013-0596 Village Complex Pedestrian Bridge Repair Bid Award

Robert Juris & Associates Architects, Ltd was asked to provide a structural analysis of the pedestrian walkway bridge between the Franklin Loebe Center and the Village Hall/Civic Center. Upon completion of their field inspections, it was concluded that the bridge is structurally sound, but that the 2 1/2" concrete topping must be replaced as it has deteriorated over the years. Photos of the deterioration are attached to the Board Packet.

Robert Juris & Associates also prepared the design documents for the bid which are also attached to the Board Packet. Page two of that document provides the detail of the work needed for the repair including partial demolition and full repair.

Five bids were received on October 1, 2013. The lowest cost qualified bidder was Kovilic Construction Company, Inc. at a cost of \$33,250.00.

I move to approve a contract with Kovilic Construction Company, Inc. to repair the Village Complex Pedestrian Bridge as specified in the amount not to exceed \$33,250.00.

This matter was APPROVED on the Consent Agenda.

2013-0589 HVAC Repairs for Sportsplex

An HVAC compressor at the Sportsplex failed and needed to be repaired immediately in order to maintain temperature quality. The unit was not budgeted to be replaced and requires that a budget adjustment be made to cover the cost of repairs.

The unit was repaired by Building Maintenance personnel. Thermosystems Parts Division provided the required parts at a cost of \$8,232.23 w/core exchange credit of \$775 bringing the total cost to \$7,457.23.

I move to approve a budget adjustment of \$7,457.23;

And

Approve a payment to Thermosystems for a cost of \$8,323.23, with a credit memo of \$775 for the new compressor.

This matter was APPROVED on the Consent Agenda.

2013-0590 Centennial Park Aquatic Coping Replacement

Some of the coping around the zero depth and T-pool at Centennial Park Aquatic Center is in disrepair. The coping is the stone grate that surrounds the pool edge allowing for water to filter down rather than spill out of each of our pools. This item is being presented to the Board due to the lead time required for ordering which is 12 to 16 weeks. We will replace them in the spring before the opening of the pool. Rimflow is the sole vendor of the coping used at Centennial Park Aquatic Center.

I move to approve accepting the quote from Rimflow at a cost of \$11,600.00 for the replacement coping

And

Approve a budget adjustment of \$11,600.

This matter was APPROVED on the Consent Agenda.

BOARD COMMENTS

TRUSTEE FENTON - Congratulated the winners of the 35th Orland "Open" Spelling Bee that took place on Sunday, October 20, 2013 at the Orland Park Civic Center.

PRESIDENT MCLAUGHLIN - Thanked Dr. Bill Smith for running the 35th Orland "Open" Spelling Bee. He noted that it is a great event that always brings a small town feel to Orland Park. He was happy to see that Dr. Smith had the key to the city on display that he had previously given him.

TRUSTEE GIRA - Stated that she was told that there were more elementary and grade school children in attendance at the spelling be than ever before.

EXECUTIVE SESSION

I move to recess to a Closed Executive Session for the purpose of discussion of a) approval of minutes; b) the purchase or lease of real property for the use of the village; c) pending litigation against, affecting or on behalf of the village or when found by the board that such action is probable or imminent.

A motion was made by Trustee Fenton, seconded by Trustee Gira, that this matter be RECESS. The motion carried by the following vote:

Aye: 6 - Trustee Fenton, Trustee Schussler, Trustee Gira, Trustee Griffin Ruzich, Trustee Calandriello, and President McLaughlin

Nay: 0

Absent: 1 - Trustee Dodge

RECONVENE BOARD MEETING

The roll was called to reconvene the Regular Meeting and Trustees Fenton, Schussler, Gira, Griffin Ruzich, Calandriello and President McLaughlin were present. Trustee Dodge was absent.

Purpose of the Executive Session was for the discussion of a) approval of minutes; b) the purchase or lease of real property for the use of the village; c) pending litigation against, affecting or on behalf of the village or when found by the board that such action is probable or imminent.

ADJOURNMENT: 8:25 PM

A motion was made by Trustee Schussler, seconded by Trustee Fenton, that this matter be ADJOURNED. The motion carried by the following vote:

Aye: 6 - Trustee Fenton, Trustee Schussler, Trustee Gira, Trustee Griffin Ruzich, Trustee Calandriello, and President McLaughlin

Nay: 0

Absent: 1 - Trustee Dodge

/AJ

Respectfully Submitted,

John C. Mehalek, Village Clerk

DATE: November 4, 2013

REQUEST FOR ACTION REPORT

File Number:	2013-0628
Orig. Department:	Finance Department
File Name:	Payroll - Approval

BACKGROUND:

BUDGET IMPACT:

REQUESTED ACTION:

I move to approve the Monthly Hourly Payroll for October 11, 2013 in the amount of \$30,068.72 and the Bi-weekly Hourly Payroll for October 11, 2013 in the amount of \$921,312.84.

BI-WEEKLY PAYROLL FOR OCTOBER 11, 2013

VILLAGE MANAGER	010-1100	\$25,140.61
M.I.S.	010-1101	\$10,371.88
CLERK'S OFFICE	010-1200	\$13,680.42
FINANCE	010-1400	\$36,474.08
OFFICIALS	010-1500	\$3,079.87
DEVELOPMENT SERVICES - ADM DIVISION	010-2001	\$15,821.01
DEVELOPMENT SERVICES - BUILDING DIVISION	010-2002	\$26,021.52
DEVELOPMENT SERVICES - PLANNING DIVISION	010-2003	\$14,457.39
DEVELOPMENT SERVICES - TRANSPORTATION & ENGINEERING DIVISION	010-2004	\$11,595.26
BUILDING MAINTENANCE	010-2100	\$25,509.82
PUBLIC WORKS - STREETS	010-5002	\$63,095.28
PUBLIC WORKS - TRANSPORTATION	010-5003	\$5,377.55
PUBLIC WORKS - VEHICLE & EQUIPMENT	010-5006	\$21,105.56
POLICE	010-7002	\$414,834.36
CIVIC CENTER	021-9100	\$6,197.93
PUBLIC WORKS - WATER & SEWER	031-6001	\$64,143.80
RECREATION - ADMINISTRATION	283-4001	\$58,461.54
RECREATION - PROGRAMS	283-4002	\$19,442.41
RECREATION - PARK OPERATIONS	283-4003	\$54,447.47
RECREATION - CENTENNIAL POOL	283-4005	\$0.00
RECREATION - SPORTSPLEX	283-4007	\$19,435.80
RECREATION - SPECIAL RECREATION	283-4008	\$12,619.28
SPECIAL CENSUS	010-9700	\$0.00
GROSS PAY		\$921,312.84
CRUSADE OF MERCY	2052000	\$0.00
AMERICAN CANCER SOCIETY	2052100	\$0.00
AFSCME DUES	2053000	(\$1,450.82)
IBEW DUES	2053100	(\$173.76)
IUOE DUES	2053200	(\$1,027.00)
ORLAND POLICE SUPERVISOR DUES	2054000	(\$180.00)
POLICE PENSION	2055000	(\$30,238.52)
POLICE PENSION TRUE COST	2055500	\$0.00
IMRF VOLUNTARY LIFE INSURANCE	2057200	\$0.00
POLICE - M.A.P. DUES	2054500	(\$1,237.50)
SOCIAL SECURITY TAX	2061000	(\$35,665.02)
MEDICARE TAX	2062000	(\$12,604.07)
IMRF	2063000	(\$23,716.92)
IMRF - SLEP PLAN	2063000	(\$403.56)
IMRF - VOLUNTARY ADD'L CONTRIBUTION	2063500	(\$5,188.25)
FEDERAL TAX	2065000	(\$108,189.60)
STATE TAX	2066000	(\$39,663.26)
ICMA DEFERRED	2067000	(\$3,229.20)
NATIONWIDE DEFERRED	2067100	(\$7,592.08)
HARTFORD DEFERRED	2067200	(\$13,210.34)
HEALTH INSURANCE - EMPL CONTRIBUTIONS	2068000	(\$11,553.69)
HSA HEALTH INSURANCE - EMPL CONTRIBUTIONS	2058300	(\$5,630.55)
HSA HEALTH INSURANCE - EMPL DISBURSEMENTS	2058300	\$5,630.55
FLEXIBLE SPENDING ACCOUNTS	2058200	(\$2,105.99)
VACATION PURCHASE PROGRAM	0000000	(\$1,941.00)
AFLAC INSURANCES	2068100	(\$1,279.52)
CAIC INSURANCES	2068100	(\$887.14)
NATIONAL GUARDIAN INSURANCE	2057800	(\$82.36)
SUPPORT (ACH) 26 PAYS	2053600	(\$6,506.94)
SUPPORT (ACH) 24 PAYS	2053600	\$0.00
MISCELLANEOUS DEDUCTION	2058100	\$0.00
MILITARY BASIC PAY DEDUCTION	1010000	\$0.00
NET PAY	1011000	\$613,186.30

MONTHLY PAYROLL FOR OCTOBER 11, 2013

OFFICIALS	010-1500	\$11,170.72
POLICE	010-7002	\$12,501.00
FINANCE - WATER	031-1400	<u>\$6,397.00</u>
GROSS PAY		\$30,068.72
IMRF VOLUNTARY LIFE INSURANCE	2057200	(\$32.00)
SOCIAL SECURITY TAX	2061000	(\$1,864.27)
MEDICARE TAX	2062000	(\$436.01)
IMRF	2063000	(\$695.22)
IMRF - VOLUNTARY ADD'L CONTRIBUTION	2063500	(\$113.58)
FEDERAL TAX	2065000	(\$2,208.76)
STATE TAX	2066000	(\$1,582.87)
NATIONWIDE DEFERRED	2067100	<u>\$0.00</u>
NET PAY	1010000	\$23,136.01

DATE: November 4, 2013

REQUEST FOR ACTION REPORT

File Number: **2013-0637**
Orig. Department: **Finance Department**
File Name: **Accounts Payable - Approval**

BACKGROUND:

BUDGET IMPACT:

REQUESTED ACTION:

I move to approve the Accounts Payable from October 22, 2013 through November 4, 2013 in the amount of \$2,860,480.92.

Village of Orland Park Open Item Listing

Run Date: 11/01/2013 User: bobrien

Status: POSTED Due Date: 11/04/2013
Bank Account: Fifth Third Bank-Accounts Payable
Invoice Type: All Created By: All

Vendors	Vendor Invoice	Invoice	Purchase Order	Due Date	Line No	Line Item Description	Account Number	Amount
[VENDOR] 1059 : AMBASSADOR CAR CARRIERS, INC.	10/01/13	I13-028353	13-000084	11/04/2013	1	September towing	010-5006-442400	\$ 100.00
[VENDOR] 1191 : CROWLEY-SHEPPARD ASPHALT CO.	52176	I13-028532	13-002631	11/04/2013	1	2013 Road Improvement pgm - 10/1-10/31/13	054-0000-471250	\$ 502,186.74
	52176	I13-028532	13-002631	11/04/2013	2	Parks dept bike path construction & repairs - 10/1-10/28/13	054-0000-443500	\$ 466.00
	52176	I13-028532	13-002631	11/04/2013	3	Parks dept bike path construction & repairs - 10/1-10/28/13	054-0000-443500	\$ 100,000.00
[VENDOR] 1249 : EFENGEE ELECTRICAL SUPPLY CO.	5025-474422	I13-027945	13-000272	10/21/2013	1	Parts for dog park light install	023-0000-470700	\$ 186.16
	5025-474862	I13-028391	13-000272	11/04/2013	1	Pool electrical supplies	283-4005-461200	\$ 221.24
	5025-474862	I13-028391	13-000272	11/04/2013	2	Pool electrical supplies	283-4005-461200	\$ 96.83
[VENDOR] 1255 : ENVIRO-TEST/PERRY LABS, INC.	13-129830	I13-027964	13-001478	10/21/2013	1	Bacteriological Water Sampling Analysis - 9/3-9/24/13	031-6002-432990	\$ 473.00
[VENDOR] 1298 : FUL-LINE JANITOR SUPPLY, INC.	2616	I13-028454	13-002996	11/04/2013	1	Vacuum parts, plastic spray bottles	021-1800-461300	\$ 76.56
[VENDOR] 1323 : GRAINGER, INC.	9255444771	I13-028406	13-000383	11/04/2013	1	Air flow capture hood	010-1700-461700	\$ 2,620.00
	9255704067	I13-028407	13-000383	11/04/2013	1	Selector switches/legend plates	010-1700-461200	\$ 308.76
	9251550183	I13-028408	13-000383	11/04/2013	1	Pipe wrenches	010-1700-460170	\$ 285.30
	9251550175	I13-028409	13-000383	11/04/2013	1	Mechanics stethoscope	010-1700-460170	\$ 24.80
	9248664659	I13-028410	13-000383	11/04/2013	1	Marking paint/wands	010-1700-461300	\$ 128.49
[VENDOR] 1396 : IMPRESSION PRINTING	13048	I13-028172	13-002887	11/04/2013	1	Quote from Ron (owner) on 8/8/13. 8.5 x 11 110# Ivory Index Stock - Property Inventory Report Cards (5,000 cards).	010-7002-460140	\$ 514.08
	13198	I13-028520	13-002679	11/04/2013	1	NCPERS Enrollment Packets for Open Enrollment and Stock	010-1100-460140	\$ 384.00
[VENDOR] 1407 : INTERSTATE BATTERY	1918601001597	I13-028368	13-002908	11/04/2013	1	Invoice 1918601001597 Rebuild 3.7V 2AH Lion Pan 900 T Item LIT0229	010-7002-460290	\$ 479.88
[VENDOR] 1463 : KLEIN, THORPE AND JENKINS LTD.	165743	I13-028079	13-002835	10/21/2013	1	Invoice #165743 dated 9/19/13 - Agrani	010-0000-432100	\$ 62.41
	165742	I13-028080	13-002835	10/21/2013	1	Invoice #165742 dated 9/19/13 - Orland Square Mall	010-0000-432100	\$ 268.41
[VENDOR] 1511 : MARTIN IMPLEMENT SALES, INC.	P78901	I13-028393	13-002931	11/04/2013	1	Long dist nozzl g2-20	283-4003-460180	\$ 128.80
[VENDOR] 1542 : FLEETPRIDE	56590652	I13-028176	13-000104	10/22/2013	1	Muffler	010-5006-461800	\$ 88.81
	56985515	I13-028431	13-000104	11/04/2013	1	Part	010-5006-461800	\$ 64.32
	56881111	I13-028457	13-000104	11/04/2013	1	Air primary	010-5006-461800	\$ 44.03
[VENDOR] 1545 : MIDWEST ENVIRONMENTAL MEDICINE	VO06	I13-028326	13-000738	11/04/2013	1	Employee Medical Exams	010-1100-429500	\$ 770.00

Vendors	Vendor Invoice	Invoice	Purchase Order	Due Date	Line No	Line Item Description	Account Number	Amount
	VO05	I13-028327	13-000738	11/04/2013	1	Pre-Employment Exams	010-1100-429510	\$ 417.00
	VO05	I13-028327	13-000738	11/04/2013	2	Pre-Employment Exams	010-1100-429510	\$ 538.00
[VENDOR] 1593 : NEOPOST USA, INC.	10/21/13	I13-028175	13-002999	10/21/2013	1	Postage for Neopost machine	010-7002-441600	\$ 3,000.00
[VENDOR] 1604 : NUTOYS LEISURE PRODUCTS	40026	I13-028553	13-001613	11/04/2013	1	Eagle Ridge Park play unit - quote attached	023-0000-470800	\$ 78,170.00
[VENDOR] 1610 : OLD DOMINION BRUSH	0048070-IN	I13-028507	13-002787	11/04/2013	1	Replacement suction tube part#MDH.16.120.	010-5006-461700	\$ 850.00
	0048070-IN	I13-028507	13-002787	11/04/2013	2	Shipping to Public Works	010-5006-461700	\$ 99.00
	0048070-IN	I13-028507	13-002787	11/04/2013	3	Replacement safety decals	010-5006-461700	\$ 116.00
[VENDOR] 1612 : ORLAND PARK BAKERY	71113	I13-028165	13-003012	11/04/2013	1	Inv.# 71113 - Retirement Cake for Paul Kirkland	010-1100-429990	\$ 111.69
[VENDOR] 1641 : PALOS SPORTS, INC.	154566-00	I13-028157	13-002337	11/04/2013	1	Coach and participant giveaways	283-4008-490700	\$ 1,947.00
	156838-00	I13-028158	13-002337	11/04/2013	1	Coach and participant giveaways	283-4008-490700	\$ 48.00
	159442-00	I13-028159	13-002337	11/04/2013	1	Coach and participant giveaways	283-4008-490700	\$ 11.00
[VENDOR] 1659 : PLANNING RESOURCES, INC.	11025	I13-028320	13-000475	11/04/2013	1	Professional Services - Orland Park Landscape Reviews - September	010-2003-432800	\$ 1,516.75
[VENDOR] 1745 : SEARS	017505536191	I13-028359	13-002868	10/28/2013	1	screw extractors	010-1700-460170	\$ 89.10
[VENDOR] 1776 : SOUTH SUBURBAN MAYORS & MANAGERS ASSOC.	2014-0168	I13-028128	13-000129	11/04/2013	1	Monthly VHM Admin and Expenses - August/Sept & July/August awards	092-0000-453700	\$ 6,860.00
[VENDOR] 1823 : T.R.L. TIRE SERVICE CORP.	9612	I13-028432	13-000132	11/04/2013	1	Tire	010-5006-461890	\$ 136.91
[VENDOR] 1847 : TRANE	8403833R1	I13-028413	13-000275	11/04/2013	1	VH HVAC parts	010-1700-461700	\$ 337.51
	32586675	I13-028417	13-002682	11/04/2013	1	Check,adjust and repair rooftop HVA/C systems as needed.	021-1800-443100	\$ 605.00
	8421702R1	I13-028512	13-000275	11/04/2013	1	HVAC parts for Metra	026-0000-461700	\$ 48.72
	8472584R1	I13-028525	13-000275	11/04/2013	1	Civic Center HVAC parts	021-1800-461700	\$ 507.29
	8459007R1	I13-028526	13-000275	11/04/2013	1	VH HVAC parts	010-1700-461700	\$ 46.22
	8459007R1	I13-028526	13-000275	11/04/2013	2	Civic Center HVAC parts	021-1800-461700	\$ 332.50
	8470916R1	I13-028527	13-000275	11/04/2013	1	Civic Center HVAC parts	021-1800-461700	\$ 645.71
	8440609R1	I13-028528	13-000275	11/04/2013	1	Civic Center HVAC parts	021-1800-461700	\$ 108.48
	8449352R1	I13-028529	13-000275	11/04/2013	1	Civic Center HVAC parts	021-1800-461700	\$ 234.19
[VENDOR] 1887 : SIGN MASTERS	40651	I13-028419	13-002947	11/04/2013	1	Invoice 40651 Letter and stripe vehicle #29	010-7002-443200	\$ 535.00
[VENDOR] 1894 : WASTE MANAGEMENT OF IL	1208490-4936-2	I13-028273	13-000470	11/04/2013	1	September	031-1400-442100	\$ 430,117.40
[VENDOR] 1898 : HD SUPPLY WATERWORKS	B527429	I13-028115	13-002763	11/04/2013	1	261-132012-00 12 x 12 1/2 clamp	031-6002-462400	\$ 1,344.00
	B527429	I13-028115	13-002763	11/04/2013	2	261-132020-000 12 x 20 clamp	031-6002-462400	\$ 1,392.00
	B527429	I13-028115	13-002763	11/04/2013	3	263-215215-0000 20 x 15 rep clamp	031-6002-462400	\$ 710.00
	B527429	I13-028115	13-002763	11/04/2013	4	H10302 Serv box	031-6002-462400	\$ 540.00
	B527429	I13-028115	13-002763	11/04/2013	5	89375 1 1/4" curb box lid	031-6002-462400	\$ 170.00
	B539052	I13-028321	13-002786	11/04/2013	1	Hydrant lube for use on the salt spreader conveyor chains-part#184048A-51	010-5006-461720	\$ 504.00

Vendors	Vendor Invoice	Invoice	Purchase Order	Due Date	Line No	Line Item Description	Account Number	Amount
[VENDOR] 2403 : C.O.P.S. TESTING SERVICE, INC.	102692	I13-028363	13-002921	11/04/2013	1	Invoice 102692 Law enforcement pre-employment polygraph evaluation - Jody Schmidt	010-7002-432990	\$ 160.00
[VENDOR] 2418 : MIDWEST TRANSIT EQUIPMENT, INC.	446490	I13-028287	13-000075	10/24/2013	1	Bus repair parts.	010-5006-461800	\$ 23.66
[VENDOR] 2452 : SECRETARY OF STATE	09/09/13	I13-027030	13-002639	09/16/2013	1	New Title for Confidential Unit #1470. 2014 Ford Interceptor (Taurus), 4DR. (Unmarked Blue) VIN #1FAHP2MK7EG114099.	010-7002-484100	\$ 101.00
	09/09/13	I13-027030	13-002639	09/16/2013	2	Transfer Confidential Plate #1505916 to New Vehicle (from old #1470).	010-7002-484100	\$ 25.00
	09/09/13	I13-027030	13-002639	09/16/2013	3	New Title for Confidential Unit #1490, 2014 Ford Interceptor (Taurus), 4DR (Unmarked Red). VIN #1FAHP2MKXEG114100.	010-7002-484100	\$ 101.00
	09/09/13	I13-027030	13-002639	09/16/2013	4	Transfer Confidential Plate #2316866 from old #1490 to New Vehicle.	010-7002-484100	\$ 25.00
	09/09/13	I13-027030	13-002639	09/16/2013	5	New Title & Transfer of Plates for Units #1470 & #1490. Adjustment of \$12.00.	010-7002-484100	\$ -12.00
	10/10/13	I13-028420	13-002956	11/04/2013	1	Vehicle license plate renewal for 73893U-B Vin 1GCCS196858119721 - 2005 Chevrolet pickup expiration date 11-30-13	010-7002-484100	\$ 101.00
[VENDOR] 2596 : ILLINOIS FIRE & POLICE COMMISSIONERS ASSOC.	10/01/13	I13-028422	13-002951	11/04/2013	1	2014 membership dues - Illinois Fire and Police Commissioners Association	010-8000-429200	\$ 375.00
[VENDOR] 2734 : SOUTH SIDE CONTROL SUPPLY CO.	S100088141.001	I13-028398	13-002927	11/04/2013	1	4- L4008A1015 T-stats 1- Transformer	021-1800-461700	\$ 735.01
	S100086913.001	I13-028399	13-002927	11/04/2013	1	1- 2" y-straner	021-1800-461700	\$ 135.00
[VENDOR] 2830 : CDW GOVERNMENT, INC.	GB93393	I13-027914	13-002811	10/21/2013	1	Tripp Lite 1M Duplex Singlemode Fiber 8.3/125 Patch Cable LC/SC 3ft CDW Part: 717516	010-1700-470100	\$ 59.98
	GH45834	I13-028510	13-002703	11/04/2013	1	Microsoft Optical Mouse 200 for Business CDW # 2434219	010-1600-460110	\$ 51.96
	GH45834	I13-028510	13-002703	11/04/2013	2	Microsoft Wired Keyboard 400 for Business CDW # 2354478	010-1600-460110	\$ 86.58
[VENDOR] 2836 : JAMES J. ROCHE & ASSOCIATES	15387	I13-028433	13-002984	11/04/2013	1	Invoice 15387 travel and administer local adjudication 9-10-13	010-0000-432100	\$ 1,312.50
[VENDOR] 2842 : MID AMERICA TREE & LANDSCAPE, INC.	10/01/13	I13-028029	13-001507	10/21/2013	1	September mowing	031-6007-443510	\$ 999.08
	10/01/13	I13-028030	13-001507	10/21/2013	1	September mowing	031-6007-443510	\$ 17,282.75
	10/01/13	I13-028031	13-001507	10/21/2013	1	September mowing	010-5002-443510	\$ 4,998.77
	2328	I13-028395	13-002926	11/04/2013	1	cleanup shoreline, remove cattails and shoreline debris	031-6007-470500	\$ 3,000.00
	2331	I13-028503	13-002701	11/04/2013	1	450 Medium Pumpkins, 60 staw bales, 20 gourdes, 20 mums, 4 XL Pumpkins & 15 cornstalks. Delivered to event site on 10/5 by 7am.	283-4002-490400	\$ 2,013.00
	2335	I13-028567	13-000455	11/04/2013	1	Tree replacements - Emerald Ash Borer - Mallard Landings	054-0000-443500	\$ 1,700.00
[VENDOR] 2976 : A.T. KULOVITZ & ASSOCIATES, INC.	13-160	I13-028400	13-002442	11/04/2013	1	ARMOR EXPRESS BALLISTIC VEST WITH STRIKE PLATE AND BLUE COVER	010-7002-460190	\$ 650.00
	13-161	I13-028401	13-002443	11/04/2013	1	ARMOR EXPRESS BALLISTIC VEST RAZOR II WITH STRIKE PLATE AND BLUE	010-7002-460190	\$ 650.00

Vendors	Vendor Invoice	Invoice	Purchase Order	Due Date	Line No	Line Item Description	Account Number	Amount
	13-159	I13-028402	13-001496	11/04/2013	1	COVER RAZOR II BALLISTIC VEST WITH WHITE COVER SZ 2216/2217 HOTTINGER	010-7002-460190	\$ 615.00
[VENDOR] 3037 : SERVICE SANITATION, INC.	09/27/13	I13-028319	13-001299	10/24/2013	1	Portable toilets	283-4003-444550	\$ 1,690.00
[VENDOR] 3062 : ASPEN VALLEY LANDSCAPE SUPPLY INC.	I1-136619	I13-028283	13-000284	10/24/2013	1	Sod	283-4003-463300	\$ 150.00
[VENDOR] 3151 : CENTRAL DISTRIBUTING CO., INC.	2309	I13-028536	13-002994	11/04/2013	1	Brake pads idler pulley and shipping for invoice# 2309	010-5006-461700	\$ 50.22
[VENDOR] 3209 : IACP - MEMBERSHIP	1001078890	I13-028423	13-002948	11/04/2013	1	2014 IACP MODEL POLICY SUBSCRIPTION 50 OR MORE	010-7002-429300	\$ 50.00
[VENDOR] 3414 : GOLDY LOCKS, INC.	615718	I13-028392	13-000153	11/04/2013	1	Service/repairs to Rec Admin office	010-1700-443100	\$ 965.00
[VENDOR] 3419 : J.G.S. LANDSCAPE ARCHITECTS	09/30/13	I13-028331	13-001530	10/25/2013	1	Management and maintenance of rights of way - September 2013	054-0000-443300	\$ 6,250.00
[VENDOR] 3698 : JULIE, INC.	2013-1243	I13-020500	13-000561	11/04/2013	1	2013 julie locating assessment estimate. Village divides payments quarterly-4th qtr	010-5001-432800	\$ 1,866.44
	2013-1243	I13-020500	13-000561	11/04/2013	1	2013 julie locating assessment estimate. Village divides payments quarterly-4th qtr	031-6001-432800	\$ 667.79
[VENDOR] 3878 : CUNNINGHAM RECREATION	825000	I13-028414	13-002528	11/04/2013	1	game time-coil spring only	283-4003-461600	\$ 492.00
	825000	I13-028414	13-002528	11/04/2013	2	game time chain (swing)	283-4003-461600	\$ 548.00
	825000	I13-028414	13-002528	11/04/2013	3	freight	283-4003-461600	\$ 162.86
	825000	I13-028414	13-002528	11/04/2013	4	discount	283-4003-461600	\$ -110.72
[VENDOR] 4085 : RANDALL INDUSTRIES	134576	I13-028143	13-002933	11/04/2013	1	One (1) new/unused 2013 Caryall 252 gas clubcar equipped per quote	092-0000-452210	\$ 8,080.00
[VENDOR] 4208 : CARL SANDBURG HIGH SCHOOL	163	I13-028297	13-002972	11/04/2013	1	Fee for use of PAC for Dance Recital 2013. Money is collected from ticket sales for the recital.	283-4002-490990	\$ 1,619.36
[VENDOR] 4290 : SCHNEIDER ELECTRIC	4149165	I13-028557	13-000388	11/04/2013	1	WxSentry Public Safety Edition (1 node)and Premium (3 nodes) - 11/8-12/7/13	010-1600-443610	\$ 539.71
[VENDOR] 4294 : METROPOLITAN FAMILY SERVICES/SOUTHWEST	09/30/13	I13-027992	13-000118	10/21/2013	1	Crisis Intervention/Response Counseling - Police - Sept.	010-1100-432600	\$ 2,500.00
[VENDOR] 4388 : WHOLESale DIRECT, INC.	000202777	I13-028167	13-000070	11/04/2013	1	Emergency lights	010-5006-461800	\$ 157.44
	000202525	I13-028280	13-000070	11/04/2013	1	Seal beam/28" guide, flourescent	010-5006-461800	\$ 380.76
[VENDOR] 4622 : NEOPOST/MAILFINANCE	N4259728	I13-028518	13-000484	11/04/2013	1	8/17-11/16/13	010-1400-444700	\$ 414.33
	N4259728	I13-028518	13-000484	11/04/2013	2	8/17-11/16/13	010-1400-444700	\$ 782.67
[VENDOR] 4679 : CHRISTOPHER B. BURKE ENGINEERING, LTD.	112529	I13-027998	13-000479	10/21/2013	1	Contract Engineering - 7/28-8/31/13	031-6001-432500	\$ 833.34
	112529	I13-027998	13-000479	10/21/2013	1	Contract Engineering - 7/28-8/31/13	031-6007-432500	\$ 1,166.66
	112529	I13-027998	13-000479	10/21/2013	2	Contract Engineering - 7/28-8/31/13	010-2004-432500	\$ 6,500.00

Vendors	Vendor Invoice	Invoice	Purchase Order	Due Date	Line No	Line Item Description	Account Number	Amount
	112526	I13-028117	12-001759	11/04/2013	1	Final Engineering and bid specification preparation for the catalina subdivision Stormwater improvement work - 7/28-8/31/13	031-6007-470500	\$ 234.00
	112708	I13-028118	12-001759	11/04/2013	1	Final Engineering and bid specification preparation for the catalina subdivision Stormwater improvement work - 9/1-9/28/13	031-6007-470500	\$ 1,105.13
	112525	I13-028119	13-001920	11/04/2013	1	Coordination & parcel platting with Gallagher & Henry for Grasslands Detention Basin - 7/28-8/31/13	031-6007-470500	\$ 1,983.68
	112706	I13-028120	13-001920	11/04/2013	1	Coordination & parcel platting with Gallagher & Henry for Grasslands Detention Basin - 9/1-9/28/13	031-6007-470500	\$ 2,616.78
	112707	I13-028121	13-002268	11/04/2013	1	Maycliff Subdivision Storm Sewer Improvements - Engineering Services - 9/1-9/28/13	031-6007-470500	\$ 315.00
	112707	I13-028121	13-002268	11/04/2013	2	Maycliff Subdivision Watermain Improvements - Engineering Services - 9/1-9/28/13	031-6002-470500	\$ 315.00
	112543	I13-028122	13-002268	11/04/2013	1	Maycliff Subdivision Storm Sewer Improvements - Engineering Services - 7/28-8/31/13	031-6007-470500	\$ 283.50
	112543	I13-028122	13-002268	11/04/2013	2	Maycliff Subdivision Watermain Improvements - Engineering Services - 7/28-8/31/13	031-6002-470500	\$ 283.50
	112701	I13-028135		11/04/2013	1	R241-T-Mobile-16125 S. Wolf Road 6/30-9/28/13	010-0000-110903	\$ 407.50
	112702	I13-028136		11/04/2013	1	R247-14620 S. Westwood Drive 6/30-9/28/13	010-0000-110903	\$ 1,569.45
	112703	I13-028137		11/04/2013	1	R250-Mid-America Towers-10470 164th Place 6/30-9/28/13	010-0000-110903	\$ 216.00
	112704	I13-028138		11/04/2013	1	R251-AT&T-16125 S. Wolf Road 6/30-9/28/13	010-0000-110903	\$ 439.00
	112705	I13-028139		11/04/2013	1	R252-AT&T-17801 S. Wolf Road 6/30-9/28/13	010-0000-110903	\$ 972.00
	112709	I13-028293	13-002461	11/04/2013	1	Design and engineering for a perimeter bike path and parking facilities to serve Stellwagen Family Farm - 9/1-9/28/13	054-0000-470700	\$ 1,075.50
	112527	I13-028294	13-002461	11/04/2013	1	Design and engineering for a perimeter bike path and parking facilities to serve Stellwagen Family Farm - 7/28-8/31/13	054-0000-470700	\$ 7,000.00
	112700	I13-028340	13-000479	11/04/2013	1	Contract Engineering - 9/1-9/28/13	031-6001-432500	\$ 833.34
	112700	I13-028340	13-000479	11/04/2013	1	Contract Engineering - 9/1-9/28/13	031-6007-432500	\$ 1,166.66
	112700	I13-028340	13-000479	11/04/2013	2	Contract Engineering - 9/1-9/28/13	010-2004-432500	\$ 6,500.00
[VENDOR] 4850 : 4 IMPRINT, INC.	3023494	I13-028012	13-002733	10/21/2013	1	Item # 112703-4G - 50 Swing USB Drives 4GB Black with laser engrave imprint.	010-1100-429990	\$ 448.71
[VENDOR] 5065 : POWER EQUIPMENT LEASING CO., INC.	20297	I13-028508	13-002743	11/04/2013	1	Replace winch rope on jib in 5233. Per vendor quote.	010-5006-443200	\$ 629.82
	20297	I13-028508	13-002743	11/04/2013	2	Replace leaking winch motor and correct side play in winch drum	010-5006-443400	\$ 865.37
[VENDOR] 5127 : HENRY PRATT COMPANY	2724407	I13-028155	13-002774	11/04/2013	1	10" Bore Duracyl Seal Kit P1399664	031-6002-461700	\$ 450.00
	2724407	I13-028155	13-002774	11/04/2013	2	Freight	031-6002-461700	\$ 9.02
[VENDOR] 5237 : EXPERT CHEMICAL & SUPPLY, INC.	825333	I13-027632	13-000382	10/07/2013	1	Coffee, tea, paper goods, trash bags, etc. for Civic Center	021-1800-460150	\$ 54.65
	825755	I13-028371	13-000382	11/04/2013	1	Cleaning supplies, coffee, tea, sugar, paper goods, etc.	010-1700-460150	\$ 724.12

Vendors	Vendor Invoice	Invoice	Purchase Order	Due Date	Line No	Line Item Description	Account Number	Amount
[VENDOR] 5428 : KEE-LINE IMAGES	13140	I13-028568	13-002991	11/04/2013	1	26 v-neck royal blue windshirts with light gray embroidered Veterans Commission logo.	010-8100-484990	\$ 469.24
	13141	I13-028569	13-002992	11/04/2013	1	375 4x6 American flags on sticks	010-8100-484200	\$ 124.77
[VENDOR] 5548 : WILLIAM FILAN, LTD.	10/01/13	I13-028279	13-001261	11/04/2013	1	State liaison July - September 2013	010-0000-432850	\$ 9,000.00
[VENDOR] 5620 : DELL	XJ7P77RP7	I13-028160	13-002730	11/04/2013	1	OptiPlex 9010 Minitower & accessories Per Quote 661094343	031-6002-460110	\$ 891.71
	XJ7KFMCJ9	I13-028270	13-002730	10/24/2013	1	OptiPlex 9010 Minitower & accessories Per Quote 661094343	031-6002-460110	\$ 67.49
	XJ7J9RJR8	I13-028281	13-002730	11/04/2013	1	OptiPlex 9010 Minitower & accessories Per Quote 661940259	031-6002-460110	\$ 16.72
	XJ7K745M5	I13-028285	13-002730	10/24/2013	1	OptiPlex 9010 Minitower & accessories Per Quote 661940259	031-6002-460110	\$ 878.41
	XJ7NPFX99	I13-028506	13-002730	11/04/2013	1	OptiPlex 9010 Minitower & accessories Per Quote 661094343	031-6002-460110	\$ 3.42
	XJ7NPFX99	I13-028506	13-002730	11/04/2013	2	OptiPlex 9010 Minitower & accessories Per Quote 661940259	031-6002-460110	\$ 288.04
[VENDOR] 5622 : TRANSCHICAGO TRUCK GROUP	1359962	I13-028113	13-000133	10/18/2013	1	Credit of \$151.11 taken twice plus \$3.43 restocking fee	010-5006-461800	\$ 154.54
[VENDOR] 5744 : GATEWAY BUSINESS SYSTEMS, INC.	520618	I13-028300	13-000034	10/24/2013	1	Copier maintenance - Sept	010-7002-443600	\$ 44.72
	520617	I13-028301	13-000443	10/24/2013	1	Copier Maintnenace for Finance North - Sept	010-1400-443600	\$ 62.08
	520604	I13-028302	13-000034	10/24/2013	1	Copier maintenance - Sept	010-7002-443600	\$ 2.15
	520605	I13-028303	13-000211	10/24/2013	1	Mayor's and official's copier usage - Sept	010-1500-460140	\$ 0.06
	520606	I13-028304	13-000510	10/24/2013	1	Monthly copier maintenance - Sept	021-1800-443200	\$ 7.50
	520608	I13-028305	13-000624	10/24/2013	1	Gateway copier maintenance - Sept	010-1100-443600	\$ 4.07
	520610	I13-028306	13-000211	10/24/2013	1	Mayor's and official's copier usage - Sept	010-1500-460140	\$ 20.85
	520611	I13-028307	13-000157	10/24/2013	1	Excess Copy fees - Sept	010-2001-443600	\$ 9.50
	520612	I13-028308	13-000627	10/24/2013	1	Konica #7155 front office copier ID #13213 - Sept	031-6001-443600	\$ 25.52
	520613	I13-028309	13-000624	10/24/2013	1	Gateway copier maintenance - Sept	010-1100-443600	\$ 38.79
	520614	I13-028310	13-000354	10/24/2013	1	Copier maintenance and repair - Sept	283-4007-443600	\$ 39.31
	520615	I13-028311	13-000627	10/24/2013	1	KB 222 - Sept	031-6001-443600	\$ 2.33
	520616	I13-028312	13-000443	10/24/2013	1	Finance south - Sept	031-1400-443600	\$ 23.92
	520619	I13-028313	13-000034	10/24/2013	1	Copier maintenance - Sept	010-7002-443600	\$ 41.81
	520620	I13-028314	13-000034	10/24/2013	1	Copier maintenance - Sept	010-7002-443600	\$ 61.61
	520621	I13-028315	13-000034	10/24/2013	1	Copier maintenance - Sept	010-7002-443600	\$ 138.75
	520626	I13-028316	13-000354	10/24/2013	1	Copier maintenance and repair - Sept	283-4007-443600	\$ 80.52
	520631	I13-028317	13-001013	10/24/2013	1	Gateway Color Copier Maintenance - Sept	010-1200-443600	\$ 188.85
[VENDOR] 5760 : GORDON FOOD SERVICE, INC.	768089872	I13-028450	13-003007	11/04/2013	1	Candy for theatre concessions	283-4002-490510	\$ 22.98
[VENDOR] 5846 : MORRISSY	10/14/13	I13-028434	13-000189	11/04/2013	1	Airplane folding	283-4002-490200	\$ 67.80
[VENDOR] 5900 : AVAYA, INC.	2732786649	I13-028142	13-000306	10/21/2013	1	Maintenance for the phone system - 9/17-10/16	010-1600-443610	\$ 1,368.04
[VENDOR] 6185 : B & H TECHNICAL SERVICES, INC.	8-148mr	I13-028531	13-000777	11/04/2013	1	Oce Plotwave 300 Maintenance Agreement - 5/1-8/1/13	031-6001-443600	\$ 15.42

Vendors	Vendor Invoice	Invoice	Purchase Order	Due Date	Line No	Line Item Description	Account Number	Amount
[VENDOR] 6296 : PIZZO & ASSOCIATES, LTD.	12787	I13-028272	13-000024	11/04/2013	1	Native landscape stewardship - 9/26/13	283-4003-443500	\$ 513.68
	12732	I13-028274	13-002524	10/24/2013	1	Colette pond stewardship - 8/23 & 9/10/13	031-6007-470500	\$ 1,621.70
[VENDOR] 6391 : FASTENAL COMPANY	ILORL21850	I13-028269	13-002824	10/24/2013	1	1- T190=AG JOBBER 5/32 BOLTS 10- 1/2 ' -13 S/S FHN BOLTS	010-1700-461300	\$ 94.46
	ILORL21790	I13-028277	13-002753	10/24/2013	1	2- 7/16ths x 3 1/2 inch bolts 1- pk of sawzall blades.	010-1700-461300	\$ 16.44
	ILORL21764	I13-028278	13-002713	10/24/2013	1	2- 6ft lifting straps 2- 7/16 lifting eye 2- 3/8 lifting eye 2- 1/2 lifting eye	010-1700-461300	\$ 77.35
[VENDOR] 6605 : BLUE CROSS BLUE SHIELD OF ILLINOIS	10/01/13	I13-028116	13-000410	11/04/2013	1	PPO - Monthly Expense Settlement ID 00457010007 - Sept	092-0000-453100	\$ 307,442.52
	10/01/13	I13-028116	13-000410	11/04/2013	2	HMO - Claims Expenses Settlement ID 00457010007 - Sept	092-0000-453200	\$ 68,583.82
[VENDOR] 6645 : RYAN HERCO PRODUCTS CORP.	7716678	I13-028412	13-000650	11/04/2013	1	Pool maintenance supplies	283-4005-461650	\$ 1,252.93
[VENDOR] 6703 : OZINGA READY MIX CONCRETE, INC	358196	I13-028081	13-000379	10/21/2013	1	Concrete	031-6002-462900	\$ 447.00
	358349	I13-028082	13-000379	10/21/2013	1	Concrete	031-6002-462900	\$ 447.00
	361237	I13-028092	13-000379	10/21/2013	1	Concrete	031-6002-462900	\$ 359.00
	364874	I13-028093	13-000379	10/21/2013	1	Concrete	031-6002-462900	\$ 481.00
	366022	I13-028094	13-000379	10/21/2013	1	Concrete	031-6002-462900	\$ 359.00
	366023	I13-028095	13-000379	10/21/2013	1	Concrete	031-6002-462900	\$ 217.00
	363754	I13-028097	13-000379	10/21/2013	1	Concrete	031-6002-462900	\$ 420.00
	362430	I13-028099	13-000379	10/21/2013	1	Concrete	031-6002-462900	\$ 481.00
	362728	I13-028100	13-000379	10/21/2013	1	Concrete	031-6002-462900	\$ 359.00
	362599	I13-028101	13-000379	10/21/2013	1	Concrete	031-6002-462900	\$ 447.00
[VENDOR] 6850 : CENTRAL PARTS WAREHOUSE	213179A	I13-028430	13-000080	11/04/2013	1	Snow removal equipment parts	010-5006-461720	\$ 44.34
[VENDOR] 6871 : MIDWEST INDUSTRIAL LIGHTING	97695	I13-028504	13-000273	11/04/2013	1	Light bulbs	010-1700-461200	\$ 316.40
[VENDOR] 6942 : CHEMICAL PUMP SALES & SVC, INC.	72904	I13-028271	13-002735	11/04/2013	1	CIT VR-16 vacuum regulator serial number VR0601164	031-6002-461700	\$ 1,165.00
	72904	I13-028271	13-002735	11/04/2013	2	Rebuild CIT VR-16 vacuum regulator serial number VR050318-1 (Kit)	031-6002-461700	\$ 156.00
	72904	I13-028271	13-002735	11/04/2013	3	Rebuild CIT VR-16 vacuum regulator serial number VR050318-1 (Labor)	031-6002-443200	\$ 90.00
[VENDOR] 7087 : O'CONNOR	10/10/13	I13-028437	13-002950	11/04/2013	1	Travel Expense - July, Aug, Sept 2013 Board of Fire/Police Commission	010-8000-484990	\$ 250.00
[VENDOR] 7227 : NORTHWESTERN UNIVERSITY CENTER	10/08/13	I13-028168	13-002895	11/04/2013	1	The school of Police Staff and Command - Anthony Farrell	010-7002-429100	\$ 1,500.00
[VENDOR] 7343 : CARQUEST AUTO PARTS STORES	2543-316502	I13-028148	13-000095	11/04/2013	1	Micro v belt	010-5006-461800	\$ 25.82
	2543-315500	I13-028150	13-000095	11/04/2013	1	Hose mender/fitting return. Original invoice 2543-315500	010-5006-461990	\$ -7.82
	2543-315479	I13-028378	13-000095	11/04/2013	1	Micro v-belt	010-5006-461800	\$ 25.82
	2543-316186	I13-028438	13-000095	11/04/2013	1	Elec. adapter	010-5006-461800	\$ 14.24
	2543-315617	I13-028444	13-000095	11/04/2013	1	Fuel cap	010-5006-461800	\$ 7.04

Vendors	Vendor Invoice	Invoice	Purchase Order	Due Date	Line No	Line Item Description	Account Number	Amount
	2543-315880	I13-028445	13-000095	11/04/2013	1	Oil	010-5006-462200	\$ 47.40
	2543-315010	I13-028496	13-000095	11/04/2013	1	Oil dry	010-5006-461990	\$ 23.70
	2543-314923	I13-028497	13-000095	11/04/2013	1	Kwik adhesive	010-5006-461990	\$ 11.76
	2543-315175	I13-028499	13-000095	11/04/2013	1	Cabin air filter	010-5006-461800	\$ 9.69
	2543-315008	I13-028501	13-000095	11/04/2013	1	Brackets	010-5006-461800	\$ 17.40
[VENDOR] 7536 : JMD SOX OUTLET, INC.	49722	I13-028351	13-000458	11/04/2013	1	Uniforms for Building Maintenance - Carlen	010-1700-460190	\$ 125.00
	49725	I13-028352	13-000458	11/04/2013	1	Uniforms for Building Maintenance - Carlen	010-1700-460190	\$ 247.42
[VENDOR] 7841 : BLACK DIRT, INC.	16522	I13-028098	13-001459	10/21/2013	1	Soil and pulverized black dirt for Restorations	031-6003-463300	\$ 160.00
[VENDOR] 7874 : AMPEST EXTERMINATING & WILDLIFE CONTROL	29489	I13-028263	13-000459	10/24/2013	1	Pest control - PW Shed/Old Salt Bldg	010-1700-432910	\$ 50.00
	29662	I13-028264	13-000459	10/24/2013	1	Pest control - Concession stands	283-4001-432910	\$ 75.00
	29663	I13-028265	13-000459	10/24/2013	1	Pest control - CPAC	283-4005-432910	\$ 75.00
	29620	I13-028266	13-000459	10/24/2013	1	Pest control - PD	010-1700-432910	\$ 145.00
	29577	I13-028267	13-000459	10/24/2013	1	Pest control - FLC	283-4001-432910	\$ 250.00
	29650	I13-028268	13-000459	10/24/2013	1	Pest control - FLC - pill bugs	283-4001-432910	\$ 175.00
[VENDOR] 8028 : GRABOWSKI	101413	I13-028453	13-003006	11/04/2013	1	summer show, Broadway in Orland, DVD payment	283-4002-490490	\$ 240.00
[VENDOR] 8110 : PIATTONI	10-16-13	I13-028059		10/16/2013	1	Start up cash for Ice Rink	283-0000-101120	\$ 300.00
[VENDOR] 8112 : IEDC	207006	I13-028322	13-002929	11/04/2013	1	Membership Renewal - Karie Friling #207006 due upon receipt. Period covered 1-1-2014 to 12-31-2014.	010-2001-429200	\$ 345.00
[VENDOR] 8231 : APPLE CHEVROLET	CVCS260555	I13-028318	13-000091	10/24/2013	1	Transmission replacement	010-5006-443400	\$ 2,740.00
	268362	I13-028440	13-000091	11/04/2013	1	Handle	010-5006-461800	\$ 32.94
	268223	I13-028500	13-000091	11/04/2013	1	Lock	010-5006-461800	\$ 150.12
[VENDOR] 8802 : MISSION SIGNS	2013-10429	I13-028180	13-000162	11/04/2013	1	Signs at dog park	023-0000-470700	\$ 534.00
	2013-10572	I13-028181	13-000162	11/04/2013	1	Sign changes made with new trustee's name	010-1700-461500	\$ 105.00
	2013-10633	I13-028182	13-001446	11/04/2013	1	Letter street sign - Avenida del Norte	010-5002-461500	\$ 32.00
	2013-10621	I13-028183	13-003036	11/04/2013	1	Banner date decals for - A Simple Miracle	283-4002-460140	\$ 56.00
	2013-10621	I13-028183	13-003036	11/04/2013	2	(4) production name decals for theatre banners	283-4002-460140	\$ 72.00
	2013-10595	I13-028184	13-002978	11/04/2013	1	changed date for (3)Garage Sale Banners, (4) sides to Nov 2	283-4008-460140	\$ 60.00
[VENDOR] 9038 : INTERNATIONAL CODE COUNCIL	INV0347672	I13-028521	13-002825	11/04/2013	1	Item #78707BN - Legal Aspects of Code Administration - (Book and Audio CD) Member #5058527	010-2002-429300	\$ 63.25
	INV0347672	I13-028521	13-002825	11/04/2013	2	Item #8709P12 - 2012 Complete Code & Commentary Collection - PDF Downlaod (Windows)	010-2002-429300	\$ 735.00
	INV0347672	I13-028521	13-002825	11/04/2013	3	Item #9026S11 - (TMS 402-11/ACI 530-11/ASCE 5-11): Building Code Requirements and Specification for Masonry Structure & Related Commentaries	010-2002-429300	\$ 99.00
	INV0347672	I13-028521	13-002825	11/04/2013	4	Item #9021S11 - ACI 318-11: Building code Requirements for Structural Concrete &	010-2002-429300	\$ 154.00

Vendors	Vendor Invoice	Invoice	Purchase Order	Due Date	Line No	Line Item Description	Account Number	Amount
						Commentary		
	INV0347672	I13-028521	13-002825	11/04/2013	5	Item #9026S08 ACE 530-08 - Building Code Requirements & Specification for Masonry Structures & Related Commentaries	010-2002-429300	\$ 90.00
	INV0347672	I13-028521	13-002825	11/04/2013	6	Item #9206S14 Steel Construction Manual, 14th Edition (AISC 325-11)	010-2002-429300	\$ 175.00
	INV0347672	I13-028521	13-002825	11/04/2013	7	Item #8722P09 - ICC A117.1-2009 - Accessible & Usable Buildings and Facilities - PDF Download - Windows	010-2002-429300	\$ 35.00
	INV0347672	I13-028521	13-002825	11/04/2013	8	Item #7053S11 - ICC G3-2011 Global Guideline for Practical Public Toilet Design	010-2002-429300	\$ 19.95
	INV0347672	I13-028521	13-002825	11/04/2013	9	Item #9548S06 - The Building Officials & Inspectors Guide to Codes, Forms, and Complaints	010-2002-429300	\$ 28.00
	INV0347672	I13-028521	13-002825	11/04/2013	10	Item #3500S12 - 2012 International Property Maintenance Code	010-2002-429300	\$ 27.00
	INV0347672	I13-028521	13-002825	11/04/2013	11	Item #9542S12 - 2012 National Design Specification for Wood Construction	010-2002-429300	\$ 135.00
	INV0347672	I13-028521	13-002825	11/04/2013	12	Shipping	010-2002-429300	\$ 32.00
[VENDOR] 9099 : COMCAST	8771401240020750	I13-028530	13-000723	11/04/2013	1	11/1-11/30	021-1800-441800	\$ 69.32
[VENDOR] 9122 : GROUNDS KEEPER LANDSCAPE CARE, LLC	11079OP	I13-028003	13-000569	10/21/2013	1	Tree removal thru 9/28/13	054-0000-470700	\$ 8,067.94
	11082OP	I13-028047	13-000569	10/21/2013	1	Tree removal - 10/1-10/9/13	054-0000-470700	\$ 19,241.51
	11086OP	I13-028533	13-000569	11/04/2013	1	Tree removal - Centennial Park - 10/22-10/24/13	054-0000-470700	\$ 17,703.68
[VENDOR] 9217 : MBS IDENTIFICATION INC.	23335	I13-028276	13-002676	10/24/2013	1	200 clear vertical badge holders @.38 each = \$76.00	010-1100-460100	\$ 78.00
	23335	I13-028276	13-002676	10/24/2013	2	250 black village printed lanyards @ \$1.95 each = \$487.50	010-1100-460100	\$ 495.30
	23335	I13-028276	13-002676	10/24/2013	3	Freight	010-1100-460100	\$ 16.00
[VENDOR] 9294 : MAP AUTOMOTIVE - CHICAGO	40-242332	I13-027843	13-000115	10/21/2013	1	Battery core return	010-5006-461800	\$ -18.00
	40-242510	I13-027844	13-000115	10/21/2013	1	Returns - Orig. invs. 241786 & 241417	010-5006-461800	\$ -171.74
	40-242870	I13-027845	13-000115	10/21/2013	1	Returns - inv nos. 184383 & 241417	010-5006-461800	\$ -128.49
	40-243695	I13-027885	13-000115	10/21/2013	1	Filters/wiper blades/screen	010-5006-461800	\$ 104.66
	40-248245	I13-028149	13-000115	11/04/2013	1	Wiper blades	010-5006-461800	\$ 61.62
[VENDOR] 9484 : PETTY CASH - CATHY VAN WAGNER	c vanwagner 10-22-13	I13-028186		10/23/2013	1	Postage for package delivery	010-7002-441600	\$ 32.82
	c vanwagner 10-22-13	I13-028186		10/23/2013	2	ice for Chinese delegate meeting	010-7002-460150	\$ 3.58
	c vanwagner 10-22-13	I13-028186		10/23/2013	3	replenish party supplies	010-7002-460150	\$ 73.90
[VENDOR] 9516 : PRAIRIE STATE VETERINARY CLINIC	74779	I13-028370	13-002919	11/04/2013	1	invoice 74779 vet visit - Canine Harry	010-7002-460200	\$ 385.48
[VENDOR] 9532 : THERMO MECHANICAL SERVICES	0039015	I13-028537	13-003133	11/04/2013	1	compressor parts per attached invoice	283-4007-461700	\$ 7,457.23
	0039015	I13-028537	13-003133	11/04/2013	2	core	283-4007-461700	\$ 775.00
	0039020	I13-028538	13-003133	11/04/2013	1	returned core	283-4007-461700	\$ -775.00
[VENDOR] 9599 : LOW VOLTAGE SYSTEMS	5362	I13-028362	13-002881	11/04/2013	1	Fuel island video camera cleaning & adjustment. Invoice# 5362	010-5001-443100	\$ 125.00

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[VENDOR] 9656 : MENARDS - HOMER GLEN	28285	I13-028125	13-000198	11/04/2013	1	Parks supplies	283-4003-461990	\$ 298.73
	28241	I13-028126	13-000198	11/04/2013	1	Civic Center building supplies	021-1800-461300	\$ 63.30
	28411	I13-028127	13-000198	11/04/2013	1	Parks supplies - PVC pipe/hoses/couplers/clamps	283-4003-461990	\$ 118.08
	28411	I13-028127	13-000198	11/04/2013	2	Parks supplies - PVC pipe/hoses/couplers/clamps	283-4003-461990	\$ 93.01
[VENDOR] 9664 : WAREHOUSE DIRECT	2070197-0	I13-028043	13-002692	10/21/2013	1	Prestige Total Erase Project Planner - 36 X 24 Gray	010-1201-460100	\$ 93.76
	2070197-0	I13-028043	13-002692	10/21/2013	2	Swivel USB Flash Drives, 4 GB	010-1200-460100	\$ 62.90
	2070197-0	I13-028043	13-002692	10/21/2013	2	Swivel USB Flash Drives, 4 GB	010-1201-460100	\$ 62.90
[VENDOR] 9791 : V3 COMPANIES OF ILLINOIS LTD	5	I13-028298	12-001052	11/04/2013	1	Imperial East Pond - Shoreline and Aesthetic Improvements to 9/30/13	031-6007-470500	\$ 800.00
	5	I13-028299	12-001052	11/04/2013	1	Pay retainage	031-0000-205000	\$ 1,418.30
	9	I13-028356	12-001052	11/04/2013	1	Village Center North Pond - Shoreline and Aesthetic Improvements to 9/30/13	031-6007-470500	\$ 1,300.00
	913113	I13-028397	13-001385	11/04/2013	1	Lagrange Road Corridor Enhancements Project - Construction Management and Coordination - 9/1-9/28/13	054-0000-484800	\$ 3,245.75
[VENDOR] 9792 : TOTAL BUILDING SERVICE, INC.	0042900-in	I13-028415	13-000482	11/04/2013	1	Village Hall - October	010-1700-442930	\$ 3,985.25
	0042900-in	I13-028415	13-000482	11/04/2013	2	RDC	283-4001-442930	\$ 1,149.50
	0042900-in	I13-028415	13-000482	11/04/2013	3	143rd Metra	026-0000-442930	\$ 384.75
	0042900-in	I13-028415	13-000482	11/04/2013	4	153rd Metra	026-0000-442930	\$ 256.50
	0042900-in	I13-028415	13-000482	11/04/2013	5	179th Metra	026-0000-442930	\$ 256.50
	0042900-in	I13-028415	13-000482	11/04/2013	6	OVH	283-4001-442930	\$ 256.50
	0042900-in	I13-028415	13-000482	11/04/2013	7	Parks office	010-1700-442930	\$ 156.75
	0042900-in	I13-028415	13-000482	11/04/2013	8	GBC	010-1700-442930	\$ 256.50
	0042900-in	I13-028415	13-000482	11/04/2013	9	Learning Ally	010-1700-442930	\$ 275.50
	0042900-in	I13-028415	13-000482	11/04/2013	10	Rec Admin	283-4001-442930	\$ 669.75
	0042900-in	I13-028415	13-000482	11/04/2013	11	FLC	283-4001-442930	\$ 3,643.25
	0042900-in	I13-028415	13-000482	11/04/2013	12	PD	010-1700-442930	\$ 4,222.75
	0042900-in	I13-028415	13-000482	11/04/2013	13	PW	010-1700-442930	\$ 1,111.50
	0042900-in	I13-028415	13-000482	11/04/2013	14	ESDA	010-1700-442930	\$ 52.25
	0042900-in	I13-028415	13-000482	11/04/2013	15	Cultural Center	283-4001-442930	\$ 964.25
	0042900-in	I13-028415	13-000482	11/04/2013	16	SPLX	283-4007-442930	\$ 11,984.25
[VENDOR] 9834 : PETTY CASH - KAREN KUBIK	10/21/2013	I13-028162		10/21/2013	1	Reimburse Petty Cash 10/14/2013	010-1100-460150	\$ 34.47
	10/21/2013	I13-028162		10/21/2013	1	Reimburse Petty Cash 10/14/2013	010-1200-460150	\$ 49.17
	10/21/2013	I13-028162		10/21/2013	1	Reimburse Petty Cash 10/14/2013	010-1400-460100	\$ 12.96
	10/21/2013	I13-028162		10/21/2013	1	Reimburse Petty Cash 10/14/2013	010-1500-460150	\$ 20.97
	10/21/2013	I13-028162		10/21/2013	1	Reimburse Petty Cash 10/14/2013	010-1600-460110	\$ 8.96
	10/21/2013	I13-028162		10/21/2013	1	Reimburse Petty Cash 10/14/2013	010-2001-460100	\$ 6.38
	10/21/2013	I13-028162		10/21/2013	1	Reimburse Petty Cash 10/14/2013	010-2002-460180	\$ 6.94
	10/21/2013	I13-028162		10/21/2013	1	Reimburse Petty Cash 10/14/2013	010-2003-484910	\$ 18.63
[VENDOR] 9938 : SMITH DAWSON & ANDREWS	1007236	I13-027921	13-001185	10/21/2013	1	Federal Liaison Services - October	010-0000-432850	\$ 3,000.00
[VENDOR] 9984 : BECHSTEIN CONSTRUCTION CORP.	3	I13-028108	13-001327	10/21/2013	1	Pay retainage	282-0000-205000	\$ 10,690.00
	3	I13-028109	13-002244	10/21/2013	1	Pay retainage	282-0000-205000	\$ 2,190.30

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[VENDOR] 10056 : LOWE'S COMPANIES, INC.	02249	I13-027967	13-000380	10/21/2013	1	Supplies - Rec Admin project	010-1700-470100	\$ 94.15
	02326	I13-028381	13-000380	11/04/2013	1	Tools for Building Maintenance - De Walt cordless hammer drill	010-1700-460170	\$ 265.05
	02326	I13-028381	13-000380	11/04/2013	2	Building supplies for Civic Center	021-1800-461300	\$ 66.33
	02375	I13-028382	13-000380	11/04/2013	1	Paint rollers/supplies	283-4003-461990	\$ 62.61
	02699	I13-028383	13-000380	11/04/2013	1	Parks supplies	283-4003-461990	\$ 175.20
	02637	I13-028384	13-000380	11/04/2013	1	Building supplies for Civic Center - Pail/scoop	021-1800-461300	\$ 11.84
	02609	I13-028385	13-000380	11/04/2013	1	Building supplies for Civic Center - Ceiling light panels	021-1800-461300	\$ 38.40
	02226	I13-028447	13-003017	11/04/2013	1	Paint, building materials	283-4002-490460	\$ 83.34
	02929	I13-028448	13-003017	11/04/2013	1	Paint, building materials	283-4002-490460	\$ 132.43
	02261	I13-028449	13-003017	11/04/2013	1	Paint, building materials	283-4002-490460	\$ 94.34
	23544	I13-028461	13-000380	11/04/2013	1	Cable ties	283-4003-461990	\$ 14.66
	02423	I13-028462	13-000380	11/04/2013	1	Concrete	283-4003-461990	\$ 28.00
	02423	I13-028462	13-000380	11/04/2013	2	Gloves	283-4003-460190	\$ 9.46
	02423	I13-028462	13-000380	11/04/2013	3	Chalk reel	283-4003-460170	\$ 10.43
	02709	I13-028463	13-000380	11/04/2013	1	Building supplies for Civic Center	021-1800-461300	\$ 34.52
	02829	I13-028464	13-000380	11/04/2013	1	Building supplies - PW/CAC	010-1700-461300	\$ 198.23
	01875	I13-028465	13-000380	11/04/2013	1	Building supplies - RDC	010-1700-461300	\$ 58.78
	02794	I13-028466	13-000380	11/04/2013	1	Lights - Cent. Park hill	283-4003-461990	\$ 52.54
	23644	I13-028467	13-000380	11/04/2013	1	Cable ties	283-4003-461990	\$ 7.33
	23644	I13-028467	13-000380	11/04/2013	2	Pliers	283-4003-460170	\$ 6.06
	02798	I13-028468	13-000380	11/04/2013	1	Screwdrivers	010-1700-460170	\$ 9.94
	02798	I13-028468	13-000380	11/04/2013	2	Shop vac bags	010-1700-461300	\$ 11.38
	23887	I13-028469	13-000380	11/04/2013	1	Cable ties/fitting	283-4003-461990	\$ 19.00
	02663	I13-028470	13-000380	11/04/2013	1	Building supplies	010-1700-461300	\$ 15.11
	01903	I13-028471	13-000380	11/04/2013	1	Cedar boards	283-4003-461990	\$ 68.04
	02667	I13-028472	13-000380	11/04/2013	1	Painting supplies	283-4003-461990	\$ 99.63
	02667	I13-028472	13-000380	11/04/2013	2	Spray gun	283-4003-460170	\$ 109.25
	02743	I13-028473	13-000380	11/04/2013	1	Concrete anchors	283-4003-461990	\$ 19.36
	02743	I13-028473	13-000380	11/04/2013	2	Drill bits	283-4003-460170	\$ 52.19
	01916	I13-028474	13-000380	11/04/2013	1	Cable ties/duct tape/elec. tape	283-4003-461990	\$ 57.11
	02953	I13-028475	13-000380	11/04/2013	1	Building supplies - PW	010-1700-461300	\$ 16.61
	02078	I13-028482	13-000380	11/04/2013	1	HDMI cables - PW	010-1700-461300	\$ 30.52
	02753	I13-028483	13-000380	11/04/2013	1	Painting supplies	283-4003-461990	\$ 125.43
	02912	I13-028484	13-000380	11/04/2013	1	Irrigation valve boxes	283-4003-461990	\$ 30.96
	02280	I13-028485	13-000380	11/04/2013	1	Shower curtain/rings - FLC	010-1700-461300	\$ 15.12
	02224	I13-028486	13-000380	11/04/2013	1	Building supplies - Civic Center RTUs	021-1800-461300	\$ 23.67
	02225	I13-028487	13-000380	11/04/2013	1	Building supplies - PW	010-1700-461300	\$ 48.11
	02118	I13-028488	13-000380	11/04/2013	1	Spray paint	283-4003-461990	\$ 55.69
	02255	I13-028489	13-000380	11/04/2013	1	Lumber	283-4003-461990	\$ 65.38
	02158	I13-028490	13-000380	11/04/2013	1	Building supplies	010-1700-461300	\$ 29.35
	02153	I13-028491	13-000380	11/04/2013	1	Batteries	010-1700-461300	\$ 6.05
	02176	I13-028492	13-000380	11/04/2013	1	PVC cement/PVC union/adapter	283-4003-461990	\$ 36.57
[VENDOR] 10201 : COSTCO WHOLESALE	048258	I13-028154	13-003014	11/04/2013	1	Transaction ID# 328038791000 - Cookies	010-1100-460150	\$ 6.99
	037849	I13-028516	13-002827	11/04/2013	1	Snacks and supplies for preschool.	283-4002-490400	\$ 349.52
	037849	I13-028516	13-002827	11/04/2013	2	Snacks and supplies for preschool	283-4002-490400	\$ 87.80

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	000782	I13-028560	13-002858	11/04/2013	1	Tran ID# 327422622000 - Replenish of water and soft drinks for office meetings.	010-1100-460150	\$ 14.97
[VENDOR] 10213 : CURRIE MOTORS	86168	I13-028377	13-000148	11/04/2013	1	Bulb/jewels	010-5006-461800	\$ 60.29
	86111	I13-028565	13-000148	11/04/2013	1	Rotors	010-5006-461800	\$ 99.94
[VENDOR] 10291 : FAMILY TIME MAGAZINE	12030	I13-028288	13-002426	10/24/2013	1	October (to be distributed last week of Sept). promotional ad for Pumpkin Party	283-4002-442300	\$ 395.00
[VENDOR] 10395 : PRAXAIR DISTRIBUTION, INC.	47307269	I13-028411	13-001611	11/04/2013	1	Acetylene and oxygen	010-1700-461300	\$ 40.69
[VENDOR] 10521 : ILLINOIS TOLLWAY IPASS	G13536418	I13-028421	13-002957	11/04/2013	1	Invoice G13536418 Indiana Tolls	010-7002-429700	\$ 7.82
[VENDOR] 10592 : NEXTDAYTONER	A183336	I13-027910	13-002791	10/21/2013	1	Q3676A fuser kit	010-7002-460100	\$ 319.78
	A184985	I13-028349	13-002936	11/04/2013	1	MSE LaserJet 4240/4250/4350 Series Toner OEM# Q5942A	031-1400-460100	\$ 95.00
	A184984	I13-028350	13-002935	11/04/2013	1	64015HA - Lexmark Brand Series T640 H/Y Toner	010-7002-460100	\$ 350.10
	A184984	I13-028350	13-002935	11/04/2013	2	C6656AN - HP Brand #56 Black Inkjet Cartridge	010-7002-460100	\$ 70.17
	A184984	I13-028350	13-002935	11/04/2013	3	C6657AN - HP Brand #57 Tri-color Inkjet Cartridge	010-7002-460100	\$ 79.18
	A184984	I13-028350	13-002935	11/04/2013	4	C6658AN - HP Brand #58 Photo Inkjet Cartridge	010-7002-460100	\$ 57.58
	A184984	I13-028350	13-002935	11/04/2013	5	Q5942X - MSE Brand Series 4250/4350 H/Y Toner	010-7002-460100	\$ 417.00
[VENDOR] 10621 : PROSHRED SECURITY	100037823	I13-028524	13-000036	11/04/2013	1	Shredding	010-7002-432990	\$ 90.00
[VENDOR] 10622 : M J WORKS, INC.	3673	I13-028396	13-000077	11/04/2013	1	Fittings	010-5006-461800	\$ 97.20
[VENDOR] 10809 : DAY & ROBERT, P.C.	26765	I13-028519	13-002983	11/04/2013	1	Invoice #26765 dated 9/30/2013 - Legal Services - Condemnation	282-0000-432800	\$ 554.56
[VENDOR] 10836 : REINDERS INC.	1459164-00	I13-028156	13-000072	11/04/2013	1	Toro parts	010-5006-461700	\$ 47.78
	1460458-00	I13-028570	13-000072	11/04/2013	1	Toro parts	010-5006-461700	\$ 176.19
	1459017-00	I13-028571	13-000072	11/04/2013	1	Wheel rim fronts return	010-5006-461700	\$ -161.82
[VENDOR] 10885 : GARCIA	j. garcia 10-14-13	I13-028057		10/16/2013	1	Spanish Interpreter for Investigative services 2013-120239	010-7002-432990	\$ 60.00
[VENDOR] 11063 : EV TECHNOLOGIES	2647	I13-028129	13-002893	11/04/2013	1	Invoice 2646 Install equipment on unit 1467 Ford PI Sedan	010-7002-460180	\$ 531.45
	2671	I13-028130	13-002900	11/04/2013	1	Invoice 2671 Strip and build unit 1448	010-7002-443200	\$ 462.50
	2669	I13-028131	13-002902	11/04/2013	1	Invoice 2669 Equipment - 1427 Ford PI Sedan	010-7002-460180	\$ 470.05
	2672	I13-028132	13-002901	10/21/2013	1	Invoice 2672 25" Telflex Coax, 3/4" brass mount - white/mini UHF connector/mini UHF male to mini UHF female w/square body right angel adapter/lund 1.5" filler plate/Misc Installation materials	010-7002-460180	\$ 49.90
	2670	I13-028364	13-002899	11/04/2013	1	Invoice 2670 Strip and build for Unit 1410	010-7002-443200	\$ 900.00
	2667	I13-028365	13-002897	11/04/2013	1	Invoice 2667strip and install unit 1427	010-7002-443200	\$ 900.00

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	2646	I13-028366	13-002894	11/04/2013	1	Invoice 2646 Strip and build unit 1467	010-7002-443200	\$ 900.00
	2682	I13-028426	13-002959	11/04/2013	1	Invoice 2682 installation of customer supplied front and rear radar system (python III) for unit 1457	010-7002-443200	\$ 335.00
	2685	I13-028427	13-002954	11/04/2013	1	Invoice 2685 Equipment installation on new vehicle #1410	010-7002-460180	\$ 535.90
	2686	I13-028428	13-002953	11/04/2013	1	Invoice 2686 equipment for Unit 1447 CSO vehicle	010-7002-460180	\$ 42.42
	2687	I13-028436	13-002952	11/04/2013	1	Invoice 2687 Equipment installation on CSO unit 1447	010-7002-443200	\$ 462.50
[VENDOR] 11209 : INFOSEND, INC	72562	I13-028456	13-000835	11/04/2013	1	Postage for 9/27/13 water bills	031-1400-441600	\$ 3,545.56
	72562	I13-028456	13-000835	11/04/2013	2	Printing of 9/27/13 water bills	031-1400-442500	\$ 1,253.55
[VENDOR] 11424 : AT & T	831-000-2478 678	I13-028360	13-000391	10/28/2013	1	Monthly Internet Service	010-1600-442850	\$ 1,705.39
[VENDOR] 11481 : REDFLEX TRAFFIC SYSTEMS	RTS0004114	I13-027777		10/21/2013	1	September	010-0000-372300	\$ 10,727.40
[VENDOR] 11488 : G & K SERVICES, INC.	1028801724	I13-028376	13-000078	11/04/2013	1	Shop rag service	010-5006-442700	\$ 60.11
[VENDOR] 11505 : PETTY CASH - JOHN KEATING	J. Keating 10-21-13	I13-028171		10/22/2013	1	Replenish Confidential Funds (September 2013)	010-7002-432700	\$ 805.00
[VENDOR] 11507 : METROPOLITAN FAMILY SERVICES - EAN	71856	I13-028323	13-000117	11/04/2013	1	EAP Administration Fee	010-1100-432600	\$ 4,875.00
[VENDOR] 11508 : AMERICAN TECHNOLOGY SOLUTIONS	10193-29	I13-028291	13-002863	10/24/2013	1	Year end W2 and 1099 services - W-2 advance deposit	010-1600-442650	\$ 258.52
	10194-03	I13-028292	13-002863	10/24/2013	1	Year end W2 and 1099 services - 1099 advance deposit	010-1600-442650	\$ 16.56
[VENDOR] 11519 : DUNBAR ARMORED	3302139	I13-028173	13-000552	11/04/2013	1	Armored Transport for Finance	010-1400-442900	\$ 71.18
	3302139	I13-028173	13-000552	11/04/2013	2	Armored Transport for Water Billing	031-1400-442900	\$ 71.18
	3302139	I13-028173	13-000552	11/04/2013	3	Armored Transport for Recreation	283-4001-442900	\$ 71.19
	3302139	I13-028173	13-000552	11/04/2013	4	Armored Transport for Sportsplex	283-4007-442900	\$ 217.55
[VENDOR] 11542 : FULLER'S CAR WASHES	09/30/13	I13-028361	13-002903	11/04/2013	1	Statement date 9/30/13, vehicle washes	010-7002-429700	\$ 427.00
[VENDOR] 11616 : A & K LETTERING	5050AB	I13-028345	13-003049	11/04/2013	1	Engraving fee for 18 new names on Veterans Memorial for Veterans Day 2013.	010-8100-432990	\$ 1,912.50
[VENDOR] 11697 : G.A.C. ENTERTAINMENT	10/08/13	I13-028373	13-002977	11/04/2013	1	DJ Services for rescheduled Great Pumpkin Party on 10/12/13.	283-4002-490220	\$ 250.00
[VENDOR] 11712 : KODL-TRUESDALE	10/17/13	I13-028111	13-000183	11/04/2013	1	Watercolor Painting Instruction - 9/5-10/17 - 2nd half	283-4002-490200	\$ 174.00
[VENDOR] 11749 : STOCKYARD KILTY BAND	10/10/13	I13-028424	13-002944	11/04/2013	1	November 21, 2013 Awards Ceremony Bagpipes	010-7002-460260	\$ 500.00
[VENDOR] 11832 : EYEMED VISION CARE	6237163	I13-028324	13-000103	11/04/2013	1	Monthly Vision Expense - October	092-0000-453300	\$ 3,153.97
[VENDOR] 11850 : PAINT MEDIX, INC.	5611	I13-028514	13-002879	11/04/2013	1	Paint&Body repair to ESDA truck 8583.	010-5006-443400	\$ 525.00

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[VENDOR] 11928 : CLARKE AQUATIC SERVICES, INC.	3218502	I13-028055	13-001298	10/21/2013	1	Aquatic weed control at Eagle Ridge pond	031-6007-442210	\$ 395.00
	3218507	I13-028522	13-001298	11/04/2013	1	Aquatic weed control to Plum Tree pond	031-6007-442210	\$ 295.00
[VENDOR] 11930 : FOREVER GREEN LAWN CARE	10/14/13	I13-028435	13-001494	11/04/2013	1	fertilization and weed control for Parks	283-4003-443500	\$ 22,207.32
	10/14/13	I13-028435	13-001494	11/04/2013	2	fertilization and weed control for CPAC	283-4005-443500	\$ 245.70
	10/14/13	I13-028435	13-001494	11/04/2013	3	fertilization and weed control for SPLX	283-4007-443500	\$ 252.00
	10/14/13	I13-028435	13-001494	11/04/2013	4	fertilization and weed control for Metra	026-0000-443500	\$ 1,786.68
[VENDOR] 12009 : PETTY CASH - THERESE DUBELBEIS	102113	I13-028163		10/21/2013	1	Petty Cash Reimbursement for CO2 refill - NO SALES TAX	010-9450-460290	\$ 3.49
	102113	I13-028163		10/21/2013	2	Petty Cash Reimbursement for cookies, candy, cotton balls for Art & Science camp; photo finishing for Safety camp; batteries for kinderlot	283-4002-490400	\$ 19.61
	102113	I13-028163		10/21/2013	3	Petty Cash Reimbursement for staff cards, flowers, going away party supplies, food for brainstorming meeting	283-4001-460150	\$ 92.76
	102113	I13-028163		10/21/2013	4	Petty Cash Reimbursement for glue & glitter for art class	283-4002-490400	\$ 6.94
	102113	I13-028163		10/21/2013	5	Petty Cash Reimbursement for candy supplies for after camp summer pals	283-4002-490400	\$ 29.38
	102113	I13-028163		10/21/2013	6	Petty Cash Reimbursement for milk & sandpaper for before camp program	283-4002-490400	\$ 6.98
	102113	I13-028163		10/21/2013	7	Petty Cash Reimbursement for cards for pool guard games	283-4005-490400	\$ 16.95
	102113	I13-028163		10/21/2013	8	Petty Cash Reimbursement for day camp postcard cutting	283-4002-460140	\$ 6.50
	102113	I13-028163		10/21/2013	9	Petty Cash Reimbursement for theater post card cutting	283-4002-460140	\$ 7.25
	102113	I13-028163		10/21/2013	10	Petty Cash Reimbursement for paper for marketing materials for concert	010-9450-460140	\$ 12.77
	102113	I13-028163		10/21/2013	11	Petty Cash Reimbursement for pool lifeguard whistles	283-4005-460190	\$ 22.50
	102113	I13-028163		10/21/2013	12	Petty Cash Reimbursement for dry cleaning of Smart Living tablecloth	283-4002-490990	\$ 14.00
	102113	I13-028163		10/21/2013	13	Petty Cash Reimbursement for CO2 refills for Taste of Orland	010-9400-460290	\$ 7.98
	102113	I13-028163		10/21/2013	14	Petty Cash Reimbursement for index tabs, spray adhesive, mounting board, utility knife	283-4001-460100	\$ 23.06
	102113	I13-028163		10/21/2013	15	Petty Cash Reimbursement for SSPRPA meeting	283-4001-429100	\$ 16.00
	102113	I13-028163		10/21/2013	16	Petty Cash Reimbursement for theater props for Bless Me, Father: canned tuna, bread, shirt, printing of photos	283-4002-490460	\$ 21.85
	102113	I13-028163		10/21/2013	17	Petty Cash Reimbursement for sandwiches, water, and snacks between preschool & youth dance recital shows.	283-4002-460150	\$ 38.07
[VENDOR] 12011 : HENDERSON PRODUCTS, INC.	S8-01355	I13-028389	13-002853	11/04/2013	1	5' carbide cutting edge section, part#87476	010-5006-461720	\$ 940.50
[VENDOR] 12052 : HIRERIGHT, INC.	G1320209	I13-028367	13-002905	11/04/2013	1	Invoice G1320209 Background check application	010-7002-432990	\$ 9.80
[VENDOR] 12064 : LAMBUR HYNES	10/10/13	I13-028425	13-002949	11/04/2013	1	Travel Expense - July, Aug, Sept 2013 Board of Fire/Police Commission	010-8000-484990	\$ 250.00

Vendors	Vendor Invoice	Invoice	Purchase Order	Due Date	Line No	Line Item Description	Account Number	Amount
[VENDOR] 12117 : US EQUITIES DEVELOPMENT, LLC	0048462-IN	I13-028032	12-000051	10/21/2013	1	Owner's Agent Services - September	282-0000-432800	\$ 4,760.00
	0048426-IN	I13-028033	12-000051	10/21/2013	1	Owner's Agent Services - September reimbursables	282-0000-432800	\$ 151.14
[VENDOR] 12124 : LOCAL 399 HEALTH & WELFARE TRUST	296897	I13-028295	13-000114	11/04/2013	1	Monthly H&W Plan Administrative Fees - October	092-0000-453800	\$ 27,456.00
[VENDOR] 12126 : NATIONAL RESEARCH CENTER	4842	I13-028027	13-002628	10/21/2013	1	2013 Business Survey - Village of Orland Park	010-1201-432800	\$ 7,000.00
[VENDOR] 12133 : GRANICUS, INC.	49304	I13-028495	13-000018	11/04/2013	1	ILegislate monthly managed service - November	010-1600-443610	\$ 110.00
[VENDOR] 12148 : ANTIQUE COFFEE & VENDING SERVICE	2965	I13-028418	13-002890	11/04/2013	1	W.Bear regular 1.5 oz. product code 1201B (6)filter wide base OCS 50ct product code 5801	010-7002-460150	\$ 162.00
[VENDOR] 1398 : ILLINOIS MUNICIPAL RETIREMENT FUND	20131031	I13-028493		10/31/2013	1	MONTHLY IMRF PAYMENT	010-0000-130800	\$ 22,006.71
	20131031	I13-028493		10/31/2013	1	MONTHLY IMRF PAYMENT	010-0000-210102	\$ 197,525.28
	20131031	I13-028493		10/31/2013	1	MONTHLY IMRF PAYMENT	010-0000-210124	\$ 10,720.49
[VENDOR] 12249 : ELARASYS WORLDWIDE LLC	47273	I13-028001	13-002826	10/21/2013	1	10/100Mbps + 1000Mbps Switch/w PoE 48 Ethernet 10/100 ports with PoE and 4 SFP-based Gigabit Ethernet (REF) Part # WS-C3560-48PS-S	010-1700-470100	\$ 595.00
	47273	I13-028001	13-002826	10/21/2013	2	Freight	010-1700-470100	\$ 25.00
[VENDOR] 12251 : BARCODE DISCOUNT	588060	I13-028284	13-002782	10/24/2013	1	MiniUSB Stripe Reader, USB, Black, Keyboard Emulation, Reads tracks 1, 2, & 3. Includes USB cable Part # 21040108	010-1600-460110	\$ 162.90
	588060	I13-028284	13-002782	10/24/2013	2	Freight	010-1600-460110	\$ 10.00
[VENDOR] 12254 : SOUTH SUBURBAN PADS	10/24/2013	I13-028330		10/24/2013	1	Donations for 1st, 2nd & 3rd Quarters of 2013	010-0000-223920	\$ 535.00
[VENDOR] 12286 : DOTY & SONS	60697	I13-028289	13-002409	10/24/2013	1	35 gallon hard plastic inner liner with hand holes.	283-4003-461990	\$ 1,375.00
	60697	I13-028289	13-002409	10/24/2013	2	discount	283-4003-461990	\$ -375.00
	60697	I13-028289	13-002409	10/24/2013	3	freight	283-4003-461990	\$ 83.75
[VENDOR] 12298 : NAMETAGSEXPRESS.COM	18043	I13-028014	13-002728	10/21/2013	1	Name tag for John C. Mehalek, Village Clerk	010-1200-460100	\$ 11.80
	18043	I13-028014	13-002728	10/21/2013	2	Name tags for Lynn McQueary and Daniel T. Calandriello	010-1500-484990	\$ 23.60
	18043	I13-028014	13-002728	10/21/2013	3	Name tag for Marisa Perez-Ravelo	010-1100-429990	\$ 11.80
	18043	I13-028014	13-002728	10/21/2013	4	Shipping fee	010-1100-429990	\$ 6.50
[VENDOR] 12300 : SUMMERS	October 2013	I13-028452	13-000179	11/04/2013	1	Fall guitar lessons	283-4002-490200	\$ 360.00
[VENDOR] 12496 : PRECISE MOBILE RESOURCE MANAGEMENT	IN200-1000576	I13-028388	13-000618	11/04/2013	1	Pooled data - Sept	010-5003-442850	\$ 30.00
	IN200-1000576	I13-028388	13-000618	11/04/2013	1	Pooled data - Sept	010-5006-442850	\$ 385.20
	IN200-1000576	I13-028388	13-000618	11/04/2013	1	Pooled data - Sept	031-6001-442850	\$ 93.75

Vendors	Vendor Invoice	Invoice	Purchase Order	Due Date	Line No	Line Item Description	Account Number	Amount
[VENDOR] 12628 : LANER MUCHIN DOMBROW BECKER LEVIN AND TOMINBERG	422555	I13-028548	13-003040	11/04/2013	1	Legal Services - McGreal v. Village of Orland Park - Officer Representation through 5/20/13	010-0000-432100	\$ 825.00
	424277	I13-028549	13-003040	11/04/2013	1	Legal Services - McGreal v. Village of Orland Park - Officer Representation through 6/20/13	010-0000-432100	\$ 225.00
	425975	I13-028550	13-003040	11/04/2013	1	Legal Services - McGreal v. Village of Orland Park - Officer Representation through 7/20/13	010-0000-432100	\$ 300.00
	427520	I13-028551	13-003040	11/04/2013	1	Legal Services - McGreal v. Village of Orland Park - Officer Representation through 8/20/13	010-0000-432100	\$ 5,663.90
	430272	I13-028552	13-003040	11/04/2013	1	Legal Services - McGreal v. Village of Orland Park - Officer Representation through 9/20/13	010-0000-432100	\$ 1,653.10
[VENDOR] 12650 : WATERISAC	14-64057	I13-028341	13-003069	11/04/2013	1	2014 WaterISAC Membership Dues for John Ingram, Douglas Medland, Ken Dado, Ben Stabile	031-0000-150000	\$ 1,999.00
[VENDOR] 12693 : WATER SAFETY PRODUCTS	141064	I13-028455	13-002582	11/04/2013	1	Vat Girl Sku#1330	283-4005-460180	\$ 790.00
	141064	I13-028455	13-002582	11/04/2013	2	Shipping	283-4005-460180	\$ 45.00
[VENDOR] 12754 : MC CANN ADDISON	02154118	I13-028394	13-002545	11/04/2013	1	18" x 4' welded rebar cage 100% welded	023-0000-470700	\$ 844.50
	02154118	I13-028394	13-002545	11/04/2013	2	1/2" x 4' fiber exp. joint	023-0000-470700	\$ 24.24
[VENDOR] 12815 : R R MULCH & SOIL, LLC	80896	I13-027838	13-001514	10/10/2013	1	Restoration Supplies: Sod, Seed, Matting, for Water Main and Other Utility Repairs	031-6002-463300	\$ 16.00
	81869	I13-028035	13-001514	10/21/2013	1	Restoration Supplies: Sod, Seed, Matting, for Water Main and Other Utility Repairs	031-6002-463300	\$ 19.40
	81896	I13-028036	13-001514	10/21/2013	1	Restoration Supplies: Sod, Seed, Matting, for Water Main and Other Utility Repairs	031-6002-463300	\$ 267.80
	81979	I13-028037	13-001514	10/21/2013	1	Restoration Supplies: Sod, Seed, Matting, for Water Main and Other Utility Repairs	031-6002-463300	\$ 70.00
	82082	I13-028038	13-001514	10/21/2013	1	Restoration Supplies: Sod, Seed, Matting, for Water Main and Other Utility Repairs	031-6002-463300	\$ 70.00
	82117	I13-028039	13-001514	10/21/2013	1	Restoration Supplies: Sod, Seed, Matting, for Water Main and Other Utility Repairs	031-6002-463300	\$ 31.50
	82141	I13-028040	13-001514	10/21/2013	1	Restoration Supplies: Sod, Seed, Matting, for Water Main and Other Utility Repairs	031-6002-463300	\$ 49.75
	82270	I13-028041	13-001514	10/21/2013	1	Restoration Supplies: Sod, Seed, Matting, for Water Main and Other Utility Repairs	031-6002-463300	\$ 44.00
	82276	I13-028042	13-001514	10/21/2013	1	Restoration Supplies: Sod, Seed, Matting, for Water Main and Other Utility Repairs	031-6002-463300	\$ 428.50
[VENDOR] 12840 : HEARTLAND GREEN INDUSTRIES, LLC	VOP10102013	I13-028416	13-002490	11/04/2013	1	Brick Paver Crosswalk Repair and Maintenance at 143rd St and LaGrange Rd	010-5002-443300	\$ 480.00
[VENDOR] 12850 : CHICAGOLAND CABLING SOLUTIONS, INC.	3	I13-028459	13-001990	11/04/2013	1	Relocating data/voice cabling at Franklin Loebe Center. Including Alternate #1 - FINAL	010-1700-470100	\$ 1,626.00
	3	I13-028460	13-001990	11/04/2013	1	Pay retainage	010-0000-205000	\$ 6,183.10
[VENDOR] 12890 : AV TECHSOURCE, INC.	4825	I13-028170	13-002941	11/04/2013	1	Civic Center sound system technician analysis and on-site repairs.	021-1800-442410	\$ 1,175.00
[VENDOR] 12892 : BATTERY GIANT	IL0116T-001450	I13-028390	13-002923	11/04/2013	1	2- PC1500-24Pk AA Batteries 1- PC1300-12Pk D Batteries 2- MN2400B4Z AAA Batteries	010-1700-461300	\$ 52.00
[VENDOR] 12920 : SOUND OF MUSIC & VIDEO SYSTEMS	3901	I13-028502	13-002299	11/04/2013	1	installation of cable wiring on 24 units of exercise equipment	283-4007-460180	\$ 9,884.49

Vendors	Vendor Invoice	Invoice	Purchase Order	Due Date	Line No	Line Item Description	Account Number	Amount
[VENDOR] 12929 : TYCO INTEGRATED SECURITY	07306648	I13-028403	13-002485	11/04/2013	1	1- wireless radio w/enclosure & Antenna at the Civic Center	010-1700-470100	\$ 500.00
	07306649	I13-028404	13-002485	11/04/2013	1	1- wireless radio w/enclosure & Antenna at the FLC	010-1700-470100	\$ 500.00
	07306647	I13-028405	13-002485	11/04/2013	1	1- wireless radio w/enclosure & Antenna at the Village Hall.	010-1700-470100	\$ 1,051.45
[VENDOR] 12961 : ALL AMERICAN TROPHY KING	13618	I13-028429	13-002964	11/04/2013	1	Invoice 13618 item bc57 large book clock with mahogany finish	010-7002-460290	\$ 126.00
	13618	I13-028429	13-002964	11/04/2013	2	plate for clock with engraving	010-7002-460290	\$ 5.00
[VENDOR] 12968 : SOUTHEAST AREA SPECIAL PARKS AND RECREATION	10/18/13	I13-028458	13-002910	11/04/2013	1	ITRS Volleyball Tournament on 10/6/13.	283-4008-490100	\$ 60.00
[VENDOR] 3333333.557 : EDRIS HARTLEY	10142013	I13-027894		10/14/2013	1	Hartley 10-13-13 security refund	021-0000-373900	\$ 200.00
[VENDOR] 12997 : TIPPMANN INDUSTRIAL PRODUCTS	31795	I13-028325	13-002969	11/04/2013	1	propane hammer	283-4003-460180	\$ 1,995.00
	31795	I13-028325	13-002969	11/04/2013	2	freight	283-4003-460180	\$ 30.15
[VENDOR] 3333333.558 : JOHN ROEBACK	J. Roeback 10-10-13	I13-027965		10/14/2013	1	Overpayment on citation P303753	010-0000-372250	\$ 40.00
[VENDOR] 3333333.560 : OLD SECOND NATIONAL BANK	10-10-13	I13-027977		10/15/2013	1	Main St. Village West - Refund of balance of unused Public improvements and landscape escrow.	010-0000-223500	\$ 83,321.70
[VENDOR] 3333333.561 : SMITH SENIOR LIVING	10-10-13	I13-027984		10/15/2013	1	Refund of balance of escrow for public improvements and landscaping for Smith Crossing Project.	010-0000-223500	\$ 266,521.88
[VENDOR] 12999 : HERVAS, CONDON & BERSANI, P.C. ATTORNEYS AT LAW	11168	I13-028103	13-002981	10/21/2013	1	Invoice #11168 dated 9/30/2013 - Legal Services - McGreal v. Vlg of Orland Park, et al - Kenealy representation	010-0000-432100	\$ 1,824.50
[VENDOR] 3333333.562 : DAN ROYER	10162013	I13-028066		10/16/2013	1	DanCon Comic Show security refund 3/16/13 & 9/21/13 (carried over from one show to the next)	021-0000-373900	\$ 200.00
[VENDOR] 3333333.563 : TIFFANI CHERRY	10172013	I13-028070		10/17/2013	1	Refund for vehicle sticker purchased in error. Customer lives in Orland Hills.	010-0000-321200	\$ 30.00
[VENDOR] 3333333.565 : DONALD HOLM	10212013	I13-028144		10/21/2013	1	Holm 10-18-13 security refund	021-0000-373900	\$ 200.00
[VENDOR] 3333333.566 : CHRIS YAVARASKI	10212013	I13-028146		10/21/2013	1	Yavaraski 10-18-13 security refund	021-0000-373900	\$ 200.00
[VENDOR] 13002 : TOOMEY REPORTING, INC.	21589	I13-028523	13-003021	11/04/2013	1	Invoice #21589 dated 09/27/2013 - Deposition transcript - Brookside Credit vs. Orland Park - E. Friker	010-0000-432100	\$ 600.98
[VENDOR] 3333333.567 : MARCUS SANDERS	10282013	I13-028342		10/28/2013	1	Sanders 10-25-13 security refund	021-0000-373900	\$ 300.00
[VENDOR] 3333333.568 : YOLANDA PEREZ	10262013	I13-028343		10/28/2013	1	Perez-Nunez 10-26-13 security refund	021-0000-373900	\$ 200.00

Vendors	Vendor Invoice	Invoice	Purchase Order	Due Date	Line No	Line Item Description	Account Number	Amount
[VENDOR] 3333333.570 : MARIA DIAZ	10282013	I13-028387		10/28/2013	1	Diaz 10-26-13 security refund (retaining \$110 for additional hour used by renter)	021-0000-373900	\$ 90.00
[VENDOR] 2222223.18664 : JEAN WASILEWSKI	27224050010000	I13-016286		11/04/2013	1	Property Tax Rebate	281-0000-484500	\$ 75.85
[VENDOR] 8888888.368 : PENNY SIWINSKI	18935	I13-028476		11/04/2013	1	Rec Refund	283-0000-204000	\$ 247.00
[VENDOR] 8888888.369 : THERESA MARTINEZ	18938	I13-028477		11/04/2013	1	Rec Refund	283-0000-204000	\$ 187.00
[VENDOR] 8888888.370 : JOSEPHINE SMERALDO	18945	I13-028478		11/04/2013	1	Rec Refund	283-0000-204000	\$ 17.00
[VENDOR] 8888888.371 : DOROTHY SOPRYCH	18950	I13-028479		11/04/2013	1	Rec Refund	283-0000-204000	\$ 62.00
[VENDOR] 8888888.372 : JOHN ARVANITIA	19002	I13-028480		11/04/2013	1	Rec Refund	283-0000-204000	\$ 112.00
GRAND TOTAL (Excluding Retainage) :							\$	2,492,702.42
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RETAINAGE WITHHELD FOR INVOICE	3	I13-028459	13-001990	11/04/2013				\$ -162.60
RETAINAGE WITHHELD FOR INVOICE	9	I13-028356	12-001052	11/04/2013				\$ -130.00
RETAINAGE WITHHELD FOR INVOICE	5	I13-028298	12-001052	11/04/2013				\$ -80.00
RETAINAGE WITHHELD FOR INVOICE	52176	I13-028532	13-002631	11/04/2013				\$ -60,265.27
RETAINAGE TOTAL :							\$	-60,637.87
GRAND TOTAL (Including Retainage) :							\$	2,432,064.55

**Village of Orland Park
Open Item Listing**

Run Date: 10/25/2013 User: bobrien

Status: POSTED Due Date: 10/25/2013
Bank Account: Fifth Third Bank-Accounts Payable
Invoice Type: All Created By: All

Vendors	Vendor Invoice	Invoice	Purchase Order	Due Date	Line No	Line Item Description	Account Number	Amount
[VENDOR] 1165 : COM ED	0059111045	I13-028187		10/23/2013	1	8/23-9/25	026-0000-441300	\$ 65.37
	0073041102	I13-028188		10/23/2013	1	8/23-9/25	010-9450-441300	\$ 42.66
	0243059109	I13-028189		10/23/2013	1	8/23-9/25	026-0000-441300	\$ 440.62
	0473344008	I13-028190		10/23/2013	1	8/26-9/26	283-4003-441300	\$ 111.65
	0473345005	I13-028191		10/23/2013	1	8/26-9/26	283-4003-441300	\$ 23.99
	0972287001	I13-028192		10/23/2013	1	8/23-9/25	026-0000-441300	\$ 889.55
	1003150008	I13-028193		10/23/2013	1	8/21-9/19	026-0000-441300	\$ 447.73
	1226059026	I13-028194		10/23/2013	1	8/22-9/25	283-4003-441300	\$ 229.43
	1227318006	I13-028195		10/23/2013	1	8/22-9/25	283-4003-441300	\$ 184.00
	1293159146	I13-028196		10/24/2013	1	8/27-9/26	010-9450-441300	\$ 42.13
	1463077019	I13-028197		10/24/2013	1	8/14-9/16	010-9450-441300	\$ 25.04
	1533061078	I13-028199		10/24/2013	1	8/26-9/26	282-0000-441300	\$ 232.68
	1563088103	I13-028200		10/24/2013	1	8/23-9/25	026-0000-441300	\$ 924.54
	1755159035	I13-028201		10/24/2013	1	8/21-9/19	031-6002-441300	\$ 3,241.41
	2259055057	I13-028202		10/24/2013	1	8/27-9/26	010-5002-441300	\$ 2,521.48
	3062020038	I13-028203		10/24/2013	1	8/27-9/26	010-5002-441300	\$ 1,754.51
	3062020038	I13-028204		10/24/2013	1	7/26-8/27	010-5002-441300	\$ 1,348.02
	4428074000	I13-028205		10/24/2013	1	8/23-9/25	010-9450-441300	\$ 25.04
	4659144068	I13-028206		10/24/2013	1	8/23-9/25	026-0000-441300	\$ 809.73
[VENDOR] 1170 : CONSOLIDATED HIGH SCHOOL DISTRICT 230	10-10-2013	I13-027846		10/10/2013	1	3rd quarter 2013 permit fees	010-0000-223010	\$ 8,514.00
[VENDOR] 1255 : ENVIRO-TEST/PERRY LABS, INC.	13-129771	I13-027561	13-001478	10/07/2013	1	Bacteriological Water Sampling Analysis - 8/6-8/27/13	031-6002-432990	\$ 473.00
[VENDOR] 1274 : FEDEX	2-419-44441	I13-027772		10/09/2013	1	Lehmann	010-2003-441600	\$ 13.41
	2-419-44441	I13-027772		10/09/2013	2	PD	010-7002-441600	\$ 7.53
	2-412-17824	I13-027839		10/10/2013	1	SS	010-1400-441600	\$ 23.05
	2-412-17824	I13-027839		10/10/2013	2	JH	010-7002-441600	\$ 63.80
	2-397-07841	I13-028161		10/21/2013	1	8/30 - PD	010-7002-441600	\$ 9.88
	2-426-65516	I13-028164		10/21/2013	1	KL	010-2003-441600	\$ 18.51
	2-426-65516	I13-028164		10/21/2013	2	KC	010-2004-441600	\$ 17.79
[VENDOR] 1343 : HALOGEN SUPPLY COMPANY, INC.	00436094	I13-027887		10/21/2013	1	Freight on return	283-4005-461650	\$ 48.00
[VENDOR] 1350 : HELSEL-JEPPERSON ELECTRICAL INC	655574	I13-027938	13-000384	10/21/2013	1	Parts for dog park lighting	023-0000-470700	\$ 2,479.68
	655093	I13-027950	13-000384	10/21/2013	1	Dog park lighting	023-0000-470700	\$ 61.35
	654617	I13-027952	13-000384	10/21/2013	1	Dog park lighting	023-0000-470700	\$ 275.50
[VENDOR] 1376 : AT & T	226-0836	I13-028133		10/18/2013	1	9/8-10/7	283-4003-441100	\$ 122.07

Vendors	Vendor Invoice	Invoice	Purchase Order	Due Date	Line No	Line Item Description	Account Number	Amount
	873-4718	I13-028153		10/21/2013	1	9/5-10/4	283-4001-441100	\$ 103.67
[VENDOR] 1601 : NICOR	2632528	I13-028207		10/24/2013	1	8/1-8/30	010-1700-441700	\$ 91.68
	2632528	I13-028208		10/24/2013	1	8/30-10/1	010-1700-441700	\$ 94.79
	2731535	I13-028209		10/24/2013	1	8/20-9/20	010-1700-441700	\$ 26.37
	2823996	I13-028210		10/24/2013	1	8/1-8/30	010-1700-441700	\$ 86.10
	2823996	I13-028211		10/24/2013	1	8/30-10/1	010-1700-441700	\$ 93.19
	3073756	I13-028212		10/24/2013	1	8/20-9/19	021-1800-441700	\$ 102.66
	3076775	I13-028213		10/24/2013	1	8/20-9/20	010-1700-441700	\$ 156.89
	3195776	I13-028214		10/24/2013	1	8/20-9/19	010-1700-441700	\$ 152.81
	3653139	I13-028215		10/24/2013	1	8/30-9/27	010-1700-441700	\$ 27.92
	4006009	I13-028216		10/24/2013	1	8/1-10/1	010-1700-441700	\$ 92.08
	4006061	I13-028217		10/24/2013	1	8/27-9/25	010-1700-441700	\$ 76.58
	4085487	I13-028218		10/24/2013	1	9/5-10/4	031-6002-441700	\$ 26.31
	4116301	I13-028219		10/24/2013	1	8/27-9/25	010-1700-441700	\$ 26.34
	4480160	I13-028220		10/24/2013	1	8/30-9/27	010-1700-441700	\$ 85.11
	2020028	I13-028221		10/24/2013	1	8/23-9/23	031-6002-441700	\$ 25.27
	2630940	I13-028222		10/24/2013	1	8/20-9/20	010-1700-441700	\$ 1,877.89
	2742855	I13-028223		10/24/2013	1	8/26-9/25	031-6002-441700	\$ 30.63
	2833428	I13-028239		10/24/2013	1	8/30-10/1	031-6002-441700	\$ 25.77
	2838662	I13-028240		10/24/2013	1	8/29-9/27	031-6002-441700	\$ 88.39
	2877788	I13-028241		10/24/2013	1	8/29-9/27	031-6002-441700	\$ 22.95
	3144602	I13-028242		10/24/2013	1	8/20-9/19	010-1700-441700	\$ 216.64
	3356899	I13-028243		10/24/2013	1	8/21-9/19	031-6002-441700	\$ 77.35
	3467534	I13-028244		10/24/2013	1	8/26-9/24	031-6002-441700	\$ 24.17
	3493605	I13-028245		10/24/2013	1	8/19-9/19	031-6002-441700	\$ 23.62
	3562133	I13-028246		10/24/2013	1	8/1-9/4	283-4003-441700	\$ 140.61
	3562133	I13-028246		10/24/2013	2	8/1-9/4	283-4005-441700	\$ 5,800.00
	3562133	I13-028247		10/24/2013	1	9/4-10/2	283-4003-441700	\$ 269.97
	3607135	I13-028248		10/24/2013	1	8/6-9/6	031-6002-441700	\$ 28.65
	3607135	I13-028249		10/24/2013	1	9/6-10/4	031-6002-441700	\$ 23.08
	3626231	I13-028250		10/24/2013	1	8/20-9/18	031-6002-441700	\$ 23.10
	3626352	I13-028251		10/24/2013	1	8/19-9/17	031-6002-441700	\$ 23.09
	3690413	I13-028252		10/24/2013	1	8/20-9/20	283-4003-441700	\$ 30.69
	3891315	I13-028253		10/24/2013	1	7/9-10/4 - Adjusted	283-4007-441700	\$ 2,423.99
	3993298	I13-028254		10/24/2013	1	8/21-9/19	031-6002-441700	\$ 22.95
	4151769	I13-028255		10/24/2013	1	8/12-9/10	031-6002-441700	\$ 23.72
	4151769	I13-028256		10/24/2013	1	9/10-10/9	031-6002-441700	\$ 25.52
	4237796	I13-028257		10/24/2013	1	8/15-9/13	031-6002-441700	\$ 82.97
	4237796	I13-028258		10/24/2013	1	9/13-10/15	031-6002-441700	\$ 82.96
	4284883	I13-028259		10/24/2013	1	9/3-10/2	026-0000-441700	\$ 37.04
	4285752	I13-028260		10/24/2013	1	8/27-9/25	031-6002-441700	\$ 97.28
	4571765	I13-028261		10/24/2013	1	8/29-9/27	031-6002-441700	\$ 23.61
[VENDOR] 1617 : ORLAND PARK POSTMASTER	10/23/13	I13-028179	13-003039	10/23/2013	1	Postage	281-0000-441600	\$ 7,662.73
[VENDOR] 1630 : ORLAND SCHOOL DISTRICT #135	10-10-2013	I13-027847		10/10/2013	1	3rd quarter 2013 permit fees	010-0000-223020	\$ 18,059.00

Vendors	Vendor Invoice	Invoice	Purchase Order	Due Date	Line No	Line Item Description	Account Number	Amount
[VENDOR] 2817 : AVALON PETROLEUM COMPANY	09/30/13	I13-028177	13-000481	10/22/2013	1	Gasoline - September	010-5006-462100	\$ 20,380.41
	09/30/13	I13-028177	13-000481	10/22/2013	2	Fuel usage for Pace busses - September	010-5003-462100	\$ 1,726.08
[VENDOR] 3851 : ACTIVE NETWORK, INC.	1007452	I13-027993	13-000562	10/21/2013	1	Class - Senior Professional Services	010-1600-432800	\$ 1,170.00
	1007452	I13-027993	13-000562	10/21/2013	2	Class - Standard Professional Services	010-1600-432800	\$ 150.00
[VENDOR] 4227 : MITY-LITE, INC.	IN-543774	I13-028286	13-002467	10/24/2013	1	Tables, chairs & replacement legs	021-1800-443200	\$ 3,499.99
[VENDOR] 8104 : CHI-TOWN HARLEY-DAVIDSON	41549	I13-028296	13-002861	10/24/2013	1	Replace broken pursuit button assy on unit 7272. R/O # 41549	010-5006-443400	\$ 84.91
[VENDOR] 8216 : ACE HARDWARE (HOMER GLEN)	40763/1	I13-028124	13-000149	10/21/2013	1	Civic Center maintenance supplies	021-1800-461300	\$ 185.50
[VENDOR] 8760 : STAPLES BUSINESS ADVANTAGE	3211572828	I13-028166	13-002794	10/21/2013	1	446159 - Band-Aid® Sheer Adhesive Strip, 3/4" x 3", 100/Bx	010-7002-460100	\$ 15.45
	3211572828	I13-028166	13-002794	10/21/2013	2	163840 - Staples® Perforated Writing Pads, Wide Ruled, Canary, 8 1/2" x 11 3/4", 50 Sheets/Pad	010-7002-460100	\$ 8.64
	3211572828	I13-028166	13-002794	10/21/2013	3	702512 - Duck® HP260 High-Performance Packaging Tape, Clear, 1.88" x 60 Yards, 8/Pk	010-7002-460100	\$ 24.65
	3211572828	I13-028166	13-002794	10/21/2013	4	037927 - Sanford Sharpie® Industrial Fine Point Permanent Markers, Fine Point, Black Ink, 12/Pk	010-7002-460100	\$ 32.00
	3211572828	I13-028166	13-002794	10/21/2013	5	807878 - Zebra Sarasa® Gel Retractable Pens, Fine Point, 0.5 mm, Red Ink / Clear Barrel, 12/Pk	010-7002-460100	\$ 21.10
	3211572828	I13-028166	13-002794	10/21/2013	6	128132 - Paper Mate Write Bros® Stick Ballpoint Pens, Fine Point, 0.7 mm, Black Ink, 12/Pk	010-7002-460100	\$ 5.48
[VENDOR] 8905 : LEXISNEXIS RISK DATA MGMT. INC.	1042400-20130930	I13-028114	13-002966	10/18/2013	1	Invoice 042400-20130930 9-1-13 to 9-30-13	010-7002-432990	\$ 258.70
[VENDOR] 9099 : COMCAST	8771401240179432	I13-027980		10/21/2013	1	9/28-10/27	010-0000-441800	\$ 2.11
	8771401240179648	I13-028123	13-000032	10/18/2013	1	Cable for TV's - 10/7-11/6	010-7002-441800	\$ 25.27
	8771401240394049	I13-028140	13-002962	10/18/2013	1	account 8771 40 124 0394049 billing for 10-6 thru 11-5 billing date 10-2-13	010-7002-441800	\$ 79.90
	8771401240275495	I13-028151		10/21/2013	1	10/14-11/13	010-1600-442650	\$ 206.90
	8771401240272435	I13-028152	13-000053	10/21/2013	1	Parks monthly internet service - 10/12-11/11	283-4003-441800	\$ 84.85
	8771401240158139	I13-028339	13-000424	10/25/2013	1	10/30-11/29	283-4001-441800	\$ 74.27
[VENDOR] 9238 : BURRIS EQUIPMENT	PS80497	I13-027534	13-000081	10/07/2013	1	Housing	010-5006-461700	\$ 46.27
	PS80601	I13-027535	13-000081	10/07/2013	1	Housing return	010-5006-461700	\$ -39.33
	PS80600	I13-027536	13-000081	10/07/2013	1	Part return	010-5006-461700	\$ -7.79
	RS09068	I13-028090	13-002880	10/21/2013	1	Articulating mower rental, for a one week period.	010-5002-444500	\$ 2,000.00
[VENDOR] 9294 : MAP AUTOMOTIVE - CHICAGO	40-242332	I13-027843	13-000115	10/21/2013	1	Battery core return	010-5006-461800	\$ -18.00
	40-242510	I13-027844	13-000115	10/21/2013	1	Returns - Orig. invs. 241786 & 241417	010-5006-461800	\$ -171.74
	40-242870	I13-027845	13-000115	10/21/2013	1	Returns - inv nos. 184383 & 241417	010-5006-461800	\$ -128.49
	40-243695	I13-027885	13-000115	10/21/2013	1	Filters/wiper blades/screen	010-5006-461800	\$ 104.66
[VENDOR] 9664 : WAREHOUSE DIRECT	2034963-0	I13-028262	13-002363	10/24/2013	1	CD-R Discs, 700MB/80min, 48x, w/Slim	010-1201-460100	\$ 28.16

Vendors	Vendor Invoice	Invoice	Purchase Order	Due Date	Line No	Line Item Description	Account Number	Amount
						Jewel Cases, Silver, 10/Pack		
[VENDOR] 9711 : VERIZON WIRELESS (LEHIGH)	580475682-00001	I13-028332		10/25/2013	1	8/14-9/13	010-1600-441100	\$ 40.90
	580475682-00001	I13-028332		10/25/2013	2	8/14-9/13	010-1700-441100	\$ 38.01
	580475682-00001	I13-028332		10/25/2013	3	8/14-9/13	010-2001-441100	\$ 59.94
	580475682-00001	I13-028332		10/25/2013	4	8/14-9/13	010-2002-441100	\$ 701.89
	580475682-00001	I13-028332		10/25/2013	5	8/14-9/13	010-2003-441100	\$ 60.17
	580475682-00001	I13-028332		10/25/2013	6	8/14-9/13	010-2004-441100	\$ 114.40
	580475682-00002	I13-028333		10/25/2013	1	8/14-9/13	021-1800-441100	\$ 5.42
	580475682-00002	I13-028333		10/25/2013	2	8/14-9/13	010-1600-441100	\$ 123.24
	580475682-00002	I13-028333		10/25/2013	3	8/14-9/13	283-4001-441100	\$ 16.01
	580475682-00002	I13-028333		10/25/2013	4	8/14-9/13	010-1100-441100	\$ 69.94
	580475682-00002	I13-028333		10/25/2013	5	8/14-9/13	010-2002-441100	\$ 0.23
	580475682-00003	I13-028334		10/25/2013	1	8/14-9/13	283-4003-441100	\$ 612.33
	580475682-00003	I13-028334		10/25/2013	2	8/14-9/13	010-1700-441100	\$ 567.55
	580475682-00004	I13-028335		10/25/2013	1	8/14-9/13	010-7002-441100	\$ 1,633.89
	580475682-00005	I13-028337		10/25/2013	1	8/14-9/13	010-5001-441100	\$ 398.04
	580475682-00005	I13-028337		10/25/2013	2	8/14-9/13	010-5006-441100	\$ 59.94
	580475682-00005	I13-028337		10/25/2013	3	8/14-9/13	031-6001-441100	\$ 161.40
	580475682-00006	I13-028338		10/25/2013	1	8/14-9/13	283-4001-441100	\$ 592.51
	580475682-00006	I13-028338		10/25/2013	2	8/14-9/13	031-6001-441100	\$ 0.23
	580475682-00006	I13-028338		10/25/2013	3	8/14-9/13	010-1700-441100	\$ -1.64
[VENDOR] 10235 : DIRECTIONAL SOLUTIONS, INC.	23236	I13-027892	13-002638	10/21/2013	1	directional bore and pull back 1 1/2" waterline and 2 - 1 1/4" conduits approx 140 feet	023-0000-470700	\$ 2,800.00
[VENDOR] 10401 : SCARIANO, HIMES AND PETRARCA	33747	I13-028102	13-002979	10/21/2013	1	Invoice 33747 professional services for vehicle ticket hearing	010-0000-432100	\$ 540.00
	33747	I13-028102	13-002979	10/21/2013	2	cost allowance	010-0000-432100	\$ 27.00
[VENDOR] 10924 : GORDON FLESCH COMPANY INC.	IN10531233	I13-028290	13-001881	10/24/2013	1	Copier Maintenance charges	283-4001-443600	\$ 581.45
[VENDOR] 11152 : SIGN CONTRACTORS CORPORATION	4850	I13-026159	13-002418	09/03/2013	1	Historic Markers for Stellwagen Farm - Historic Marker Program	010-8000-460290	\$ 1,740.00
[VENDOR] 11833 : NORRIS DESIGN - IL, LLC	08/25/13	I13-027986	12-000032	10/21/2013	1	Services as outlined in the Additional Services Agreement #1 dated Nov. 20, 2012 for additional services as a result of the redesign of the Lagrange Road enhancements and irrigation plans - 7/26-8/25/13	054-0000-484800	\$ 645.20
[VENDOR] 11951 : MARKING SPECIALISTS CORPORATION	20212-0729	I13-027472	13-001742	10/07/2013	1	Pavement marking on Village roadways. Balance of invoice dated 7/25/13	054-0000-471250	\$ 3,123.26
[VENDOR] 12962 : MECHANICAL TEST & BALANCE, INC.	325801	I13-028275	13-002706	10/24/2013	1	Re-balance air flow from the HVA/C system RTU-3, RTU-4 and RTU-5	021-1800-443100	\$ 2,800.00
[VENDOR] 12995 : DIRECT TV	21437871985	I13-028141	13-002912	10/18/2013	1	Cable TV for Sportsplex - 9/25-10/24/13	283-4007-441800	\$ 245.03
[VENDOR] 8888888.362 : HANAN ALI	18925	I13-028060		10/21/2013	1	Rec Refund	283-0000-204000	\$ 109.00

**Village of Orland Park
Open Item Listing**

Run Date: 10/25/2013 User: bobrien

Status: POSTED Due Date: 10/25/2013
Bank Account: Fifth Third Bank-Accounts Payable
Invoice Type: Auto Pay (Wire) Created By: All

Vendors	Vendor Invoice	Invoice	Purchase Order	Due Date	Line No	Line Item Description	Account Number		Amount
[VENDOR] 1420 : ILLINOIS DEPARTMENT OF REVENUE	10-17-2013	113-028069		10/21/2013	1	Quarterly Illinois Sales Tax Due	283-0000-229170	\$	146.00
GRAND TOTAL :								\$	146.00

Village of Orland Park
Open Item Listing

Run Date: 10/25/2013 User: bobrien

Status: POSTED Due Date: 10/25/2013
Bank Account: Fifth Third Bank-Accounts Payable
Invoice Type: Payroll - Auto Pay Created By: All

Vendors	Vendor Invoice	Invoice	Purchase Order	Due Date	Line No	Line Item Description	Account Number	Amount
[VENDOR] 3925 : ILLINOIS DEPARTMENT OF REVENUE	20131025	113-028233		10/25/2013	1	PAYROLL SUMMARY	010-0000-215101	\$ 39,598.05
[VENDOR] 4759 : AFLAC	20131025	113-028237		10/25/2013	1	PAYROLL SUMMARY	010-0000-210129	\$ 2,559.04
[VENDOR] 7695 : FIFTH THIRD BANK	20131025	113-028231		10/25/2013	1	PAYROLL SUMMARY	010-0000-210107	\$ 2,105.99
[VENDOR] 8489 : UNITED STATES TREASURY	20131025	113-028232		10/25/2013	1	PAYROLL SUMMARY	010-0000-215102	\$ 73,078.08
	20131025	113-028232		10/25/2013	2	PAYROLL SUMMARY	010-0000-215103	\$ 25,750.36
	20131025	113-028232		10/25/2013	3	PAYROLL SUMMARY	010-0000-215100	\$ 108,259.52
GRAND TOTAL :								\$ 251,351.04

Village of Orland Park Open Item Listing

Run Date: 10/24/2013 User: bobrien

Status: POSTED Due Date: 10/25/2013
Bank Account: Fifth Third Bank-Accounts Payable
Invoice Type: Payroll Created By: All

Vendors	Vendor Invoice	Invoice	Purchase Order	Due Date	Line No	Line Item Description	Account Number	Amount
[VENDOR] 1293 : NATIONAL GUARDIAN LIFE INSURANCE	20131025	I13-028230		10/25/2013	1	PAYROLL SUMMARY	010-0000-210120	\$ 164.70
[VENDOR] 3927 : AFSCME COUNCIL 31	20131025	I13-028224		10/25/2013	1	PAYROLL SUMMARY	010-0000-210105	\$ 2,901.64
[VENDOR] 3929 : ICMA RETIREMENT TRUST - 457	20131025	I13-028234		10/25/2013	1	PAYROLL SUMMARY	010-0000-210125	\$ 3,197.44
[VENDOR] 3931 : USCM CLEARING ACCOUNT	20131025	I13-028235		10/25/2013	1	PAYROLL SUMMARY	010-0000-210126	\$ 8,971.19
[VENDOR] 3934 : NCPERS GROUP LIFE INSURANCE	20131025	I13-028229		10/25/2013	1	PAYROLL SUMMARY	010-0000-210115	\$ 1,232.00
[VENDOR] 5704 : I.B.E.W. LOCAL 134	20131025	I13-028225		10/25/2013	1	PAYROLL SUMMARY	010-0000-210106	\$ 347.52
[VENDOR] 5974 : ORLAND PARK POLICE SUPERVISORS ASSOC.	20131025	I13-028227		10/25/2013	1	PAYROLL SUMMARY	010-0000-210109	\$ 180.00
[VENDOR] 6056 : IUOE LOCAL 399	20131025	I13-028226		10/25/2013	1	PAYROLL SUMMARY	010-0000-210108	\$ 2,054.00
[VENDOR] 6154 : METROPOLITAN ALLIANCE OF POLICE	20131025	I13-028228		10/25/2013	1	PAYROLL SUMMARY	010-0000-210111	\$ 2,475.00
[VENDOR] 8534 : FORT DEARBORN LIFE	20131025	I13-028329		10/25/2013	1	MONTHLY LIFE INSURANCE PAYMENT	092-0000-453500	\$ 6,390.64
[VENDOR] 9156 : HARTFORD LIFE ANNUITIES	20131025	I13-028236		10/25/2013	1	PAYROLL SUMMARY	010-0000-210127	\$ 29,735.34
[VENDOR] 12125 : CAIC PRIMARY	20131025	I13-028238		10/25/2013	1	PAYROLL SUMMARY	010-0000-210129	\$ 1,774.28
GRAND TOTAL :								\$ 59,423.75

**Village of Orland Park
Open Item Listing**

Run Date: 10/22/2013 User: bobrien

Status: POSTED Due Date: 10/22/2013
Bank Account: Fifth Third Bank-Open Lands
Invoice Type: Open Lands Invoice Created By: All

Vendors	Vendor Invoice	Invoice	Purchase Order	Due Date	Line No	Line Item Description	Account Number		Amount
[VENDOR] 6365 : AREA LANDSCAPE SUPPLY, INC.	2020494	113-027682	13-002672	10/07/2013	1	Fabric 12' x 250'	029-0000-470700	\$	2,832.00
GRAND TOTAL :								\$	2,832.00

REQUEST FOR ACTION REPORT

File Number:	2013-0581
Orig. Department:	Finance Department
File Name:	PTAB Appeals Intervention Costs - Intergovernmental Agreement

BACKGROUND:

The Village Board has previously authorized Intergovernmental Agreements between the Village, the Orland Park Public Library and the Orland Park Fire Protection District in order to formalize cost sharing agreements between the three parties with regard to all Property Tax Appeals Board appeal interventions handled by Klein, Thorpe and Jenkins (KTJ) involving tax years 2007, 2008, 2009 and 2010. This has allowed us to share costs incurred in these interventions that affect each of our assessed valuations and property tax collections. At the time these agreements were entered into, School District 135 and 230 had their own representation and choose not to join our cost sharing consortium.

Recently, KTJ contacted the Village to determine if we want to continue the cost sharing agreement going forward with the addition of School District 135 and 230. The cost sharing allocation would be based on 2010 tax rates, with costs allocated as follows - SD 135 42%, SD 230 31%, OFPD 15%, Village of Orland Park 8.5% and Orland Park Public Library 3.5%. Going forward, the allocation would be reevaluated each year based on the prior year's final tax rate and adjusted if there is a material difference in allocation.

On October 7, 2013, this item was reviewed and approved by the Finance Committee and referred to the Board for approval.

BUDGET IMPACT:

This Intergovernmental Agreement provides for cost sharing between the Village, the Orland Park Library, the Orland Park Fire District, School District 135 and School District 230 for all PTAB Appeal interventions.

REQUESTED ACTION:

I move to approve the Intergovernmental Agreement for the cost-sharing of PTAB appeal intervention costs.

**INTERGOVERNMENTAL AGREEMENT
FOR THE COST-SHARING OF
PTAB APPEAL INTERVENTION COSTS**

WHEREAS, the Board of Education of Orland School District 135 ("S.D. 135") has determined it to be in the best interest of S.D. 135 to intervene in PTAB appeals involving parcels of real property which S.D. 135 has authority to levy taxes against; and

WHEREAS, the Board of Education of Consolidated High School District 230 ("S.D. 230") has determined it to be in the best interest of S.D. 230 to intervene in PTAB appeals involving parcels of real property which S.D. 230 has authority to levy taxes against; and

WHEREAS, the Village of Orland Park (the "Village") has determined it to be in the best interest of its residents and taxpayers to intervene in PTAB appeals involving parcels of real property which the Village has authority to levy taxes against; and

WHEREAS, the Orland Park Public Library (the "Library"), has determined it to be in the best interest of the Library to intervene in PTAB appeals involving parcels of real property which the Library has authority, through the Village's taxing powers, to levy taxes against; and

WHEREAS, the Orland Fire Protection District (the "OFPD"), has determined it to be in the best interest of the OFPD to intervene in PTAB appeals involving parcels of real property which the OFPD has authority to levy taxes against; and

WHEREAS, S.D. 135, S.D. 230, the Village, the Library and the OFPD (collectively referred to as the "Parties") agree that is in the best interest of all Parties to share in the costs of intervening in those PTAB appeals involving parcels of real property which all of the Parties have authority to levy taxes against; and

WHEREAS, the Parties acknowledge that not all PTAB appeals that affect a Party to this Intergovernmental Agreement will impact all Parties, and, for said matters, this Intergovernmental Agreement will not apply; and

WHEREAS, the Constitution of the State of Illinois, 1970, Article VII, Section 10, authorizes units of local government to contract or otherwise associate among themselves in any manner not prohibited by law or ordinance; and

WHEREAS, the "Intergovernmental Cooperation Act," 5 ILCS 220/1 *et seq.*, provides that any power or powers, privileges or authority exercised or which may be exercised by a unit of local government may be exercised and enjoyed jointly with any other units of local government;

NOW, THEREFORE, in consideration of the foregoing recitals and the mutual covenants and agreements herein contained, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged by the Parties, the Parties agree as follows:

1. The preambles set forth above are hereby incorporated herein by reference as if fully set forth herein.

2. The Parties agree to share in the costs of intervention in those PTAB appeals involving parcels of real property which all of the Parties have authority to levy taxes against. The Parties agree to share in the costs of intervention for said PTAB appeals based on the following percentages: S.D. 135 42%, S.D. 230 31%, Village 8.5%, Library 3.5%, and OFPD 15%. The intervention costs associated with a PTAB appeal include, but are not limited to, attorneys' fees, appraisal fees, witness testimony and travel fees, and all other costs associated with the intervention in said matters.

3. The Parties agree that the law firm of Klein, Thorpe and Jenkins, Ltd. ("KTJ") will represent their interests in connection with defending the Parties' interests in all existing and future PTAB appeals involving parcels of real property which all of the Parties have authority to levy taxes against, and understand that KTJ will bill its attorneys' fees to the Parties in accordance with the above pro-rata cost-sharing allocation.

4. Upon receipt of notifications from the respective county boards of review that a PTAB appeal has been filed and affects any of the Parties, each of the Parties agrees to forward said notices to Don Renner at KTJ. KTJ will analyze whether the potential refunds requested by the taxpayer in each PTAB appeal would warrant intervention by the Parties. If intervention is warranted, KTJ will recommend intervention to each of the Parties. If approved by all Parties, KTJ will intervene on behalf of all Parties, making each taxing district a party of record to the PTAB appeal. Each Party will execute a standing resolution authorizing KTJ to file interventions on its behalf in PTAB appeals.

5. This Intergovernmental Agreement contains the entire agreement and understanding between the Parties in respect of the subject matter hereof and supersedes any prior understandings and agreements between the Parties regarding the subject matter of this Intergovernmental Agreement.

6. No amendment, waiver or modification of any term or condition of this Intergovernmental Agreement shall be binding or effective for any purpose unless expressed in writing and signed by each of the Parties.

7. If any section, subsection, sentence, clause or phrase of this Intergovernmental Agreement is for any reason held to be invalid, such decision or decisions shall not affect the validity of the remaining portions of this Intergovernmental Agreement.

8. This Intergovernmental Agreement may be executed in duplicates and counterparts, each of which shall be deemed an original, but all of which together shall constitute the same instrument.

9. This Intergovernmental Agreement may be terminated at any time by any of the Parties, upon any of the Parties serving written notice of termination to each of the other Parties and to KTJ. Upon the notice of termination, the Party serving notice of termination agrees that it will continue to pay its pro-rata share of the costs of intervening in all outstanding PTAB appeals of which intervention was filed in accordance with this Intergovernmental Agreement, but will not be participating in any new PTAB appeals in which the remaining Parties intervene. Those Parties desiring to continue in a cost-sharing agreement may execute a new Intergovernmental Agreement to reflect their revised agreement.

IN WITNESS WHEREOF, the Parties hereto have caused this Intergovernmental Agreement to be executed and delivered as of this ____ day of _____, 2013.

ORLANDSCHOOL DISTRICT 135:

By: _____
President, Board of Education

ATTEST:

By: _____
Secretary, Board of Education

VILLAGE OF ORLAND PARK:

By: _____
Village President

ATTEST:

By: _____
Village Clerk

ORLAND FIRE PROTECTION DISTRICT:

By: _____
President, Board of Trustees

ATTEST:

By: _____
Secretary, Board of Trustees

CONSOLIDATED HIGH SCHOOL DISTRICT 230:

By: _____
President, Board of Education

ATTEST:

By: _____
Secretary, Board of Education

ORLAND PARK PUBLIC LIBRARY:

By: _____
President, Board of Library Trustees

ATTEST:

By: _____
Secretary, Board of Library Trustees

REQUEST FOR ACTION REPORT

File Number:	2013-0531
Orig. Department:	Police Department
File Name:	Village Code Amendment - Title 6 Chapter 10 - Seizure and Impoundment of Motor Vehicles - Ordinance

BACKGROUND:

As of 8/20/13, the police department has received 104 reports of identity theft from residents and others doing business in Orland Park. These crimes have an adverse effect on our residents and businesses who become victims of this offense.

A survey of area police departments indicated that many municipalities authorize impoundment for all criminal offenses while others, like us, maintain a list authorizing the individual offenses for which vehicles may be impounded.

The police department requests that the offense of identity theft be added to the list of offenses allowing a vehicle to be seized or impounded where such motor vehicle is operated by the owner or with the express or implied permission of the owner or is used in the commission of any of the violations identified in 720 ILCS 5/16-30.

On October 21, 2013, this item was reviewed and approved by the Public Safety Committee and referred to the Board for approval.

BUDGET IMPACT:

REQUESTED ACTION:

I move pass Ordinance Number _____, entitled: AN ORDINANCE AMENDING TITLE 6, CHAPTER 10, SECTION 2 OF THE ORLAND PARK VILLAGE CODE IN REGARD TO THE SEIZURE AND IMPOUNDMENT OF MOTOR VEHICLES

..T

AN ORDINANCE AMENDING TITLE 6, CHAPTER 10, SECTION 2 OF THE ORLAND PARK VILLAGE CODE IN REGARD TO THE SEIZURE AND IMPOUNDMENT OF MOTOR VEHICLES

..B

WHEREAS, the Village President and Board of Trustees of the Village of Orland Park (the “Village”) have the authority to adopt ordinances and to promulgate rules and regulations that pertain to its government and affairs and protect the public health, safety, and welfare of its citizens; and

WHEREAS, pursuant to 65 ILCS 5/11-60-2 (2012), the President and Board of Trustees of the Village may define, prevent, and abate nuisances; and

WHEREAS, the Village desires to reduce, eliminate and curb the public nuisances created by individuals operating motor vehicles upon the streets and highways of the Village who commit violations of certain laws within the Village as specified herein; and

WHEREAS, the Village declares that a public nuisance is created by individuals operating motor vehicles upon the streets and highways of the Village who commit violations of the laws set forth herein; and

WHEREAS, the Village declares that a public nuisance is created by individuals who use personal identifying information or documents for fraudulent purposes and thereby commit the crime of identity theft or aggravated identity theft as defined in Article 16 of the Illinois Criminal Code of 2012.

NOW, THEREFORE, BE IT ORDAINED by the President and Board of Trustees of the Village of Orland Park, Cook and Will Counties, Illinois, as follows:

SECTION 1

The above recitals are incorporated herein by reference as though fully set forth herein.

SECTION 2

That Title 6, Section 6-10-2 of the Orland Park Village Code is amended by adding a new Subsection (15) thereto, which shall read in its entirety as follows:

“6-10-2: PUBLIC NUISANCE DECLARED:

* * * *

(15) A violation of 720 ILCS 5/16-30 (Identity Theft; Aggravated Identity Theft), as amended.”

SECTION 3

If any section, paragraph, clause or provision of this Ordinance shall be held invalid, the invalidity thereof shall not affect any of the other provisions of this Ordinance. All ordinances in conflict herewith are hereby repealed to the extent of such conflict.

SECTION 4

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

REQUEST FOR ACTION REPORT

File Number: **2013-0573**
 Orig. Department: **Police Department**
 File Name: **Disposal of Certain Seized Vehicles at Public Auction - Ordinance**

BACKGROUND:

The Police Department requests that the Village declare four (4) forfeited vehicles described herein as excess property and dispose of at public auction. The vehicles were seized by the department and forfeited to the Village by the Circuit Court of Cook County from a driver who was driving their vehicle while their license was suspended for DUI.

The vehicle is described herein as follows:

- 2003 Ford Taurus 1FAFP55U53A215229
- 2000 Ford Ranger 1FTYR14V2YPB16811
- 2002 Olds Bravada 1GHDT13SX22155880
- 1995 Nissan Altima 1N4BU31D5SC182642

On October 21, 2013, this item was reviewed and approved by the Public Safety Committee and referred to the Board for approval.

BUDGET IMPACT:

Proceeds from the auction will be deposited into the State Asset Forfeiture fund of the Village of Orland Park Account #027-0000-372450

REQUESTED ACTION:

I move to pass Ordinance Number _____, entitled: ORDINANCE AUTHORIZING DISPOSAL BY PUBLIC AUCTION OF PERSONAL PROPERTY (VEHICLES) OWNED BY THE VILLAGE OF ORLAND PARK, ILLINOIS

..T

ORDINANCE AUTHORIZING DISPOSAL BY PUBLIC AUCTION OF PERSONAL PROPERTY (VEHICLES) OWNED BY THE VILLAGE OF ORLAND PARK, ILLINOIS

..B

WHEREAS, at least a simple majority of the Corporate Authorities of the Village of Orland Park have decided that it is no longer necessary or useful for the Village of Orland Park to retain ownership of the personal property (vehicles) described below; and

WHEREAS, at least a simple majority of the said Corporate Authorities have therefore decided that continued ownership of the vehicles described below is not in the best interests of the Village of Orland Park; and

WHEREAS, the vehicles listed below are either Village-owned police vehicles that have exhausted their usable life or are vehicles that have been seized by the Village Police Department from drivers who were driving their vehicles while their drivers' licenses were suspended for DUI or other violations, causing the vehicles to be seized and forfeited to the Village by order of the Circuit Court of Cook County; and

NOW, THEREFORE, BE IT ORDAINED by the President and Board of Trustees of the Village of Orland Park, Illinois, as follows:

SECTION 1

The above recitals are hereby incorporated into this section as fully as if they were set forth herein in their entirety.

SECTION 2

Pursuant to Section 11-76-4 of the Illinois Municipal Code, Illinois Compiled Statutes, 65 ILCS 5/11-76-4, the President and the Board of Trustees of the Village of Orland Park find that the items of personal property listed on EXHIBIT A (vehicles) now owned by the Village of Orland Park, Illinois, are no longer necessary or useful to the said Village and its best interests will be served by the sale at public auction of such vehicles.

SECTION 3

Pursuant to the said Section 11-76-4, the Village Manager is hereby authorized to and may direct the sale of the personal property to which Section 2 of this Ordinance refers as, "AS IS" and without warranties at public auction. The said public auction shall to be conducted by the auction house named on EXHIBIT A ("the "Auction House").

SECTION 4

The Auction House named on EXHIBIT A is hereby authorized and directed to advertise the sale of the vehicles listed on EXHIBIT A before the date of said public auction.

SECTION 5

No bid which is less than the minimum value as provided by the Village Manager to the Auction House shall be accepted by the Auction House as the sales price of property listed on EXHIBIT A of this Ordinance unless a lower amount is authorized by the Village Manager or his representative.

SECTION 6

Upon payment of the full sales price of a vehicle to the Village of Orland Park, the Village Manager and/or Village President is hereby authorized and directed to convey and transfer title to each purchased vehicle from the Village to the successful bidder/buyer and to execute all documents necessary to effectuate the sale.

SECTION 7

This Ordinance shall be in full force and effect from and after its passage, by a vote of at least a simple majority of the Corporate Authorities, and approval in the manner provided by law.

VILLAGE OF
Orland Park

DEPARTMENT OF POLICE
INTEROFFICE MEMORANDUM

TO: Chief Timothy McCarthy
FROM: Officer P. Glecier #79
DATE: OCTOBER 21ST 2013
RE: Seized and Impounded Vehicles Ready for Auction

Below is a list of four (4) forfeited vehicle being processed for title in the name of the Village of Orland Park. It will be ready for auction. This auction will be conducted by either Clinton Auto Auction in Clinton, Illinois or Tri-State Auto Auction of Chicago, 14001 S. Karlov, Crestwood, Illinois, 60445.

<u>Vehicle Year</u>	<u>Make and Model</u>	<u>Vehicle Identification #</u>	<u>Mileage</u>
1)2003	Ford / Taurus	1FAFP55U53A215229	112487
2)2000	Ford / Ranger	1FTYR14V2YPB16811	240622
3)2002	Olds / Bravada	1GHDT13SX22155880	129297
4)1995	Nissan / Altima	1N4BU31D5SC182642	147079

REQUEST FOR ACTION REPORT

File Number:	2013-0621
Orig. Department:	Police Department
File Name:	Village Code Amendment - Title 4, Chapter 8 -Enhance The Security of Village Infrastructure - Ordinance

BACKGROUND:

The village is currently in the process of upgrading the security of infrastructure assets throughout the village.

This ordinance will assist in that effort by limiting access to our water towers during certain hours, requiring background checks, requiring identification from vendors needing access to the towers and allowing the village to be reimbursed for the cost of background investigations and for escorts.

On 10/21/13, this item was reviewed and approved by the Public Safety Committee and referred to the Board for approval.

BUDGET IMPACT:

REQUESTED ACTION:

I move to pass Ordinance Number _____, entitled: AN ORDINANCE AMENDING TITLE 4, CHAPTER 8, SECTION 4-8-7-3 OF THE ORLAND PARK VILLAGE CODE IN REGARD TO PROTECTION OF WATER AND SANITARY SEWERAGE SYSTEMS

..T

AN ORDINANCE AMENDING TITLE 4, CHAPTER 8, SECTION 4-8-7-3 OF THE ORLAND PARK VILLAGE CODE IN REGARD TO PROTECTION OF WATER AND SANITARY SEWERAGE SYSTEMS

..B

WHEREAS, the Village President and Board of Trustees of the Village of Orland Park (the “Village”) have authority to adopt ordinances and to promulgate rules and regulations that pertain to its government and affairs and protect the public health, safety and welfare of its citizens; and

WHEREAS, pursuant to 65 ILCS 5/11-60-2(2012), the President and Board of Trustees of the Village may define, prevent and abate nuisances; and

WHEREAS, it is essential that the Village water supply furnished to Village residents and other users is at all times protected from tampering or contamination and to further secure the Village water treatment/storage facilities and water pumping stations from access by unauthorized personnel.

NOW, THEREFORE, BE IT ORDAINED by the President and Board of Trustees of the Village of Orland Park, Cook and Will Counties, Illinois, as follows:

SECTION 1:

The above recitals are incorporated herein by reference as though fully set forth herein.

SECTION 2:

Title 4, Chapter 8, Section 4-8-7-3 of the Orland Park Village Code is hereby deleted in its entirety and replaced by a new Section 4-8-7-3, which shall read in its entirety as follows:

“4-8-7-3: PROTECTION FROM DAMAGE:

No person shall maliciously or willfully break, damage, destroy, uncover, deface or tamper with any structure, appurtenances or equipment which is part of the Village’s public sanitary sewerage system or water supply system, including any radio and/or communication equipment or antennas affixed thereto. In addition, no person other than a Village employee shall have access to any Village elevated water storage (water tower) facility, water treatment facility or water pumping station unless:

(a) he/she shall have successfully passed a background check conducted by the Village Police Department;

(b) he/she is accompanied by a designated employee of the Village’s Police Department or Public Works Department and after having presented proper personal identification; and

(c) access is requested between the hours of 8:00 o'clock a.m. and 5:00 o'clock p.m., Monday through Friday. If an emergency requires access at any other time, such access must be arranged with the Village's Police Department after providing as much advance notice as may be practical under the circumstances.

(d) he/she agrees to reimburse the Village for the cost incurred by the Village in performing the background check and in furnishing the Village's employee to accompany him/her based upon said employee's hourly rate of pay.

Any person violating this Code Section shall bear the cost of repair or replacement of the equipment damaged or destroyed and, in addition, shall be charged with commission of a misdemeanor and placed under arrest.”

SECTION 3

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

REQUEST FOR ACTION REPORT

File Number: **2013-0615**
Orig. Department: **Village Manager**
File Name: **Conveyance of Property to Orland Fire Protection District - Ordinance**

BACKGROUND:

In September, 2012, the Orland Fire Protection District (OFPD) approached staff regarding the Village-owned pond property (163rd Place Industrial Pond) adjacent to their training facility on 163rd Place. They are in the process of making upgrades to their training facility improving their training capabilities and want to incorporate a water area for diver training. This Village-owned site is currently a dry pond which is only accessible through OFPD property. They intend to excavate within the existing footprint, creating a wet pond of sufficient depth for training purposes. There would be no detrimental impact to the storage capacity after conversion to a wet pond. Appropriate engineering and permitting would also be required. Maintenance and upkeep of the pond will become the responsibility of the OFPD.

On October 21, 2013, this item was reviewed and approved by the Public Works & Engineering Committee and referred to the Village Board of Trustees for consideration.

BUDGET IMPACT:

There will be no expenses or revenues from the conveyance of this parcel to the Orland Fire Protection District.

REQUESTED ACTION:

I move to pass Ordinance Number _____, entitled: AN ORDINANCE AUTHORIZING CONVEYANCE OF PROPERTY (DETENTION POND, OUTLOT 45 IN BEEMSTERBOER INDUSTRIAL PARK, PHASE 5, TO ORLAND FIRE PROTECTION DISTRICT)

..T

AN ORDINANCE AUTHORIZING CONVEYANCE OF PROPERTY (DETENTION POND, OUTLOT 45 IN BEEMSTERBOER INDUSTRIAL PARK, PHASE 5, TO ORLAND FIRE PROTECTION DISTRICT)

..B

WHEREAS, the President and Board of Trustees of the Village of Orland Park approves the conveyance of a parcel of land (detention pond) to the ORLAND FIRE PROTECTION DISTRICT for no consideration and has directed the Village Attorney to prepare the appropriate conveyance documents. Said parcel is located at approximately 10726 W. 163rd Place in the Village; and

WHEREAS, said parcel is legally described as follows:

OUT-LOT 45 IN BEEMSTERBOER INDUSTRIAL PARK PHASE 5, BEING A SUBDIVISION OF PART OF THE EAST 1/2 OF SECTION 20, TOWNSHIP 36 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SUBDIVISION RECORDED JANUARY 20, 1993 AS DOCUMENT 93046791, IN COOK COUNTY, ILLINOIS.

NOW, THEREFORE, BE IT ORDAINED by the President and Board of Trustees of the Village of Orland Park, Cook and Will Counties, Illinois, as follows:

SECTION 1:

The Village President and Village Clerk are hereby authorized and directed to execute all appropriate documents and take such other action as is required of them to convey and quitclaim said parcel as legally described above to the ORLAND FIRE PROTECTION DISTRICT, an Illinois Fire Protection District, by the Village of the above-described real estate.

SECTION 2:

That this Ordinance shall be in full force and effect from and after its adoption and approval as provided by law.

SEND FUTURE TAX BILLS TO:

Orland Fire Protection District
9790 W. 151st Street
Orland Park, Illinois 60462

THIS DOCUMENT WAS PREPARED BY:

Klein Thorpe and Jenkins, Ltd.
20 North Wacker Drive
Suite 1660
Chicago, Illinois 60606
E. Kenneth Friker, Esq.

AFTER RECORDING MAIL TO:

Orland Fire Protection District
9790 W. 151st Street
Orland Park, Illinois 60462

[The above space reserved for the County Recorder's Office]

THIS DEED IS EXEMPT FROM TAXATION UNDER 35 ILCS 200/31-45
PARAGRAPH B AND COOK COUNTY REAL PROPERTY TRANSFER TAX
ORDINANCE SECTION 74-106 PARAGRAPH B

Date

GRANTOR / GRANTEE or Representative

QUIT CLAIM DEED

THIS QUIT CLAIM DEED ("Deed") is made as of this ____ day of _____, 2013 between the VILLAGE OF ORLAND PARK, an Illinois Municipal Corporation, whose address is 14700 S. Ravinia Avenue, Orland Park, Illinois, 60462 (the "**GRANTOR**"), and the ORLAND FIRE PROTECTION DISTRICT, an Illinois Fire Protection District, whose address is 9790 W. 151st Street, Orland Park, Illinois (the "**GRANTEE**").

WITNESSETH, that the **GRANTOR** for and in consideration of the sum of TEN and 00/100TH DOLLARS (\$10.00) in hand paid by the **GRANTEE**, the receipt whereof is hereby acknowledged, and pursuant to authority of the Board of Trustees of **GRANTOR**, by these presents does *REMISE, RELEASE, ALIEN, CONVEY* and QUITCLAIM unto the **GRANTEE**, and to **GRANTEE'S** successors and assigns, *FOREVER*, all of the following described real property, situated in the County of Cook and State of Illinois (the "**Property**"), legally described in Exhibit A, attached hereto and made a part hereof.

ADDRESS OF PROPERTY: 10726 W. 163rd Place, Orland Park, Illinois 60462

PERMANENT INDEX NUMBER: 27-20-207-007-0000

TOGETHER WITH, all and singular the hereditaments and appurtenances thereunto belonging, or in anywise appertaining, and the reversion and reversions, remainder and remainders, rents, issues and

in law or equity, of, in and to the Property, with the hereditaments and appurtenances: *TO HAVE AND TO HOLD* the Property, with the appurtenances, unto the **GRANTEE, FOREVER.**

IN WITNESS WHEREOF, the GRANTOR has executed this Deed as of the day, month and year first above written.

GRANTOR:

VILLAGE OF ORLAND PARK,
an Illinois Municipal Corporation

ATTEST:

By: _____
Name: Daniel J. McLaughlin
Title: Village President

By: _____
Name: John C. Mehalek
Title: Village Clerk

[Insert seal above]

STATE OF ILLINOIS)
)
COUNTY OF COOK } ss.

I, the undersigned, a Notary Public, in and for the County and State aforesaid, DO HEREBY CERTIFY that DANIEL J. McLAUGHLIN and JOHN C. MEHALEK, are personally known to me to be the VILLAGE PRESIDENT and VILLAGE CLERK, respectively, of the VILLAGE OF ORLAND PARK, an Illinois Municipal Corporation (the "Village"), and also known to me to be the same persons whose names are subscribed to the foregoing instrument and as such VILLAGE PRESIDENT and VILLAGE CLERK, appeared before me this day in person and severally acknowledged that as such VILLAGE PRESIDENT and VILLAGE CLERK, they signed and delivered the said instrument pursuant to the authority given by the Board of Trustees of the Village, and as their free and voluntary act, and as the free and voluntary act and deed of the Village, for the uses and purposes therein set forth, and that VILLAGE CLERK, as custodian of the corporate seal of the Village, has caused the seal to be affixed thereto.

GIVEN UNDER my hand and Notarial Seal this _____ day of _____, 2013.

Notary Public

EXHIBIT A
(Legal Description)

OUT-LOT 45 IN BEEMSTERBOER INDUSTRIAL PARK PHASE 5, BEING A SUBDIVISION OF PART OF THE EAST 1/2 OF SECTION 20, TOWNSHIP 36 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SUBDIVISION RECORDED JANUARY 20, 1993 AS DOCUMENT 93046791, IN COOK COUNTY, ILLINOIS.

STATEMENT BY GRANTOR

The grantor or his agent affirms that, to the best of his/her/their knowledge, the name of the grantor shown on the deed or assignment of beneficial interest in a land trust is either a natural person, an Illinois corporation or foreign corporation authorized to do business or acquire and hold title to real estate in Illinois, a partnership authorized to do business or acquire and hold title to real estate in Illinois, or other entity recognized as a person and authorized to do business or acquire title to real estate under the laws of the State of Illinois.

GRANTOR:
VILLAGE OF ORLAND PARK, an Illinois
Municipal Corporation

By: _____
Name: E. Kenneth Friker
Title: Village Attorney

SUBSCRIBED AND SWORN TO BEFORE ME this _____ day of October, 2013.

Notary Public

STATEMENT BY GRANTEE

The grantee or his/her/their agent affirms and verifies that the name of the grantee shown on the deed or assignment of beneficial interest in a land trust is either a natural person, an Illinois corporation or foreign corporation authorized to do business or acquire and hold title to real estate in Illinois, a partnership authorized to do business or acquire and hold title to real estate in Illinois, or other entity recognized as a person and authorized to do business or acquire and hold title to real estate under the laws of the State of Illinois.

GRANTEE:
ORLAND FIRE PROTECTION DISTRICT,
an Illinois Fire Protection District

By: _____
Name: _____
Title: _____

SUBSCRIBED AND SWORN TO BEFORE ME this _____ day of October, 2013.

Notary Public

REQUEST FOR ACTION REPORT

File Number: **2013-0612**
Orig. Department: **Public Works Department**
File Name: **Village-Owned Holiday Decorations 2013 - 2015**

BACKGROUND:

Bright Ideas has provided the installation, maintenance, takedown and storage of all village-owned holiday displays at the Village Hall, along Ravinia Avenue, and at Centennial Park since 2001. In addition, Bright Ideas provides the animated lights and music on the trees along Fun Drive at no cost to the village. In 2009, Bright Ideas replaced all of the lighted snowflakes along LaGrange Road at no cost to the village. Bright Ideas staff members are on-site for the Mayor's Annual Tree Lighting to work with Village staff to make sure all displays are turned on and in working order. All of the decorations are stored at Bright Ideas.

The services that Bright Ideas provides are only for village-owned holiday displays, which include all of the ground displays that are located in Centennial Park and along Ravinia Drive. The street pole holiday banners and decorations (Toy Soldiers and Fantasy trees with pole trim garland) are separately rented from Folgers Flag.

Staff has been researching other companies in anticipation of a new bid for the installation, maintenance, storage, set up and removal services for the decorations the Village owns, but was unable to find any local companies that will take-on products that they did not sell to the customer. Several other companies that were contacted only sell products, but do not provide any other services, such as maintenance or storage, which are currently provided by Bright Ideas.

Due to the lack of other local companies willing to offer the needed services and the need to reuse the existing decor, staff recommends waiving the bids and accepting a proposal three-year from Bright Ideas for the 2013 to 2015 holiday season. In the future, if the Village wishes to purchase new decorations, the expense would need to be planned for in the budget process.

On October 21, 2013, this item was reviewed and approved by the Public Works & Engineering Committee and referred to the Village Board of Trustees for consideration.

BUDGET IMPACT:

Bright Ideas' is proposing a three-year extension to the previous contract for the 2013, 2014, and 2015 holiday seasons. The annual cost would be \$24,937.00. There are sufficient funds budgeted in 010-9450-442990 for these services.

REQUESTED ACTION:

I move to approve to waive the bid process;

And

accept the proposal from Bright Ideas Inc. for the installation, maintenance, takedown and storage of holiday displays along Ravinia Avenue and at Centennial Park for the 2013, 2014, and 2015 holiday

season at an annual cost not to exceed \$24,937.00.

REQUEST FOR ACTION REPORT

File Number: **2013-0614**
Orig. Department: **Village Manager**
File Name: **Rental Holiday Pole Decorations and Banners 2013 - 2015**

BACKGROUND:

Folgers Flag & Decorating, Inc. has been providing holiday street pole banners and unlit pole decorations on rental basis. They provide 124 unlit pole decorations (Toy Soldiers and Fantasy trees with pole trim garland) and 30 holiday banners, installation, and removal. The decorations are installed in Old Orland, 159th Street, 151st Street, 94th Avenue, and Ravinia Avenue. The 30 banners currently used are installed on the north side of 159th Street.

Staff looked into the possibility of going to bid for the services that Folgers Flag has been providing; however, no other companies can compete with the pricing of Folgers Flag because they already have the decorations constructed. Any new bidders would have to include the cost of construction of new decorations in their bid, that's driving up the cost.

In addition to the ability to display unlit pole decorations, there are now 210 light poles in the village that are equipped with outlets that are capable of displaying lighted LED holiday decorations. These poles are located on LaGrange Rd. from 141st St. to 167th St; 159th St. from west of Ravinia avenue to 94th Ave.; 151st St. from LaGrange Rd. to Lakeview Dr.; 94th Ave. from 151st St. to 159th St.; 143rd St. from the Metra tracks to John Humphrey Dr., and the street poles in the Main Street area are equipped with outlets. New LED displays would cost approximately \$500 per pole display. The addition of LED holiday street pole decorations in the defined area above would be considered for future budgets.

On October 21, 2013, this item was reviewed and approved by the Public Works & Engineering Committee and referred to the Village Board of Trustees for consideration.

BUDGET IMPACT:

Folgers Flag is proposing a three-year extension to the previous contract for the 2013, 2014, and 2015 holiday seasons at an annual cost not to exceed \$9,600.00. There are sufficient funds budgeted in 010-9450-442990 for these services.

REQUESTED ACTION:

I move to approve a three-year lease contract extension with Folgers Flag & Decorating Company for holiday pole decorations for the 2013, 2014, and 2015 holiday seasons at an annual cost not to exceed \$9,600.00.

REQUEST FOR ACTION REPORT

File Number:	2013-0616
Orig. Department:	Public Works Department
File Name:	Gasoline and Diesel Fuel Purchase - Contract Extension

BACKGROUND:

In October of 2010, the Village of Orland Park published a legal notice and advertised for bids to supply gasoline and diesel fuel to the Village. In 2010, the Village entered into a contract with Avalon Petroleum Company of Kankakee, Illinois. Under the terms of the specifications, the contract can be renewed annually if mutually agreeable with both parties for up to five (5) additional years. The end of the third year of the contract will be December 31, 2013.

Avalon Petroleum Company has been the Village's supplier of fuel for the past nineteen years and has an excellent record for responding to the Village's needs, promptness in delivery, billing and quality of fuel. Therefore, staff would like to renew the contract for the delivery of gasoline and diesel fuel for Fiscal Year 2014.

On October 21, 2013, this item was reviewed by the Public Works and Engineering Committee, recommended for approval and referred to the Village Board of Trustees for consideration.

BUDGET IMPACT:

There is a line item in preliminary 2014 draft budget (Account 010-5006-462100) in the amount of \$722,104 for this expenditure.

REQUESTED ACTION:

I move to approve renewing the contract for gasoline and diesel fuel with Avalon Petroleum Company of Kankakee, Illinois, for Fiscal Year 2014 for an amount not to exceed the Board approved budget amount.

REQUEST FOR ACTION REPORT

File Number: **2013-0617**
Orig. Department: **Public Works Department**
File Name: **108th Avenue 16" Watermain Repair - Approval**

BACKGROUND:

On Thursday, October 3, 2013, staff observed from our SCADA System higher volumes of water than normal being pumped from the 153rd Street Booster Station. As a result, staff initiated a search and discovered a leak on the 16" watermain south of the intersection of 108th Avenue and Crystal Springs Lane. Due to its location, depth and size, Airy's, Inc. of Tinley Park, Illinois, was contacted to complete the repair. The work was completed for a total cost of \$11,279.10. A contract is in place between the Village and Airy's, Inc. to perform this type of work on an emergency basis.

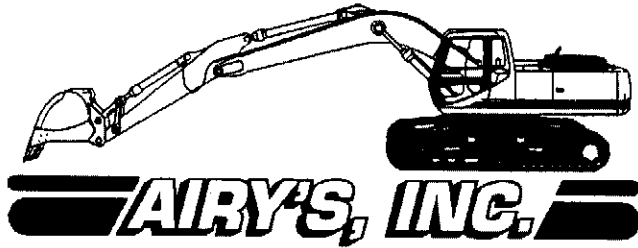
On October 21, 2013, this item was reviewed by the Public Works and Engineering Committee, recommended for approval and referred to the Village Board of Trustees for consideration.

BUDGET IMPACT:

Sufficient funds are available within Line Item #031-6002-44800 (Water System Repair and Service) to cover the cost of this work.

REQUESTED ACTION:

I move to approve payment to Airy's, Inc. of Tinley Park, Illinois, for the October 3, 2013, watermain repair south of the intersection of 108th Avenue and Crystal Springs Lane in an amount not to exceed \$11,279.10.



Invoice Number	19305
Invoice Date	10/7/2013
Purchase Order	
Invoice Total	11,279.10
Terms	Net 10
Due Date	10/17/2013

Bill To:
 Orland Park, Village of
 Accounts Payable
 14700 Ravinia Avenue
 Orland Park, IL 60462

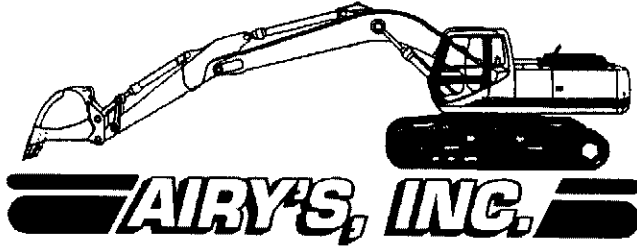
Mail Payment Airy's, Inc.
To: 7455 Duvan Drive
Tinley Park, IL 60477

Job Notes:
 «blurbtext»

Job Location / Ship To: Page
 16" Water Main Break 1 of 3
 108th Ave & Crystal Springs Ln
 Attn: John Ingram
 Orland Park, IL 60467

Item Number	Quantity	Description	Unit Price	Extended Price
REGULAR	1HR	10/3/2013: Jason M Bettenhausen Class: Class 2 Operator	116.41	116.41*
REGULAR	9.5HR	10/3/2013: Jason M Bettenhausen Class: Class 2 Operator	145.94	1,386.43*
REGULAR	1.5HR	10/3/2013: Jerry Cox Class: Class 1 Operator	117.35	176.03*
REGULAR	8.5HR	10/3/2013: Jerry Cox Class: Class 1 Operator	147.25	1,251.63*
REGULAR	4HR	10/3/2013: Juan J. Ponce Class: Laborer Bottom Man	120.61	482.44*
REGULAR	4.5HR	10/3/2013: Juan J. Ponce Class: Laborer Bottom Man	145.82	656.19*
REGULAR	1HR	10/3/2013: Robert W Gowens Class: Laborer Sewer & Caisson Frmn.	96.08	96.08*
REGULAR	4HR	10/3/2013: Robert W Gowens Class: Laborer Sewer & Caisson Frmn.	121.56	486.24*
REGULAR	5HR	10/3/2013:	147.04	735.20*

Please call us at 708.429.0660 or fax us at 708.429.0795 with any questions about this invoice.
 FEIN 36-2898229



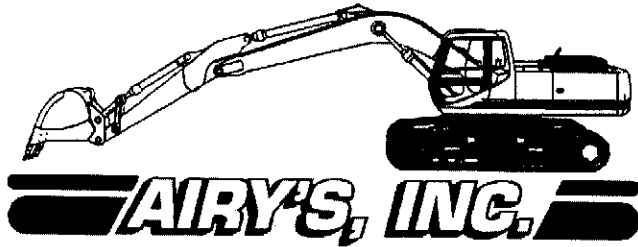
Invoice Number	19305
Invoice Date	10/7/2013
Purchase Order	
Invoice Total	11,279.10
Terms	Net 10
Due Date	10/17/2013

Bill To:
 Orland Park, Village of
 Accounts Payable
 14700 Ravinia Avenue
 Orland Park, IL 60462

Mail Payment Airy's, Inc.
To: 7455 Duvan Drive
Tinley Park, IL 60477

Item Number	Quantity	Description	Unit Price	Extended Price
		Robert W Gowens Class: Laborer Sewer & Caisson Frmn.		
REGULAR	3.5HR	10/3/2013: Scott B Pansa Class: Laborer Bottom Man	120.61	422.14*
REGULAR	4.5HR	10/3/2013: Scott B Pansa Class: Laborer Bottom Man	145.82	656.19*
REGULAR	1HR	10/3/2013: Thomas Guntner Class: Class 3 Operator	141.08	141.08*
REGULAR	5HR	10/3/2013: Thomas J Land Class: Journeymen	142.65	713.25*
REGULAR	3HR	10/4/2013: Thomas Guntner Class: Class 3 Operator	112.93	338.79*
			TOTAL LABOR	7,658.10
EQUIPMENT	3	10/3/2013: Kenworth T800 Semi Tractor	82.00	246.00*
EQUIPMENT	3	10/3/2013: Talbert 55Tn Lowboy Trailer	32.00	96.00*
EQUIPMENT	7.5	10/3/2013: Volvo L90C #2	63.00	472.50*
EQUIPMENT	10	10/3/2013: Linkbelt 160LX Excavator	92.00	920.00*
EQUIPMENT	10	10/3/2013: Ford F450 Service Truck	29.00	290.00*
EQUIPMENT	4.5	10/3/2013: Large Light Tower	13.00	58.50*

Please call us at 708.429.0660 or fax us at 708.429.0795 with any questions about this invoice.
 FEIN 36-2898229



Invoice Number	19305
Invoice Date	10/7/2013
Purchase Order	
Invoice Total	11,279.10
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Bill To:
 Orland Park, Village of
 Accounts Payable
 14700 Ravinia Avenue
 Orland Park, IL 60462

Mail Payment Airy's, Inc.
To: 7455 Duvan Drive
Tinley Park, IL 60477

Item Number	Quantity	Description	Unit Price	Extended Price
EQUIPMENT	6	10/3/2013: Small Generator (5.6Kw)	7.00	42.00*
EQUIPMENT	4	10/3/2013: 2" Electric Pump	5.00	20.00*
EQUIPMENT	4	10/3/2013: 3" Gas Pump	11.00	44.00*
EQUIPMENT	1	10/3/2013: 4" Gas Pump	12.00	12.00*
EQUIPMENT	8	10/3/2013: 2002 Sterling LT7500 W/Vactor	109.00	872.00*
EQUIPMENT	1	10/3/2013: Kenworth T800 Semi Tractor	82.00	82.00*
EQUIPMENT	1	10/3/2013: Trailing 35Tn Lowboy	20.00	20.00*
EQUIPMENT	5	10/3/2013: Ford F150 Truck	28.00	140.00*
EQUIPMENT	3	10/4/2013: Kenworth T800 Semi Tractor	82.00	246.00*
EQUIPMENT	3	10/4/2013: Trailing 35Tn Lowboy	20.00	60.00*
TOTAL EQUIPMENT				3,621.00

* means item is non-taxable

INVOICE TOTAL 11,279.10

Please call us at 708.429.0660 or fax us at 708.429.0795 with any questions about this invoice.
 FEIN 36-2898229

REQUEST FOR ACTION REPORT

File Number:	2013-0618
Orig. Department:	Public Works Department
File Name:	2013-2014 Road Salt Annual State Joint Purchasing Program

BACKGROUND:

In March, the Public Works Department went to Board and received approval to renew our agreement with the Illinois Department of Central Management Services for our annual State Joint Purchasing Program purchase of road salt. Since that time, we have been advised of the vendor and cost of salt for this year. The vendor this year will be Cargill Incorporated Salt Division, 24950 Country Club Boulevard, North Olmsted, Ohio, for a price of \$51.28 per ton. We are required to purchase a minimum of 4,000 tons for the year. The Village has spent an average of \$291,613 per year on road salt over the last four years.

On October 21, 2013, this item was reviewed by the Public Works and Engineering Committee, recommended for approval and referred to the Village Board of trustees for consideration.

BUDGET IMPACT:

The Fiscal Year 2014 Budget will have included funds in Item 010-5002-462300 in an as yet to be determined amount for the purchase of Road Salt and Liquid De-icing Agents.

REQUESTED ACTION:

I move to approve an agreement with Cargill Incorporated Salt Division of North Olmsted, Ohio, for the purchase of salt for the 2013-2014 winter season for a cost not to exceed \$51.28 per ton and a total cost not to exceed the Fiscal Year 2014 Board approved budgeted amount.



September 1, 2013

Dear Joint Purchasing Participant:

Subject: 2013-2014 Rock Salt, Bulk Contract Information

In completing the 2013 – 2014 Rock Salt season contract re-procurement, the State of Illinois did not encounter the types of supply-related issues experienced in previous seasons. We made every effort to secure Road Salt at the best available price for participants in our contract re-procurement, and gladly report that all locations across the State were able to have their supply needs met through the State's procurement efforts.

We again recommend that participating agencies and governmental entities examine their application rates and roadway priorities in order to minimize next season's maintenance program cost while also ensuring the safety of the public.

Enclosed is a copy of the requisition you submitted to us for the purchase of rock salt. The information from the requisition, including purchase commitment, can be used to submit your requirements to this year's contract vendor:

Contract: PSD 4017550
Cargill Incorporated Salt Division
24950 Country Club Blvd., # 450
North Olmsted, OH 44070
Phone (800) 600-7258

Term: September 2013 – August 2014
FEIN Number: 41-0177680
Contact: Government Services

Your unit is **Contract Line No: 80 / Price per ton F.O.B. destination, is \$ 51.28**
Emergency pickup of salt from vendor's warehouse is not made available in this contract.

The additional price per ton to have rock salt delivered in trucks equipped with coal/grain chute openings in the tailgate to permit controlled off-loading of rock salt onto conveyors is **\$40.00** per ton. Contact vendor for availability in your area and scheduling deliveries.

You are responsible for issuing your own purchase order document to the vendor. Orders may be placed with the vendor via telephone, with a written or fax confirmation to follow immediately. ***You are strongly encouraged to order early and to store as much salt as possible in order to help prevent potential salt shortages this winter.*** Also, you need to make every effort to place orders in full truckload lots (22-25 tons) or multiples of such.



Your governmental unit is responsible for ensuring that the 80 or 100 percent minimum guaranteed purchase commitment (as noted on your Requisition) is met before the end of the winter season, June 30, 2014. The vendor is required to furnish not less than 120-percent (if needed) of the contract quantity by March 1, 2014. Your governmental unit is responsible for processing vendor invoices in a timely manner.

Delivery shall be made as soon as possible after vendor receipt of order by phone or mail. The maximum time from receipt of order to the actual delivery for orders placed between December 1, 2013 through April 1, 2014 shall not exceed seven working days, unless as modified in the Order Guidelines herein..

For orders placed between December 1, 2013 and April 1, 2014, if a vendor is unable to make delivery within the order timeline, local governmental units shall have the right to retain \$.20 per ton per working-day as liquidated damages on the undelivered portion of the order. For orders placed prior to 9:00 a.m. on a given day, that day to be considered as the first calendar day of the seven-day delivery period. For an order placed after 9:00 a.m. on a given day, the following day shall be considered as the first calendar day of the seven day delivery period.

CMS reserves the right to mitigate application of liquidated damages imposed against a vendor, in the event of orders exceeding the maximum percentages outlined below:

An agency may order up to 20.% of their awarded contract tonnage in any given week and vendor shall deliver within 7 working-days after receipt of order. Quantity ordered above the 20.% threshold shall have an extended deliver time of one-working-day for each one-percentage-point above the 20.% guideline. For example, if an agency orders 25.% of their awarded total 100 ton, delivery of the first 20 ton (20.%) shall be within 7 working-days after receipt of order, the remaining 5 ton should be delivered within 12 working-days after receipt of order.

If after seven working-days of liquidated damages assessment, the vendor has still failed to deliver, local governmental unit shall have the right to terminate an order and purchase road salt or abrasives from another source, or take action consistent with public safety as needed to continue daily business. Any and all additional costs incurred may be collected from the original vendor, in addition to liquidated damages, by participant's legal action.

All deliveries shall be covered with approved weatherproof materials. The vendor shall ensure that delivery person inspects the inside of the trailer and that all salt is removed from the trailer before leaving a delivery point. The vendor will ensure all weights and measures shown on delivery tickets are correct. Local governmental units reserve the right to require that delivery trucks occasionally be directed to a scale in the vicinity of the delivery point as a check on delivered truckloads.



Deliveries of rock salt containing any foreign material such as mud, rocks, grader teeth, wood, tarpaulins, etc., may be rejected at the delivery site. In the event that any foreign material is discovered in dumped deliveries, the salt and foreign matter may be reloaded onto the cartage hauler's truck by the local governmental unit and returned for credit, or the vendor shall immediately ship a specification compliant load of replacement salt, or issue a refund to the governmental unit consistent with the contract price.

In December 2013, the contract vendor shall have in place stockpile(s) located in or near Illinois covering the tonnage awarded for the northern regions of the State, and in January of 2014 the contract vendor shall have in place stockpile(s) in or near to Illinois covering the total tonnage awarded for all regions of the State. At our discretion, we will inspect the stockpiles to ensure that these stockpiles are in sufficient quantities, and that vendor commitments to the stockpiles are with the users of this contract.

Enhanced rock salt 2013 - 2014 season availability from Cargill Salt Division:

The Department of Central Management Services surveyed vendors for availability of an enhanced rock salt option in the invitation for bid, and received an offering from Cargill Salt Division. Locations interested in this enhanced salt option must call the vendor for product availability information and to facilitate potential ordering arrangements.

Their product is made available to any joint purchasing participant awarded in the Cargill Salt Division Contract as an up-charge per ton option and would be added to your order as a separate line item. Contact Jason Fenske Pone: 612-817-7357 for availability details.

The enhanced salt product features additional pre-treatment of approved road salt with a product providing enhanced melting performance, with reduced corrosion and clumping.

It is hoped that this information will be beneficial to you in the utilization of this contract. If you have any further questions concerning the rock salt contract, please feel free to contact me at (217) 782-8091.

Sincerely,

Wayne Ilsley, CBBP, Buyer
Bureau of Strategic Sourcing

GovSalt.doc



ILLINOIS

JOINT PURCHASING REQUISITION

PLEASE RETURN TO:

Illinois Department of
Central Management Services
801 Wm. G. Stratton Building
401 S. Spring Street
Springfield, IL 62706
Fax: (217) 782-5187

 No Thank You,
But keep on mailing list.

Opt-Out-> Our unit does not want to participate in the 2013-2014 Contract Re-procurement.
Notice-> Please complete and return the Contact information below to remain on the mailing list.

Joint Purchasing #: J.P. L4264-4270

Date: 03/19 / 2013

Government Unit: VILLAGE OF ORLAND PARK

Mailing Address: 15655 SOUTH RAVINIA AVENUE

City / State / Zip: ORLAND PARK, ILLINOIS 60462

County: COOK/WILL

Contact Person: JOHN J. INGRAM

Telephone Number: (708) 403-6350

Fax Number: (708) 403-8798

Contact Email: jingram@orland-park.il.us

Delivery Point
<- Please provide Email Address

***** Participant, Complete Only One - Either "Table-A" or "Table-B" Below *****

Table A: Complete this table to have the State SOLICIT BIDS for your governmental entity

ITEM DESCRIPTION	QUANTITY	UNIT MEASURE	AMOUNT BUDGETED
AASHTO M143 Road Salt or Equivalent	(Total Tonnage)	(22 - 25 Ton / Truck)	(Local Governmental Use Only)
Rock Salt, Bulk	<u>5,000</u>	Tons	<u>\$325,000</u>

Please note your Purchase Commitment Percentage for total tonnage quantity stated above (choose one):

OPTION 1 80% minimum purchase requirement/120% maximum purchase requirement
 OPTION 2 100% minimum purchase requirement/120% maximum purchase requirement

***** Participant, Complete Only One - Either "Table-A" Above or "Table-B" Below *****

Table B: Complete this table to have the State RENEW for your governmental entity (ONLY)

ITEM DESCRIPTION	QUANTITY	UNIT MEASURE	AMOUNT BUDGETED
AASHTO M143 Road Salt or Equivalent	(Total Tonnage)	(22 - 25 Ton / Truck)	(Local Governmental Use Only)
Rock Salt, Bulk	_____	Tons	_____

Note: Renewal is available ONLY under Contracts PSD 4017275, 4017276, 4017277, 4017278, 4017279, or 4017280 for the CY 2012-2013 season. Your quantity may not exceed more than a 20% increase of last season's quantity, and price cannot increase more than 5% of last season's price. Other Terms & Conditions of Contract will remain the same as last year. Check Contract: PSD 4017275 () 4017276 () 4017277 () 4017278 () Contract 4017279 () 4017280 ()

I certify that funds are available for the purchase of the items on this Requisition and that such items are for the sole use of this governmental unit, and not for personal use of any official or individual or re-sale.

In addition, I agree to abide by the Joint Purchasing Procedure established by the Department of Central Management Services.

SIGNATURE OF AUTHORIZED OFFICIAL OR AGENT

VILLAGE MANAGER
TITLE

REQUEST FOR ACTION REPORT

File Number: **2013-0619**
Orig. Department: **Public Works Department**
File Name: **Creekside Subdivision - South Drainage Improvements - Bid Award**

BACKGROUND:

As part of the original flood study conducted by Christopher B. Burke Engineering, Ltd. (CBBEL) of Rosemont, Illinois, the Creekside Subdivision was one of several locations identified as needing improvements to the existing drainage system. Residents within the area just north of 143rd Street on Creek Crossing Drive have experienced extensive street and backyard flooding within this low area during even only moderate rainfalls. The large drainage area, a lack of overland flow routes, and the inability of the existing storm sewer to convey the runoff contribute to the problem.

To implement relief for this problem area, CBBEL has developed engineering plans and bid specifications for the required work. This work will include the replacement of existing storm sewer pipes servicing the area and the establishment of an overland flow route to convey runoff. On August 22, 2013, Village staff, along with CBBEL, met with impacted residents to review and discuss the proposed work.

The legal notice for the Creekside Subdivision - South Drainage Improvement construction project ran in the SouthtownStar Newspaper on Wednesday, September 25, 2013. Five sealed bids were received and opened by the Village Clerk's Office on Wednesday, October 19, 2013 (bid tab attached). Superior Excavating Company of Channahon, Illinois, was the low bidder with a total cost of \$51,471.15.

In addition, construction engineering is being requested from CBBEL. They have submitted a proposal in the amount of \$16,500 for this oversight work.

On October 21, 2013, this item was reviewed by the Public Works and Engineering Committee, recommended for approval and referred to the Village Board of Trustees for consideration.

BUDGET IMPACT:

Sufficient funds are available within the Board approved line item 031-6007-470500 to cover the cost of construction and construction engineering.

REQUESTED ACTION:

I move to approve accepting the bid from Superior Excavating Company of Channahon, Illinois, for Creekside Subdivision - South Drainage Improvements for an amount not to exceed \$56,471.15 (\$51,471.15 plus \$5,000 contingency);

And

Approve waiving the bid process;

And

Approve accepting the proposal from Christopher B. Burke Engineering, Ltd. of Rosemont, Illinois, for Creekside Subdivision - South Drainage Improvements Construction Engineering for an amount not to exceed \$16,500.

BID TAB SUMMARY SHEET

BID OPENING DATE: October 9, 2013

PROJECT: Creekside Subdivision South Drainage Improvements

BIDDER NAMES	ADDRESS	TELEPHONE	E-MAIL	AMOUNT OF BID	BID SECURITY
Airy's Inc.	7455 W. Duvan Drive, Tinley Park, IL 60477	708-429-0660	estimating@airys.com	\$88,964.00	Bid Bond
Superior Excavating Co	P O Box 575, Channahon, IL 60410	815-828-5426	superiorex@comcast.net	\$51,471.15	Bid Bond
Austin Tyler Construction, Inc.	23343 S. Ridge Road, Elwood, IL 60421	815-726-1092	jyoung@austin-tyler.com	\$67,348.00	Bid Bond
Riccio construction Corp	16429 Alberta Ct, Homer Glen, IL 60491	708-774-4995	RiccioConstructionTony@gmail.com	\$97,767.00	Bid Bond
Stip Bros. Excavating Inc	19042 W. Manhattan Road, Elwood, IL 60421	815-423-5877	stipbros@gmail.com	\$70,697.00	Bid Bond
Comments:					

BIDDER SUMMARY SHEET

Creekside Subdivision South Drainage

IN WITNESS WHEREOF, the parties hereto have executed this Bid as of date shown below.

Firm Name: Superior Excavating Co

Address: P.O. Box 575

City, State, Zip Code: Channahon IL 60410

Contact Person: Brad Hoover

FEIN #: 20-829-0125

Phone: (815) 828-5426 Fax: (815) 828-5427

E-mail Address: superiorex@comcast.net

Signature of Authorized Signee: Brad Hoover

Title: President Date: 10-8-13

RECEIPT OF ADDENDA: The receipt of the following addenda is hereby acknowledged:

Addendum No. _____, Dated _____

Addendum No. _____, Dated _____

TOTAL BID PRICE: \$ 51,471.15

ACCEPTANCE: This proposal is valid for 90 calendar days from the date of submittal.
(NOTE: At least 60 days should be allowed for evaluation and approval.)



CHRISTOPHER B. BURKE ENGINEERING, LTD.

9575 W. Higgins Road, Suite 600 Rosemont, Illinois 60018-4920 TEL (847) 823-0500 FAX (847) 823-0520

October 10, 2013

Village of Orland Park
15655 Ravinia Avenue
Orland Park, IL 60462

Attention: John Ingram – Infrastructure Maintenance Director

Subject: Proposal for Construction Engineering Services
Creekside Subdivision South Drainage Improvements

Dear Mr. Ingram:

Christopher B. Burke Engineering, Ltd. (CBBEL) is pleased to submit this proposal for Construction Engineering. The construction project includes installation of 200 LF of 30" storm sewer to replace an existing 18" line running from Creekside Crossing Drive to the detention basin. Included with this proposal are our Scope of Services and Fee Estimate.

SCOPE OF SERVICES

We propose the following tasks based on our experience with similar projects.

Task 1 - Project Initiation

- Review of Contract Documents and bid tabulation.
- Gather names of contact persons.
- Permit status review.
- Review and coordinate a schedule for Contractor's submittals.
- Field visit prior to construction.
- Photo/Video documentation of the project site, including wetlands.
- Kick-off meeting with CBBEL and the Village of Orland Park staff.
- Utility Coordination.
 - Verify AT&T ducts were re-located.
 - Coordinate Nicor relocate.
 - Verify ComEd relocation requirements (if any).
 - Village watermain lowering.

- **Pre-Construction Conference**
 - Organize and set agenda for conference.
 - Notify representatives of the Village of Orland Park, Contractor and Utilities.
 - Develop and distribute meeting minutes and sign-in sheet.
 - Phone non-attendees and verify any pertinent information.

Task 2 - Construction Observation, Field Reports, Records, and Daily Work

- Provide full time on site construction observation services (15 working days).
- Inform Contractor as soon as possible of observed deficiencies in Contractor's work
- Conduct regular project progress meetings. Keep and distribute project progress meeting minutes.
- Complete a Daily Report and Diary for each day's work in the format desired by the Owner's Representative.
- Completed Project Daily Report and Diary forms shall be submitted to the Owner's Representative at a time interval determined at the kick-off meeting.
- Maintain a series of field notebooks, which will be used to record information that cannot be shown on the daily reports.
- Maintain a Daily Progressive Record of the quantities and locations of materials placed.
- Submit weekly or monthly progress reports as requested to the Owner's Representative.
- Collect and forward certified payrolls to the Owner's Representative.
- Maintain project files containing project documents and correspondence.
- Document, facilitate negotiations, prepare and present change orders to the Village, as necessary.

- **Contractor Applications for Payment**
 - Review and agree to pay quantities with Contractor prior to submitting an application for payment.
 - Check Contractor's application for payment, sign and transmit payment application to Owner's Representative.

Task 3 - Shop Drawing Review

- CBBEL will coordinate and perform submittal and shop drawing reviews.

Task 4 – Materials QA Testing

CBBEL will subcontract to Testing Service Corporation (TSC) to provide QA testing.

Task 5 - Project Close-Out

- Prepare a pre-final Punch List
- Conduct a final project walk-through with Owner's Representative.
- Prepare and transmit a final project Punch List.
- Verify completion of all Punch List items.
- Determine final quantities and complete Daily Progressive Record
- Assemble all final Project Files and Documents.
- Review and approve final application for payment and prepare final Change Order.
- Prepare a Final Construction Record.

Please note that for any of the construction observation tasks which CBBEL may be performing, the Contractor(s) shall be informed by the Owner that neither the presence of CBBEL field staff nor the observation and testing (if any) by our firm or subconsultant of our firm shall excuse the Contractor in any way for defects discovered in the work. It is understood that CBBEL will not be responsible for job and site safety on this project; job and site safety shall be the sole responsibility of the Contractor(s). CBBEL does not have the right to stop work and will not advise/schedule/coordinate/supervise the Contractor(s) nor the Contractor(s) means and methods of their work and we shall not be liable for the results of any such interpretations or decisions rendered in good faith. Construction observation services provided by CBBEL staff shall be limited only to and for general compliance with the Contract Documents, Plans and Specifications.

Task 6 – Record Drawings

This task will include the as-built survey for the proposed improvements. It will include the following:

- Locate all installed structures and plot to compare with the original proposed design.
- Locate the storm sewer structure rims, inverts and pipe lengths, and also verify pond volume.
- Re-survey as necessary.

FEE ESTIMATE

Based on our understanding of the services required to complete this project and an assumed construction schedule of three (3) weeks, we estimate that our fees to perform the above scope of services, including direct expenses, to be the following:

TASK	DESCRIPTION	FEE
1	Project Initiation	\$1,000
2	Construction Observation, Field Reports, Records, and Daily Work	\$12,000
3	Shop Drawing Review	\$500
4	Materials QA Testing	\$1,500
5	Project Close-Out	\$1,000
6	Record Drawings	\$500
TOTAL FEE		\$16,500

We will bill you in accordance with the attached Schedule of Professional Charges. This total fee includes estimated direct costs such as mileage, copies, field supplies, or other project related direct expenses. Depending on the actual time required to complete our tasks, there is a potential for our total fee to be less than the above estimated amount. There is also a potential for needing to expend more efforts than anticipated at this time. However, we will not exceed the current agreed-upon estimated fee without your written approval. We will establish our contract in accordance with the previously accepted General Terms and Conditions.

Thank you for your trust in CBEL and for the opportunity to provide this proposal for ongoing professional services during the construction phase of this important project. If it meets with your approval, please sign and send/fax/email a copy back to us as notice to proceed.

Sincerely,



Christopher B. Burke, PhD, PE, D.WRE, Dist.M.ASCE
President

Attachments: Schedule of Professional Charges

THIS PROPOSAL, SCHEDULE OF CHARGES AND GENERAL TERMS & CONDITIONS ACCEPTED FOR THE VILLAGE OF ORLAND PARK:

BY: _____

TITLE: _____

DATE: _____

CHRISTOPHER B. BURKE ENGINEERING, LTD.
STANDARD CHARGES FOR PROFESSIONAL SERVICES
JANUARY, 2007

<u>Personnel</u>	<u>Charges*</u> <u>(\$/Hr)</u>
Principal	219
Engineer VI	192
Engineer V	157
Engineer IV	126
Engineer III	117
Engineer I/II	95
Survey V	157
Survey IV	120
Survey III	115
Survey II	90
Survey I	70
Resource Planner V	107
Resource Planner IV	101
Resource Planner III	92
Resource Planner II	84
Engineering Technician IV	120
Engineering Technician III	99
Engineering Technician I/II	91
CAD Manager	126
Assistant CAD Manager	120
CAD II	117
CAD I	91
GIS Specialist III	112
GIS Specialist I/II	63
Environmental Resource Specialist V	140
Environmental Resource Specialist IV	126
Environmental Resource Specialist III	107
Environmental Resource Specialist I/II	87
Environmental Resource Technician	82
Administrative	82
Engineering Intern	48
Survey Intern	48
Information Technician III	88
Information Technician I/II	56

Direct Costs

Outside Copies, Blueprints, Messenger, Delivery Services, Mileage Cost + 12%

- Charges include overhead and profit

Christopher B. Burke Engineering, Ltd. reserves the right to increase these rates and costs by 5% after December 31, 2007.

REQUEST FOR ACTION REPORT

File Number:	2013-0622
Orig. Department:	Public Works Department
File Name:	Global Positioning System (GPS) Handheld Locator - Quotation

BACKGROUND:

The Public Works Department currently utilizes two Trimble GeoXT GPS (Global Position System) handheld locators. These handheld units are used to collect data regarding locations of water valves, hydrants, sanitary sewers, storm sewers, streetlights, signs, ponds, trees and multiple other infrastructure for the Geographical Information System (GIS) of the village. Utilizing the previously collected data, the units have been used to locate structures that have been buried by contractors.

These handheld units are over 5 years old and are becoming obsolete with the newer ESRI software utilized by our GIS. They have also become very limited on functionality. The new Trimble GeoXT units will be capable of holding additional existing infrastructure data and quicker operation.

There is only one authorized reseller of the Trimble GeoXT handheld unit for the area, Seiler Instrument of Westmont, Illinois. A quote was obtained from Seiler Instrument for two replacement Trimble GeoXT handheld units in the amount totaling \$14,075.

On October 21, 2013, this item was reviewed by the Public Works and Engineering Committee, recommended for approval and referred to the Village Board of Trustees for consideration.

BUDGET IMPACT:

There are sufficient funds available in Account 031-6002-460110 and 031-6002-460180 for this purchase.

REQUESTED ACTION:

I move to approve waiving the bid process;

And


Approve accepting the quotation from Seiler Instrument of Westmont, Illinois, for the purchase of two (2) Trimble GEOXT Handheld units for an amount not to exceed \$14,075.

Village of Orland Park, IL
 Bill Cunningham
 Email: bcunningham@orland-park.il.us
 Phone: (708) 403-6235
 15655 Ravinia Ave.
 Orland Park, IL 60409

Office Locations

ST. LOUIS
ST. CHARLES
KANSAS CITY
INDIANAPOLIS
CHICAGO
MILWAUKEE
OMAHA

Date Issue: 9/14/2013
 Expiration Date: 10/14/2013
 Quote Number: QUO-03121-M5V9

QTY	Part Number	Product Description	Sales Price	Total Price
2.0	89000-20	 <p>Geo 6000 GeoXT Handheld (Standard Edition w/o Floodlight) -220 channel GNSS receiver -Submeter real-time and 50 cm postprocessed accuracy -Sunlight readable display -4.2" polarized screen for unmatched clarity in bright sunlight -5 megapixel autofocus camera -Capture high quality photographs and link directly to features -Field swappable battery -More than 8 hours operation on a single charge and swap-and-go battery replacement in the field NOTE: This model does not include an integrated 3.5G modem or Floodlight technology. -To obtain Floodlight technology, order part number 88990-01. -GeoExplorer series handhelds are fully supported by Trimble's range of Mapping & GIS field and office software. -Trimble Mapping & GIS hardware products carry a standard 1 year warranty. Hardware warranty extensions can be purchased for a maximum of two additional years, meaning that warranty coverage for a product can be extended to a maximum of three years from that product's date of purchase.</p>	\$4,995.00	\$9,990.00
2.0	88990-01	<p>Geo 6000 Floodlight Technology Upgrade (for GeoXT 6000) - Existing Unit Satellite shadow is the number one problem for data collection teams needing high accuracy in difficult GNSS/GPS conditions. Trimble® Floodlight™ satellite shadow reduction</p>	\$1,500.00	\$3,000.00

		<p>technology is the solution—delivering dramatic improvements to accuracy and position availability when working in urban canyons and under tree canopy. Uses a combination of technologies to deliver better accuracy and more reliable positioning in difficult conditions such as urban canyons. Ideal for those who require high accuracy but work in conditions with obstructed sky views.</p> <p>NOTE: This product applies only to a previously purchased Geo XT 6000 series. It is a firmware update that can be applied without sending in for service.</p>		
1.0	52726-95	<p>GPS Analyst extension for ArcGIS update Upgrades an expired license of GPS Analyst to the current version and provides further one-year of upgrades -GPS Analyst v2.20 requires ArcGIS Desktop 9.0 SP3 or later. -If using GPSCorrect, requires GPSCorrect version 3.1 or later.</p> <p>NOTE: A valid serial number of GPS Analyst must be supplied at time of order. Web download only. No CD will be shipped. Orders for this part number must be accompanied by a valid email address</p>	\$850.00	\$850.00
1.0	TS-MAP	<p>Seiler Mapping Tech Support Agreement- 1 year (\$495 value)</p> <ul style="list-style-type: none"> •Phone/E-mail support for one designated contact in your organization. •Toll-free number and dedicated e-mail address for direct contact to support technicians. •Automatic registration to the Seiler Mapping Technical Blog. •Priority response to support cases. •One free seat to the Fall Tech Day Seminar Series (\$100 value) •Password to secure section of Seiler website for members-only technical documentation and videos. •Support for software usage, field data collection, and processing. <p>NOTE: Does not include training services.</p> <ul style="list-style-type: none"> •If a repair is needed, a free loaner unit will be provided if unit is under warranty. A half-price rental unit will be provided if unit is not under warranty. (Subject to availability, excludes the Juno.) •Support for any Trimble mapping-grade product released in 2002 or later. 	\$495.00	\$495.00

		Seiler Instrument provides complimentary support on all of our products for any hardware-related issues that are covered under a current factory warranty or warranty extension.		
2.0	87361-01	<p>Trimble Positions ArcPad extension (perpetual) - single</p> <p>The Trimble® Positions™ ArcPad extension lets you take full control of your Trimble GNSS receiver and adds the power of differential correction to ensure you have the most reliable and accurate data for your GIS.</p> <p>The simple interface makes it easy to configure GNSS quality control and real-time correction settings. You can manage settings effortlessly in the field and get instant, detailed feedback from the GNSS receiver and real-time status screens.</p> <p>Combining advanced accuracy with simple configuration, the Trimble Positions ArcPad extension ensures you get the most out of your mobile GIS application.</p> <p>Key Features:</p> <ul style="list-style-type: none"> -More accurate and reliable position data with differential postprocessing in the office -Logging of H-Star™ data from a GeoXH™ handheld or Pro 6H, GPS Pathfinder ProXRT, or ProXH™ receiver, for additional accuracy with H-Star postprocessing in the office -Choice of the Trimble Positions Desktop add-in or GPS Pathfinder Office software for postprocessing -Easy and complete connection, setup, and status reporting for supported Trimble Juno series handheld, Trimble Nomad 900 G series handheld, Trimble GeoExplorer series handheld, or GPS Pathfinder or Pro-series receiver from within ArcPad -Real-time differential correction (correction sources depend on GNSS receiver used) -Mission planning in the field to increase productivity <p>Notes: This software is for use with ESRI ArcPad v10.1 or later. This software comes standard with a 1-year software maintenance.</p>	\$495.00	\$990.00
1.0	90329-00	<p>Trimble GPS Analyst extension to Trimble Positions Desktop add-in conversion</p> <p>Requires a current or updated license of GPS Analyst. Once conversion is applied, the</p>	\$0.00	\$0.00

		existing license of GPS Analyst will be eliminated.		
1.0	55910-20	<p>Trimble Mapping Trade-in credit (\$500) (\$500.00) (\$500.00)</p> <p>-Trade-in unit must be functional</p> <p>-Program expires 9/27/13</p> <p>-Trade-in unit must be returned to Seiler within 30 days of receipt of new product</p> <p>Trade In Serial Number of unit needed upon time of order</p> <p>If you have a Geo2003 or Geo2005, you will receive the following benefits by trading in to a Geo 3000 series:</p> <ul style="list-style-type: none"> • Persistent Storage to prevent lost data in event of power loss (Geo 2003 users) • Integrated Wi-Fi for wireless data communications (Geo 2003 users) • Subfoot option with the GeoXH 3000 series (Geo 2003 users) • Increase in RAM (64MB to 128MB) • Increase in processor speed (206MHz/416MHz to 520MHz) • Increase in internal disk storage (512MB to 1GB) • SD/SDHC card slot for expanded memory (up to 32GB) • Windows Mobile 6.1 Operating System • Crisp VGA screen (480x640 pixels...double the screen resolution) • Slot to place stylus pen • Decimeter (4in) accuracy option with the GeoXH 2008 and Zephyr antenna <p>The following items are additional benefit if trading in to the Geo 6000 series:</p> <ul style="list-style-type: none"> •Decimeter (4in) accuracy in the handheld XH (no external antenna) •Available in real time and after postprocessing •Fast accuracy and at longer baselines •Better precision estimates •More positions and better accuracy in obstructed conditions (with available Floodlight technology) •Windows Mobile 6.5 Operating System •Integrated 3.5G cellular data modem option •Integrated 5 megapixel autofocus camera •4.2 inch sunlight readable display •Long-life field-swappable battery pack •256 MB RAM •2 GB Non-volatile built-in Flash storage 		
1.0	55910-30	<p>Trimble Mapping Trade-in credit (\$750) (\$750.00) (\$750.00)</p> <p>-Trade-in unit must be functional</p> <p>-Program expires 9/27/13</p>		

-Trade-in unit must be returned to Seiler within 30 days of receipt of new product

Serial number of trade in unit needed upon time of order

If you have a Geo2003 or Geo2005, you will receive the following benefits by trading in to a Geo 3000 series:

- Persistent Storage to prevent lost data in event of power loss (Geo 2003 users)
- Integrated Wi-Fi for wireless data communications (Geo 2003 users)
- Subfoot option with the GeoXH 3000 series (Geo 2003 users)
- Increase in RAM (64MB to 128MB)
- Increase in processor speed (206MHz/416MHz to 520MHz)
- Increase in internal disk storage (512MB to 1GB)
- SD/SDHC card slot for expanded memory (up to 32GB)
- Windows Mobile 6.1 Operating System
- Crisp VGA screen (480x640 pixels...double the screen resolution)
- Slot to place stylus pen
- Decimeter (4in) accuracy option with the GeoXH 2008 and Zephyr antenna

The following items are additional benefit if trading in to the Geo 6000 series:

- Decimeter (4in) accuracy in the handheld XH (no external antenna)
- Available in real time and after postprocessing
- Fast accuracy and at longer baselines
- Better precision estimates
- More positions and better accuracy in obstructed conditions (with available Floodlight technology)
- Windows Mobile 6.5 Operating System
- Integrated 3.5G cellular data modem option
- Integrated 5 megapixel autofocus camera
- 4.2 inch sunlight readable display
- Long-life field-swappable battery pack
- 256 MB RAM
- 2 GB Non-volatile built-in Flash storage

Note:

Totals

\$14,075.00

Please Contact Us:

Tom Rogers
 900 Oakmont Lane, Ste 111

This is not an Invoice

Taxes and shipping charges are not included and may apply



Sales Quotation

Westmont IL 60559
Phone: 630-321-0039
Mobile: (630) 441-6838
E-mail: trogers@seilerinst.com

Your signature below acknowledges acceptance of terms and conditions of this quote: QUO-03121-M5V9. Please sign and return via fax to: (866) 306-5743.

Signed: _____

Name: _____

Title: _____

Terms: Net 30 Days

Net 30 upon approved credit, major credit cards accepted and financing options available

REQUEST FOR ACTION REPORT

File Number: **2013-0623**
Orig. Department: **Public Works Department**
File Name: **Turf Mowing - Contract Extension**

BACKGROUND:

On November 1, 2007, formal bids were opened for a three-year contract to perform turf mowing for the ponds, rights of way, parks and Metra Stations within the Village. Being the lowest bidder, Mid America Tree & Landscape, Inc. of Mokena, Illinois, was awarded mowing contracts for 2008, 2009 and 2010. A three (3) year contract extension, holding 2010 pricing was approved for 2011, 2012 and 2013. Mid America has been the Village's mowing contractor since 1999 and has successfully bid in 1999, 2000, 2001, 2005 and 2008. In spite of standard inflationary increases, Mid-America has offered an unprecedented contract extension, affording the Village a potential 0% increase through 2016; thus freezing their 2010 contract cost for three (3) additional years. Mid-America's current contract with the Village ends December of 2013.

Mid America has continued to excel at mowing the approximately 800 acres weekly (500 acres for Parks and 300 acres for Public Works). Mid-America has offered to hold their current pricing of \$19.75 per acre for three additional years (2014 through 2016). Parks and Public Works mutually agree that Mid America has consistently performed to expectations and agree that extending this multi-year contract provides a value-added benefit to the Village. When last bid, Mid America was more than ten percent (10%) lower than the next bidder.

On October 21, 2013, this item was reviewed by the Public Works and Engineering Committee, recommended for approval and referred to the Village Board of Trustees for consideration.

BUDGET IMPACT:

Funds are budgeted annually within Parks (010-4003-443510), Metra (026-0000-443100), Pool (283-4005-4443100) and Public Works (031-6007-443510 and 010-5002-443510) for this work.

REQUESTED ACTION:

I move to approve waiving the bid process and approve extending the contract for turf mowing from Mid America Tree and Landscape, Inc. of Mokena, Illinois, for an additional three-year contract (2014, 2015 and 2016) at the 2010 pricing (\$19.75 per acre) for an amount not to exceed the budgeted amount.

Mid America Tree & Landscape, Inc.
P.O. Box 347
Mokena, IL 60448
708/479-7510
708/479-9493 fax

September 4, 2013

Village of Orland Park
Attn: Mr. John Ingram
15655 Ravinia Ave.
Orland Park, IL 60462

Dear Mr. Ingram,

Mid America has had the privilege of working with the Village of Orland Park under the Turf Mowing Contract for a number of years. We have enjoyed the opportunity to be of service to the Village and feel we have provided excellent services.

At this time, we would like to offer the Village an agreement for a Turf Mowing Contract extension for an additional three year term. A new Turf Mowing Contract agreement would then cover the 2014, 2015, and 2016 mowing seasons. We will hold the same mowing cost per site as we had in the 2013 turf mowing season.

We appreciate the opportunity to be of service to you, and will continue to provide you with quality, on time turf mowing services.

Sincerely,


Joseph Limanowski

Acceptance by Contractor:


Mid America Tree & Landscape, Inc.

Date:

9/4/13

Acceptance by Village of
Orland Park:

Date:

REQUEST FOR ACTION REPORT

File Number:	2013-0624
Orig. Department:	Public Works Department
File Name:	Public Works Utility and Street Division Vehicles - Bid Award

BACKGROUND:

The 2013 Fiscal Year Budget has a Board approved line item for the purchase of two (2) replacement dump trucks with aftermarket equipment for the Public Works Street Division and for one (1) replacement dump truck with aftermarket equipment for the Public Works Utility Division. The trucks will replace two 1997 Ford trucks with 50,000 miles each and one 1996 Ford truck with 38,400 miles.

Legal notice was placed in the SouthtownStar Newspaper on Wednesday, September 25, 2013, for three (3) Single Axle Cab and Chassis.

Three (3) bids were received for processing. Sealed bids were opened by the Village Clerk's Office on Wednesday, October 9, 2013. Chicago International Trucks (C.I.T.) of Joliet, Illinois, was the lowest bidder with exceptions that have been reviewed by staff and will be allowed. Their bid price for three (3) 2014 or 2015 International 7400 Single Axle Trucks is \$178,999 each. The price for the anti-ice (Option #1 - tank attachment) for two of the trucks is \$12,736 each. C.I.T. can deliver in 180-240 days after receipt of purchase order. There were no local bidders.

The three (3) cab and chassis will be equipped with front snowplow and hook lift that allows for the chassis to be utilized in various scenarios no matter the season. It is staff's recommendation to purchase two cab and chassis with Option #1 and one cab and chassis without Option #1 for a total cost of \$562,469.

We have been notified by C.I.T. that they will be purchased by Rush Enterprises, Inc. of New Braunfels, Texas, who will assume our contract.

On October 21, 2013, this item was reviewed by the Public Works and Engineering Committee, recommended for approval and referred to the Village Board of Trustees for consideration.

BUDGET IMPACT:

There are funds available in Account #010-5006-470200, and the general fund Contingency Account #010-0000-484990 for the purchase of the two replacement Street Division trucks and funds are available in Account #031-6002-470200 for the purchase of the replacement Utility Division truck.

REQUESTED ACTION:

I move to approve awarding the bid for three (3) 2014/2015 International 7400 single axle cab chassis with equipment to Chicago International Trucks of Joliet, Illinois, for the Public Works

Street and Utility Divisions in an amount not to exceed \$562,469;

And

Approve the Consignment of Agreement and Consent to Assign transferring all rights, title, interest and obligations of the purchase agreement between the Village of Orland Park and Chicago International Trucks to Rush Enterprises, Inc. of New Braunfels, Texas, subject to final review.

BID TAB SUMMARY SHEET

BID OPENING DATE: October 9, 2013

PROJECT: Single Axle Cab and Chassis (Three (3) Intenational 7400)

BIDDER NAMES	ADDRESS	TELEPHONE	E-MAIL	AMOUNT OF BID	BID SECURITY
JX Peterbilt (Bid B)	4260 Linden road, Rockford, IL 61109	815-874-3433	jeckel@jxe.com	\$605,451.00	n/a
JX Peterbilt (Bid B)	4260 Linden road, Rockford, IL 61109	815-874-3433	jeckel@jxe.com	\$593,109.00	n/a
Chicgo International Trucks	103 S. Larkin Avenue, Joliet, IL 60436	815-741-7500	bhildreth@vtrucksales.com	\$575,205.00	n/a
Comments:					

BIDDER SUMMARY SHEET
(Revised 10/3/13)

Three (3) Single Axle Cab and Chassis

IN WITNESS WHEREOF, the parties hereto have executed this Bid as of date shown below.

Firm Name: CHICAGO INTERNATIONAL TRUCKS

Address: 103 S. LARKIN AVE.

City, State, Zip Code: JOLIET, ILLINOIS 60436

Contact Person: BILL HILORETH

FEIN #: 27-3994132

Phone: (815) 741-7500 Fax: (815) 741-4107

E-mail Address: BHILORETH@USTRUCKSALES.COM

Addendum No. 1, Dated 10-3-13
Addendum No. , Dated
Addendum No. , Dated

TOTAL BID PRICE: \$ 575,205⁰⁰ CONTRACT
ASSUMABLE

(Insert Bid Price from Additional Information page)

Signature of Authorized Signee: Bill Hiloreth agent

Title: Agent / Salesman

Date: 10-7-13

ADDITIONAL INFORMATION

CAB AND CHASSIS YEAR, MAKE, MODEL 2014 OR 2015 INTERNATIONAL
7400 SINGLE AXLE SET BACK AXLE

COST - EACH CHASSIS \$ 75,161.⁰⁰

EQUIPMENT PACKAGES

	Manufacturer	Cost-Each Unit
Hydraulic System	<u>FORCE</u>	<u>\$ 36,876.⁰⁰</u>
Snowplow/Hitch	<u>BONNELL</u>	<u>\$ 11,965.⁰⁰</u>
Hooklift System	<u>STELLAR</u>	<u>\$ 16,500.⁰⁰</u>
Dump Body	<u>DURACCLASS</u>	<u>\$ 11,140.⁰⁰</u>
Spreader	<u>BONNELL</u>	<u>\$ 17,122.⁰⁰</u>
Pre-Wet	<u>VARITECH</u>	<u>\$ 4,040.⁰⁰</u>
Lighting	<u>PER SPEC</u>	<u>\$ 3,595.⁰⁰</u>
Towing	<u>INCLUDED IN HOOK LIFT</u>	<u>\$ 0.⁰⁰</u>
Road Temp. Sensor	<u>FORCE</u>	<u>\$ 800.⁰⁰</u>
AVL Installation	<u>PRECISE</u>	<u>\$ 1,300.⁰⁰</u>
Other/Misc.	<u>FUEL / DELIVERY CHARGE</u>	<u>\$ 500.⁰⁰</u>
SUB-TOTAL EQUIPMENT COST - EACH UNIT		<u>\$ 103,838.⁰⁰</u>

OPTIONAL EQUIPMENT

Option #1
 Anti-Icing System VARITECH \$ 12,736.⁰⁰

ADDITIONAL INFORMATION (cont'd)

TOTAL COST EACH UNIT

\$ 191,735.⁰⁰

(Include Cab and Chassis cost, Equipment cost, and Optional Equipment cost)

TOTAL COST ALL THREE (3) UNITS

\$ 575,205.⁰⁰ CONTRACT
ASSUMABLE

(List the Total Cost written here on the Bidder Summary Sheet in Section II also.)

TIME OF DELIVERY AFTER RECEIPT OF PURCHASE ORDER 180-240 DAYS

X

Bill Albert agent / Salesman

Signature of Authorized Signee



CHICAGO INTERNATIONAL TRUCKS

CHICAGO INTERNATIONAL TRUCKS

103 S. Larkin Ave., Joliet, IL 60436 - T - (815) 741-7500 - F - (815) 741-3854

Dear Valued Customer,

As you may have heard, Chicago International has entered into an agreement to join Rush Enterprises' International dealer network. Rush Enterprises, through its Rush Truck Centers, operates the largest network of commercial vehicle dealerships in North America. We anticipate that the transaction will close in the first quarter of 2014.

You are probably wondering how this is going to affect you. The answer is simple – it's business as usual. The name is changing but the faces will remain the same. Myself and key members of our management team are being retained as well as the people you normally do business with each and every day. In addition, all locations will remain open for business.

We may be growing but our commitment to customer service remains our top priority. As stated by W. M. "Rusty" Rush, Chairman, CEO and President of Rush Enterprises in the recent press release announcing the transaction, "This acquisition is a significant opportunity to expand our service network in the Midwestern United States, providing strategic market coverage for truck owners operating in this region."

Our customers are our most valued assets, and as such we want to assure you of our commitment to customer satisfaction.

To learn more about Rush Enterprises please visit the website at <http://www.rushenterprises.com/>

Regards,

Shelby Howard

REQUEST FOR ACTION REPORT

File Number:	2013-0626
Orig. Department:	Public Works Department
File Name:	Disposal of Certain Village Equipment at Public Auction - Ordinance

BACKGROUND:

The Vehicles & Equipment Division of Public Works is requesting authorization to sell a Chevrolet Impala with 108,287 miles and a Ford Explorer with 116,355 miles that were not decommissioned in time for the auction conducted by the Southwest Conference of Mayors on October 5, 2013. Staff recommends utilizing the services provided by Manheim Arena Illinois located in Bolingbrook, Illinois, for the disposal of these vehicles.

Manheim is an alternative for the Village to dispose of surplus vehicles that the village has used with success previously. The vehicles would be delivered to the arena in Bolingbrook, Illinois. Manheim will sell the vehicles for a flat fee to the Village of \$150 for each vehicle which also includes the title transfer. The Village would be paid 48 business hours after the sale by check or direct deposit.

In order to legally dispose of municipal property, the Village must adopt an ordinance that describes the items to be sold.

The attached ordinance identifies the items to be sold at this auction.

On October 21, 2013, this item was reviewed by the Public Works and Engineering Committee, recommended for approval and referred to the Village Board of Trustees for consideration.

BUDGET IMPACT:

Proceeds from this sale will go to the General Fund.

REQUESTED ACTION:

I move to pass an Ordinance Number _____ entitled: AN ORDINANCE AUTHORIZING DISPOSAL BY PUBLIC AUCTION OF PERSONAL PROPERTY OWNED BY THE VILLAGE OF ORLAND PARK, ILLINOIS

AN ORDINANCE AUTHORIZING DISPOSAL BY PUBLIC AUCTION OF PERSONAL PROPERTY OWNED BY THE VILLAGE OF ORLAND PARK, ILLINOIS

WHEREAS, at least three-fourths of the Corporate Authorities of the Village of Orland Park have decided it is no longer necessary or useful for the Village of Orland Park to retain ownership of the personal property described in Section 2 below; and

WHEREAS, at least three-fourths of the said Corporate Authorities have decided that continued ownership of the personal property described in Section 2 below is not in the best interests of the Village of Orland Park; and

WHEREAS, the President and Board of Trustees of the Village of Orland Park have determined that the said personal property shall be sold at a public auction/sale.

NOW, THEREFORE, BE IT ORDAINED by the President and Board of Trustees of the Village of Orland Park, Illinois, as follows:

SECTION 1

The Preamble is adopted as fully set forth herein.

SECTION 2

Pursuant to Section 11-76-4 of the Illinois Municipal Code, Illinois Revised Statutes, Ch. 24, Par. 11-76-4, the President and the Board of Trustees of the Village of Orland Park find that the following item of personal property now owned by the Village of Orland Park, Illinois, is no longer necessary or useful to the said Village, and its best interests will be served by the auction/sale of the following personal property:

2009 Chevrolet Impala - Serial #2G1WS57M991253662
2002 Ford Explorer – Serial #1FMZU72E52UC41153

SECTION 3

Pursuant to the said Section 11-76-4, the Village Manager is hereby authorized and may direct the sale of the personal property to which Section 2 of this Ordinance refers, "AS IS" and without warranties at the public auction/sale.

SECTION 4

The Village Manager is hereby authorized and may direct the Manheim Arena Illinois to advertise the sale of the aforementioned personal property in a newspaper within the community before the date of said public auction/sale.

SECTION 5

No bid which is less than the minimum value as provided by the Village Purchasing

Agent shall be accepted as the sales price of property listed in Section 2 of this Ordinance unless a lower amount is authorized by the Village Manager or his representative.

SECTION 6

Upon payment of the full price, the Village Manager and/or Village President is hereby authorized and directed to convey and transfer title or ownership to the item of personal property from the Village to the successful bidder/buyer to execute all documents necessary to effectuate the sale.

SECTION 7

This Ordinance shall be in full force and effect from and after its passage, by a vote of at least three-fourths of the Corporate Authorities, and approval in the manner provided by law.

REQUEST FOR ACTION REPORT

File Number: **2013-0644**
Orig. Department: **Development Services Department**
File Name: **GIS Agreement with Cook County - Resolution**

BACKGROUND:

Cook County has a GIS data base that is used for Orland Park's GIS program at no cost. Cook County does however require a resolution and agreement prior to use of this data. These items are attached for your review and approval.

This is a recurring item and has not been to Committee.

This is now before the Village Board for approval of a resolution.

BUDGET IMPACT:

REQUESTED ACTION:

I move to pass Resolution Number _____, entitled: A RESOLUTION FOR ACCESS TO GEOGRAPHIC INFORMATION SYSTEM.

**AGREEMENT
FOR ACCESS TO GEOGRAPHIC INFORMATION SYSTEM**

This AGREEMENT is entered into as of the 16th day of December, 2013, by and between Village of Orland Park (Agency) and the Cook County Assessor's Office (the CCAO).

WITNESSETH:

WHEREAS, the CCAO has developed a Geographic Information System (the GIS) consisting of cadastral data, planimetric data, assessment data, property images, digital orthophotography (aerial photos) and other data (collectively, such images, photos and data, Assessor Data);

WHEREAS, portions of the GIS, and the related data dictionary, are copyrighted materials of the CCAO and/or Cook County of the State of Illinois (Cook County);

WHEREAS, some of the Assessor Data in the GIS is only available to the public and to commercial users for a fee, as permitted by law;

WHEREAS, Agency has requested access to and license to use the GIS for use in performing its official functions (as set forth below);

WHEREAS, the CCAO in the spirit of cooperation desires to make the GIS available, efficiently and without charge, to Agency for use in performing its official functions; and

WHEREAS, Agency acknowledges and agrees that access to the GIS and/or Assessor Data is conditioned upon the agreement that access is provided as set forth in this Agreement solely for use in performing the official functions of the Agency, and that any other use, alteration, sale, dissemination, lease or transfer of the GIS and/or Assessor Data by Agency, or by any employee or agent of same, without written consent of the CCAO is strictly prohibited, and shall be deemed to warrant immediate termination of this Agreement, as well as entitle the CCAO to pursue any other remedies to which it is entitled.

NOW, THEREFORE, in consideration of the mutual promises and covenants and the terms and conditions hereinafter set forth, and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties hereto agree as follows:

SECTION 1. INCORPORATION OF RECITALS.

The foregoing recitals are incorporated into and made a part of this Agreement as if fully set forth herein.

SECTION 2. STATEMENT OF OFFICIAL PURPOSES; RESTRICTIONS ON USE.

For purposes of this Agreement, Agency represents and warrants as its official purpose for access to the GIS and Assessor Data as stated in Exhibit A and incorporated herein. Agency agrees that access to the

GIS and/or Assessor Data is conditioned upon and provided as set forth in this Agreement solely for its use in performing its official purposes (as described in Exhibit A). Any other use of the GIS or Assessor Data, without express written consent of the CCAO, is strictly prohibited, including the display, sale, transfer, lease, dissemination or lease of the GIS or Assessor Data in any location or manner in its current form, derivative or altered form, or otherwise. Any such prohibited use shall be deemed to be a breach which warrants immediate termination of this Agreement. This Section shall survive the termination of this Agreement.

SECTION 3. INFORMATION PROVIDED.

The CCAO agrees to provide Agency access to the GIS and Assessor Data only upon the conditions and based upon the representations and warranties set forth in this Agreement. In order to obtain specific Assessor Data, Agency must request Assessor Data by filing the attached exhibits with the Department of Automation of the CCAO (each such request, an Information Request). Each Information Request is subject to approval of the CCAO.

SECTION 4. LIMITED LICENSE TO USE.

Subject to the provisions of this Agreement, the CCAO hereby grants to Agency a non-exclusive, non-transferable license to use the Assessor Data only as specifically provided for in this Agreement. Agency acknowledges that the title, copyright and all other rights to the GIS and Assessor Data remain with the CCAO and/or Cook County. Neither Agency nor any other authorized user shall have any right, title or interest in the GIS or Assessor Data except as expressly described herein. The CCAO reserves the right to withdraw from the GIS and/or Assessor Data any item or part of an item for which it no longer retains ownership rights or which it has reasonable grounds to believe infringes copyright or is unlawful or otherwise objectionable.

SECTION 5. TERM AND EXTENSION.

This Agreement is for one year, effective from the date of execution. It will be extended annually for terms of one year each, unless, at least 30 days prior to the expiration of any term, either party notifies the other in writing of its intent not to renew the Agreement.

SECTION 6. DISCLAIMER OF WARRANTIES.

The GIS and the Assessor Data is provided as is without any warranty or representation whatsoever, including any representation as to accuracy, timeliness, completeness, infringement of rights of privacy, copyright or trademark rights or disclosure of confidential information. All burdens, including any burden for determining accuracy, completeness, timeliness, merchantability and fitness for or the appropriateness for use, rests solely on Agency and/or the requester. The CCAO and Cook County make no warranties, express or implied, as to the use of the GIS. There are no implied warranties of merchantability or fitness for a particular purpose. There is no warranty to update any of the information provided hereunder. **THE CCAO AND COOK COUNTY EXPRESSLY DISCLAIMS ANY AND ALL REPRESENTATIONS OR WARRANTIES (EXPRESS OR IMPLIED, ORAL OR WRITTEN) RELATING TO THE GIS AND/OR ASSESSOR DATA, INCLUDING BUT NOT LIMITED TO ANY AND ALL IMPLIED WARRANTIES OF QUALITY, PERFORMANCE, ACCURACY, COMPLETENESS, MERCHANTABILITY OR FITNESS FOR A PARTICULAR**

PURPOSE. Agency acknowledges and accepts the limitations of the GIS and the Assessor Data, including the fact that the GIS and Assessor Data are dynamic and are in a constant state of maintenance, correction and update.

SECTION 7. LIMITATION OF LIABILITY.

AGENCY EXPRESSLY AGREES THAT NO MEMBER, OFFICIAL, EMPLOYEE, REPRESENTATIVE OR AGENT OF THE CCAO OR COOK COUNTY, OR THEIR RESPECTIVE SUCCESSORS, HEIRS OR ASSIGNS, SHALL BE LIABLE, WHETHER INDIVIDUALLY OR PERSONALLY OR OTHERWISE, TO AGENCY OR ANY OTHER PERSON OR ENTITY, OR THEIR RESPECTIVE SUCCESSORS, HEIRS OR ASSIGNS, FOR ANY LOSS OR CLAIM, INCLUDING BUT NOT LIMITED TO ANY SPECIAL, INDIRECT, INCIDENTAL, EXEMPLARY OR CONSEQUENTIAL DAMAGES OR LOSS OF GOODWILL DATA OR IN THE EVENT OF ANY DEFAULT OR BREACH BY THE CCAO UNDER THIS AGREEMENT OR ANY INACCURACY OF THE GIS OR ASSESSOR DATA, IN ANY WAY ARISING FROM OR RELATING TO THIS AGREEMENT OR RESULTING FROM THE USE OR INABILITY TO USE THE GIS AND/OR ANY ASSESSOR DATA.

SECTION 8. AGENCY INDEMNIFICATION.

Agency agrees to hold harmless and indemnify the CCAO and Cook County, its commissioners, officers, agents, employees, representatives and affiliates, and their respective heirs, successors and assigns, from and against, and defend, at its own expense (including reasonable attorneys' accountants' and consultants' fees), any suit, claim, action or proceeding brought by any third party against the CCAO, Cook County or any commissioner, officer, agent, employee, representative or affiliate of the CCAO or Cook County arising out of or incident to the performance or nonperformance of this Agreement by CCAO, Cook County, Agency or any other entity. To the extent that the CCAO or Cook County incurs administrative expenses including attorneys' fees during Agency's defense of any claim, Agency shall reimburse the CCAO or Cook County, as appropriate, for all such expenses. The provisions of this Section shall survive the termination of this Agreement.

SECTION 9. APPLICABLE LAW.

This Agreement shall be interpreted and construed in accordance with, and governed by, the laws of the State of Illinois, excluding any such laws that might direct the application of the laws of another jurisdiction. Venue shall be in a court of competent jurisdiction located within the County of Cook, Illinois. The CCAO and Agency each acknowledge the existence of state and other applicable law defining the duties and responsibilities of each party regarding real estate taxation and other governmental functions. No part of this Agreement has the effect of or is intended to impact any applicable legal duty of either party under existing law, especially the Illinois Property Tax Code, 35 ILCS 200/1 et seq. Both parties remain responsible under applicable law for performing all stated duties and responsibilities.

SECTION 10. CONFIDENTIALITY.

Agency acknowledges and agrees that information regarding this Agreement, and portions of the GIS and Assessor Data and other information disclosed hereunder, is confidential and shall not be disclosed, directly, indirectly or by implication, or be used by Agency in any way, whether during the term of this Agreement or any time thereafter, except solely in accordance with the official purposes set forth above. All such Assessor Data and the GIS shall be treated in confidential manner, except as otherwise expressly stated in a written document.

SECTION 11. MISCELLANEOUS.

- (a) This Agreement constitutes the entire agreement between the parties and supersedes all prior agreements, understandings, negotiations and discussions, whether oral or written, in relation to the matters dealt with herein. There are no representations, warranties, collateral agreements or conditions to this Agreement, except as expressly stated in this Agreement.
- (b) The section headings are for reference and information purposes only, and shall not affect in any way the meaning or interpretation of this Agreement. References to singular shall include the plural and to plural shall include the singular. References to a person shall include a corporate or government body. Words such as "including" and similar expressions shall not be read as words of limitation.

* * * * *

IN WITNESS WHEREOF, the parties have executed this Agreement by their respective authorized representatives as of the date first written above.

**COOK COUNTY
ASSESSOR'S OFFICE**

Chief Deputy Assessor
Cook County Assessor's Office

Signature:
Paul Grimes

Print Name

Title: Village Manager

Agency Name: Village of Orland Park, IL

Telephone Number: 708-403-6155

Exhibit A: Statement of Official Purpose

The Village of Orland Park Planning Department would like to confirm its need for the GIS data received and continual delivery from Cook County. The continued delivery of data from Cook County is vital in order to further and enhance our data management system. We plan to continue to use the county data for the enhancement of our base maps, updated ownership, parcel boundaries for planning related notifications and other GIS related projects for the Village of Orland Park.

Exhibit B: Assessment Data

Village of Orland Park, IL (Agency) hereby requests access to **assessment data** in accordance with the Agreement, dated 12-16-2013, between Agency and the Cook County Assessor's Office (the CCAO).

The CCAO has developed a file of assessment data, which is maintained on the Cook County Mainframe. The CCAO will make the file of assessment data available to Agency, subject to the terms and restrictions and limitations as set forth in the Agreement. A data dictionary is available upon request.

Agency requests assessment data based on the following geographic area (select area by completing one of the blanks below):

Tax Codes: _____

Municipality: _____

Permanent Index Number range: Attach additional sheet if necessary

Township: Orland, Palos and Bremen

Requested by
Name: Naseer A. Shafique
Signature: _____
Date: _____

Exhibit C: Property Images

Village of Orland Park, IL (Agency) hereby requests access to **property images** in accordance with the Agreement, dated 12-16-2013, between Agency and the Cook County Assessor's Office (the CCAO).

The CCAO has developed a computerized database of property images. The CCAO will make this computerized database of property images available to Agency in JPEG format, subject to the terms and restrictions and limitations as set forth in the Agreement. In addition to the property images, the CCAO will provide a file containing Permanent Index Number(s), property image capture date, and a list of Permanent Index Number(s) that have no property image assigned. A data dictionary is available upon request.

Agency requests assessment data based on the following geographic area (select area by completing one of the blanks below):

- Permanent Index Number range: Attach additional sheet if necessary

- Municipality: _____

- Year 1998 Photos

- Year 2007 Photos

The most Current one

Requested by

Name: Naseer A. Shafique

Signature: _____

Date: _____

Exhibit D: Digital Orthophotography (Aerial Photos)

Village of Orland Park, IL (Agency) hereby requests access to **digital orthophotography (aerial photos)** in accordance with the Agreement, dated 12-16-2013, between Agency and the Cook County Assessor's Office (the CCAO).

The CCAO has developed a computerized database of digital orthophotography (aerial photos). The computerized database of digital orthophotography for Cook County contains 4,486 tiles. The CCAO will make the computerized database of digital orthophotography available to Agency, subject to the terms and restrictions and limitations as set forth in the Agreement. The digital orthophotography will be provided in .tif or .sid format. In addition to the digital orthophotography, the CCAO will provide a shapefile containing an index of all the tiles for Cook County. Metadata is available upon request.

Agency requests assessment data based on the following geographic area (select area by completing one of the blanks below):

Municipality: _____

Township: _____

Year 1998 Photos

Year 2003 Photos Most Current one

Requested by

Name: Naseer A. Shafique

Signature: _____

Date: _____

Exhibit E: Planimetric data

Village of Orland Park, IL (the Agency) hereby requests access to **planimetric data** in accordance with the Agreement, dated 12-16-2013, between Agency and the Cook County Assessor's Office (the CCAO).

The CCAO has developed a computerized database of geographic information system (GIS). This computerized database consists of both planimetric data and cadastral data. The CCAO will make the computerized database of planimetric data available to Agency, subject to the terms and restrictions and limitations as set forth in the Agreement. The planimetric data is maintained using ESRI's ArcGIS software and is in a geodatabase format specific to ESRI's product line. Metadata is available upon request.

Agency requests assessment data based on the following geographic area (select area by completing one of the blanks below):

Permanent Index Number range: Attach additional sheet if necessary

Municipality: _____

Township: Orland, Palos and Bremen

Requested by

Name: Naseer A. Shafique

Signature: _____

Date: _____

Exhibit F: Cadastral data

Village of Orland Park, IL (öAgencyö) hereby requests access to **cadastral data** in accordance with the Agreement, dated 12-16-2013, between Agency and the Cook County Assessor's Office (the öCCAOö).

The CCAO has developed a computerized database of geographic information system (GIS). This computerized database consists of both planimetric data and cadastral data. The CCAO will make the computerized database of cadastral data available to Agency, subject to the terms and restrictions and limitations as set forth in the Agency Agreement. The cadastral data is maintained using ESRI's ArcGIS software and is in a geodatabase format specific to ESRI's product line. Metadata is available upon request.

Agency requests assessment data based on the following geographic area (select area by completing one of the blanks below):

Permanent Index Number range: Attach additional sheet if necessary

Municipality: _____

Township: Orland, Palos and Bremen

Requested by

Name: Naseer A. Shafique

Signature: _____

Date: _____

Exhibit G: Digital Terrain data

Village of Orland Park, IL (the Agency) hereby requests access to **digital terrain data** in accordance with the Agreement, dated 12-16-2013, between Agency and the Cook County Assessor's Office (the CCAO).

The CCAO has developed a computerized database of geographic information system (GIS). This computerized database includes digital terrain data. The CCAO will make the computerized database of digital terrain data available to Agency, subject to the terms and restrictions and limitations as set forth in the Agency Agreement.

Agency requests assessment data based on the following geographic area (select area by completing one of the blanks below):

Municipality: _____

Township: Orland, Palos and Bremen

Requested by

Name: Naseer A. Shafique

Signature: _____

Date: _____

Exhibit H: Lidar data

Village of Orland Park, IL (the Agency) hereby requests access to **lidar data** in accordance with the Agreement, dated 16-12-2013, between Agency and the Cook County Assessor's Office (the CCAO).

The CCAO has developed a computerized database of geographic information system (GIS). This computerized database includes lidar data. The CCAO will make the computerized database of digital terrain data available to Agency, subject to the terms and restrictions and limitations as set forth in the Agency Agreement.

Agency requests assessment data based on the following geographic area (select area by completing one of the blanks below):

Municipality: _____

Township: Orland, Palos and Bremen

Requested by

Name: Naseer A. Shafique

Signature: _____

Date: _____

Exhibit I: Oblique Aerial Imagery

Village of Orland Park, IL (the Agency) hereby requests access to **oblique aerial imagery** in accordance with the Agreement, dated 12-16-2013, between Agency and the Cook County Assessor's Office (the CCAO).

The CCAO has developed a computerized database of geographic information system (GIS). This computerized database includes Oblique Aerial Imagery data. The CCAO will make the computerized database of Oblique Aerial Imagery data available to Agency, subject to the terms and restrictions and limitations as set forth in the Agency Agreement.

Agency requests assessment data based on the following geographic area (select area by completing one of the blanks below):

Municipality: _____

Township: Orland, Palos and Bremen

Requested by

Name: Naseer A. Shafique

Signature: _____

Date: _____

11/04/2013

RESOLUTION NO.

WHEREAS, The Village of Orland Park (the "Village"), pursuant to Illinois State Statute, is granted all powers necessary to carry out its legislative purposes; and

WHEREAS, the Cook County Assessor's Office has a geographic information system ("GIS") database that it is willing to make available to the Village at no cost; and

WHEREAS, GIS data sharing with the Cook County Assessor's Office will allow the Village to access GIS data from the Assessor that will facilitate the Village's decision making process and provide needed information; and

WHEREAS, cooperation between and among governmental agencies and entities through intergovernmental agreements is authorized and encouraged by Article VII, Section 10 of the Illinois Constitution of 1970 and by the "Intergovernmental Cooperation Act" (5 ILCS 220/1 et seq.); and

WHEREAS, the Village and the Cook County Assessor have negotiated an Intergovernmental Agreement in substantially the form attached to this Resolution as Exhibit A.

NOW, THEREFORE, BE IT RESOLVED by the Village of Orland Park as follows:

The Village President and Board of Trustees and the General Counsel are authorized to finalize and Intergovernmental Agreement between the Village of Orland Park and the Cook County Assessor's Office in substantially the form of the agreement Attached to this Resolution, and the Village President and Board of Trustees are authorized to execute said Intergovernmental Agreement.

Approved by: _____
Village President

REQUEST FOR ACTION REPORT

File Number: **2013-0551**
Orig. Department: **Development Services Department**
File Name: **Strategic Transportation Plan**

BACKGROUND:

On August 6, 2012 the Village Board approved Gewalt Hamilton Associates (GHA) to evaluate and prepare a Village wide strategic transportation plan. Over the last year GHA has collected information, met with staff and prepared the draft transportation plan recently distributed to the Village Board for review.

The intent of the plan is for it to be used as a working document. It will serve as an appendix to the recently adopted Comprehensive Plan. The plan highlights transportation issues throughout the Village, provides strategies to address a wide range of issues and recommends an implementation strategy to help guide the Village in the upcoming years.

On October 21, 2013, this item was reviewed by the Development Services & Planning Committee, recommended for approval and referred to the Village Board of Trustees for consideration.

BUDGET IMPACT:

REQUESTED ACTION:

I move to pass Ordinance Number _____, entitled: AN ORDINANCE AMENDING THE COMPREHENSIVE PLAN OF THE VILLAGE OF ORLAND PARK TO ADD THE 2040 STRATEGIC TRANSPORTATION PLAN AS AN APPENDIX.



VILLAGE OF ORLAND PARK

2040 TRANSPORTATION PLAN

OCTOBER 2013

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ACKNOWLEDGEMENTS

MAYOR

Daniel J. McLaughlin

VILLAGE CLERK

John C. Mehalek

BOARD OF TRUSTEES

Kathleen M. Fenton

James V. Dodge, Jr.

Edward G. Schussler III

Patricia A. Gira

Carole Griffin Ruzich

Daniel T. Calandriello

VILLAGE STAFF

Paul Grimes, Village Manager

Ellen Baer, Assistant Village Manager

Kurt Corrigan, P.E., Transportation and Engineering
Manager

Karie Frilling, CEcD, Development Services Director

Kimberly Flom, PLA/ASLA, Assistant Development
Services Director

John Ingram, Infrastructure Maintenance Director

CONSULTANTS

Gewalt Hamilton Associates, Inc.

Teska Associates, Inc.

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O R L A N D P A R K

Chapter 1

INTRODUCTION

The Village of Orland Park has experienced a rapid population growth over the past decade. It has grown approximately 11 percent in the past ten years to 56,800 residents. It is expected to grow another 25 percent to about 70,000 residents in the next few decades. Significant transportation improvements will be needed to meet the demands of the growing community and a comprehensive plan is required to tackle those needs.

Orland Park's Comprehensive Plan states that over the next two to three decades, "the Village will work to develop and implement a dynamic and interconnected transportation system that creates a unique community identity, continues to increase access for all modes of transportation, mitigates congestion, and promotes safety." The purpose of the **Orland Park 2040 Transportation Plan** is to assist in that development. This Plan will

- » Create a useful, implementation-based document that will prioritize and guide transportation policy decision-making
- » Set the future groundwork for mobility improvements throughout the Village.
- » Educate the residents of Orland Park on transportation issues.

CHICAGO METRO REGION



PROJECT OVERVIEW

This Transportation Plan serves as an Appendix to the Village's 2013 Comprehensive Plan as it is based on the principles, recommendations, visions and goals established in the Mobility & Access section. It is based on a 27 year planning horizon to the Year 2040 in order to correspond with GO TO 2040, Chicago Metropolitan Agency for Planning's (CMAP) comprehensive regional plan that encompasses Metropolitan Chicago's seven counties and 284 communities including Orland Park. The Plan begins with an analysis of existing and future conditions of the entire Village transportation system. It concludes with over 150 prioritized improvement recommendations and associated cost estimates, as well as specific guidelines to be applied to Orland Park's network. Exhibit 1 references the context of the study area.

IMPETUS FOR A TRANSPORTATION PLAN

The Village of Orland Park, while working on the Comprehensive Plan, identified the need for a more in-depth study of its transportation system as it was determined that traffic and transportation issues are at the "top of the list" when it comes to residents' concerns.

- » Transportation issues are seen as the second biggest obstacle for the Village to overcome in the next 5-10 years.
- » Approximately 62 percent of survey respondents identified transportation as the desired target for any additional tax revenue generated.
- » Related to transportation, Orland Park residents are most concerned with traffic congestion, traffic flow, pedestrian and bicycle safety and access, connections, road maintenance, speeding, landscaping, and appearance.
- » Over one third of all survey respondents identified transportation as the top improvement needed in the Village.
- » The three transportation characteristics receiving the least positive ratings in the Village were traffic flow on major streets, ease of car travel, and ease of bus travel within the Village.
- » Residents rate "ease of car travel" and "traffic flow on major streets" in Orland Park significantly below national survey benchmarks.
- » Mean travel time to work for Orland Park residents is 35 minutes for those working within Orland Park, as well as outside Orland Park.
- » Residents rate rail travel and availability of paths and trails significantly above national survey benchmarks.

Sources:

Economic Development and Marketing Survey, Village of Orland Park, 2007
 Comprehensive Plan Survey, Village of Orland Park, 2010
 The National Citizen Survey, Village of Orland Park, 2012
 U.S. Census Bureau, Orland Park Village, Census 2000 Summary File

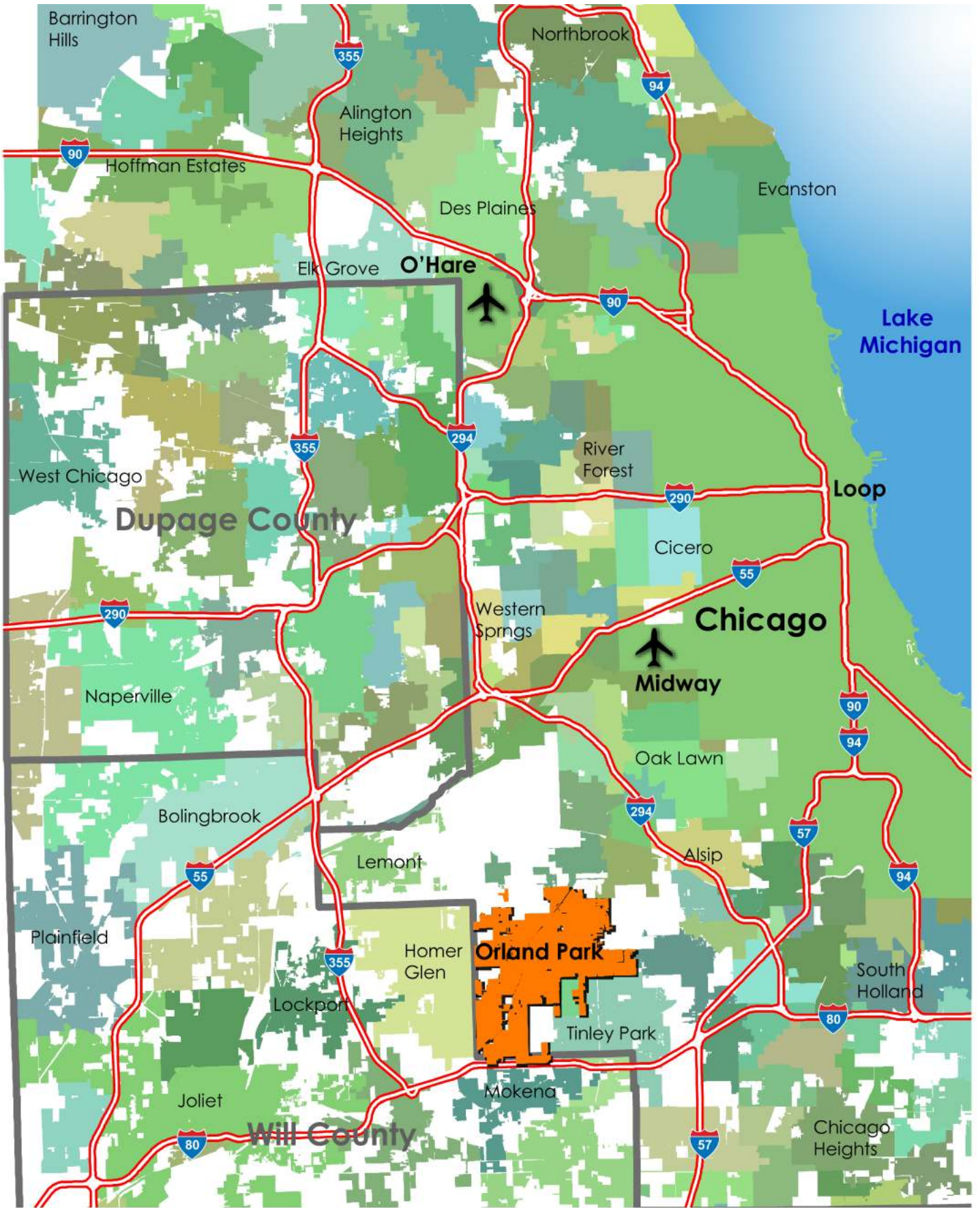


Exhibit 1
Context Map

GOALS & OBJECTIVES

The following Goals and Objectives were developed for the Village's transportation system as part of the Mobility & Access section of the 2013 Comprehensive Plan. As the foundation for its development, this Transportation Plan uses these Goals and Objectives, as well as the action Items, from the Comprehensive Plan.

Goal 1 ACCOMMODATE

The Orland Park transportation network will accommodate all users, including but not limited to, vehicles, trucks, pedestrians, bicycles and transit.

Objectives:

- 1.1. *A connected and well planned road network will provide efficient and safe travel for vehicles.*
- 1.2. *Mass transit in Orland Park will provide a true alternative to driving to meet the needs of residents, visitors and employees.*
- 1.3. *Pedestrians will enjoy safe access to all publicly accessible spaces as well as key destinations like transit stations, shopping areas and employment centers.*
- 1.4. *Orland Park residents will be able to reach any destination within the Village via a connected bikeway system.*

Goal 2 INTEGRATE

The transportation network will integrate with the community in a manner that supports adjacent land uses, helps define community character, and protects natural features.

Objectives:

- 2.1. *Transportation planning will be built upon a collaborative and multi-disciplinary approach.*
- 2.2. *Transportation planning will include a regional approach.*
- 2.3. *The transportation network will include contextual zones that relate to adjacent land uses, enhance the quality of life and define community character throughout the Village.*
- 2.4. *A comprehensive wayfinding program will provide clear direction and guidance to all modes of travel in Orland Park.*

Goal 3 MITIGATE CONGESTION

Mitigate traffic congestion to maximize access and mobility within and through the Village.

Objectives:

- 3.1. *Areas of significant congestion will be targeted for priority improvements.*
- 3.2. *Orland Park will identify and prioritize specific areas for roadway improvements and expansions in the Village.*
- 3.3. *Orland Park travelers will be able to reduce automobile trips through trip consolidations, ridesharing, and alternative transportation modes.*

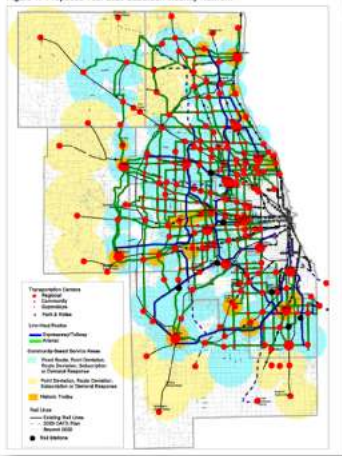
Goal 4 SAFETY

Maximize traffic safety within the transportation network.

Objectives:

- 4.1. *The Orland Park transportation network will provide safe access within and around the Village.*
- 4.2. *Orland Park will provide equal accessibility for all users by utilizing principles of Universal Design, the Illinois Accessibility Code and the Americans with Disabilities Act (ADA) Standards for Accessible Design.*

Figure 1: Proposed Year 2020 Suburban Mobility Network



REVIEW OF PAST STUDIES & PLANNING EFFORTS

Over the past five years, Orland Park has participated in a number of specific transportation projects including corridor studies, the IDOT LaGrange Road widening project, and drafting of the Mobility & Access section of the Comprehensive Plan which entailed a detailed internal review of the existing conditions of Orland Park's transportation network.

Considering these and many other past studies and plans, this Transportation Plan also references other planning documents (shown below) and information in an effort to achieve a complete vision for the Village.

Roadway

- » LaGrange Road
- » Wolf Road
- » 143rd Street
- » 159th Street
- » Various Intersection Design Studies
- » Illinois Transportation Plan

Trail & Bike

- » Southwest Conference of Mayors, 2012 Bicycle Plan
- » South Suburban Bicycle Plan 2008
- » Cal Sag Trail
- » Village of Orland Park Bikeway Map

Corridor Studies

- » I-80 Corridor Study
- » Harlem Avenue Corridor Plan
- » LaGrange Road Corridor Plan
- » 159th Street Corridor Plan

Transit

- » Metra Connects, "STAR" Line
- » Pace 2020 Vision Plan
- » Regional Transportation Authority – Mapping and Statistics
- » Comprehensive Plans
- » CMAP GO TO 2040 Plan
- » Village of Orland Park 2013 Comprehensive Plan DRAFT
- » 1997 Comprehensive Plan

Development

- » Village of Orland Park Strategic Economic Plan
- » Triangle Development Plan
- » Various Village Subarea Plans

Rail

- » Illinois Freight Mobility Plan
- » Illinois Rail Plan

EXISTING CONDITIONS REPORT

The first step of the Transportation Plan was an existing conditions assessment that provided essential insight into community character, transportation system conditions, and issues and needs. The analysis relied on the Village's Access & Mobility section of the Comprehensive Plan, staff direction, field reconnaissance, previous work in the Village, professional expertise and past plans and information. A complete Existing Conditions Report was prepared and distributed for discussion. The findings are in large part a base for this analysis and final report.





Chapter 2

TRANSPORTATION SYSTEM PROFILE

This section establishes the baseline of current conditions in the Village to give the reader context. It includes maps and exhibits to provide a synthesis of the transportation system and give an organizational framework to the preceding recommendations.

Orland Park's transportation system is an integrated network of facilities that works as a whole to help move people and goods. It has played a key role in shaping its character and development and will continue to do so in the future. The Village is situated within a robust transportation network consisting of transit service, regional and local roads, bikeways, and pedestrian facilities. Vehicles have traditionally dominated the Orland Park transportation system, which also serves freight, public transit commuters, pedestrians, and bicyclists.

The Village, located approximately 25 miles southwest of downtown Chicago, provides excellent regional access, boasting easy access to the interstate system via a roadway network hierarchy from local roadways to major arterial thoroughfares connecting to east-west Interstate 80, the recently completed Interstate 355 tollway extension, Interstate 294 tollway, and Interstate 57. US 45 (LaGrange Road), is the main thoroughfare through the heart of Orland Park, connecting to Interstate 55 and Interstate 80.

Orland Park is served by three commuter train stations, via the Metra Southwest Service line. Additional trains on the Rock Island line are available in nearby Tinley Park and Mokena. Orland Park is served by Chicago Midway Airport and O'Hare International Airport. Pace operates four fixed route bus services through Orland Park connecting to major county destinations and the transportation hub at Midway Airport. Another option includes a Pace Park and Ride provided by the Orland Township and Public Works. A community trails and bikeway system is in place to connect residents with the transit system and other community and regional destinations.



ROAD JURISDICTION

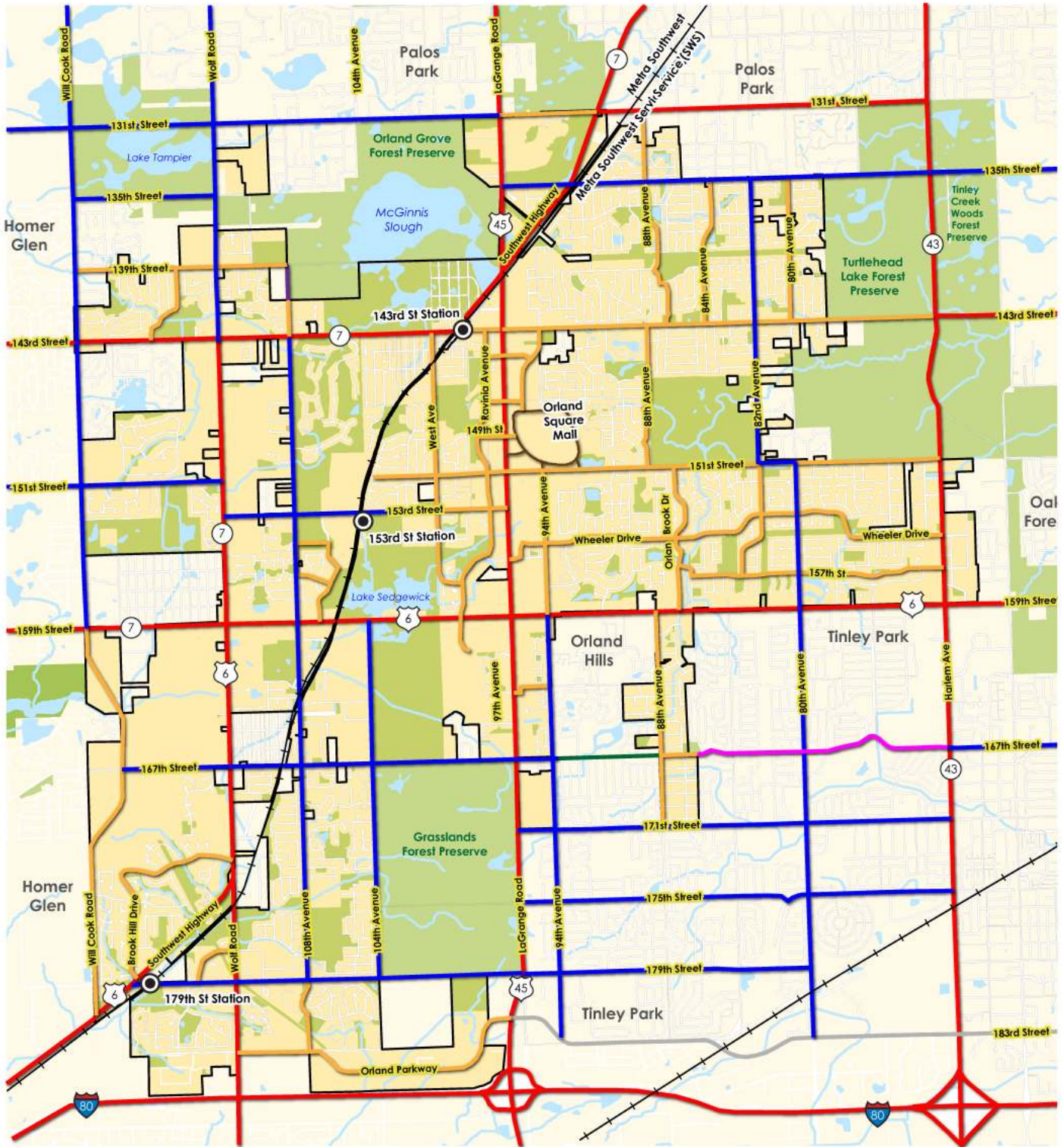
Orland Park is served by a system of roadways under the jurisdiction of the State of Illinois (IDOT), Cook County, Orland Township, and the Village of Orland Park. With several roads or road segments outside of the Village's jurisdiction, its ability to make improvements, control access, or unify roadway character is a challenge and requires cooperation and coordination between these entities. Traffic control devices, an important component of public safety and efficient traffic movement, will also require cooperation and coordination due to the fact that the Village only maintains traffic signals on their own roadways. Maintenance and improvements to Harlem Avenue, LaGrange Road, Wolf Road, Southwest Highway, 143rd Street, and 159th Street fall under the jurisdiction of IDOT. Additional roads such as 80th Avenue, 82nd Avenue, a large part of 94th Avenue, 104th Avenue, 108th Avenue, 167th Street, and 179th Street are among those under the jurisdiction of Cook County Highway Department.

The Village engages in constant contact with these agencies, as well as Palos and Orland Townships and neighboring communities, to ensure that roadway improvements are made that promote efficient and effective vehicular, bicycle, and pedestrian circulation, and are aligned with the Village's plan for a balanced transportation system. Exhibit 2 illustrates the governing jurisdictions of the Village's roadway network.

EXISTING TRAFFIC

The traffic demand of the area was obtained from a number of sources including the Illinois Department of Transportation (IDOT). The average daily traffic (ADT) on roadways throughout Orland Park is shown in Exhibit 3. These ADTs were collected in 2009-2012 by IDOT and Orland Park. The major travel corridors within the Village include LaGrange Road (US 45), Harlem Avenue (IL 43), and 159th Street (US 6), all carrying 30,000 vehicles or more per day.

Truck traffic also has a significant impact on Orland Park's transportation network. LaGrange Road, Harlem Avenue, 143rd Street, and 159th Street are all IDOT Class II truck routes. LaGrange Road is the dominant corridor, carrying over 2,000 trucks per day.



MAP LEGEND

- Creeks
- Water Bodies
- Open Space
- Village Boundary

Road Jurisdictions

- Illinois Department of Transportation
- Cook County Highway Department
- Village of Orland Park
- Township

- Village of Orland Hills
- Village of Tinley Park
- Major Private Street

North

0 1 inch = 1 M

Exhibit 2
Orland Park Roadway Jurisdiction



MAP LEGEND

- Creeks
- Water Bodies
- Open Space
- Village Boundary

Traffic Volume (Vehicles per Day)

- Daily Volumes
- 0 - 5,000 Vehicles
- 5,001 - 10,000 Vehicles
- 10,001 - 20,000 Vehicles
- 20,001 - 30,000 Vehicles
- 30,001 - 40,000 Vehicles
- 40,001+ Vehicles

Source: IDOT 2009-2012 Traffic Data

North

0
1 inch = 1 M

Exhibit 3
Existing Average Daily Traffic

FUTURE TRAVEL DEMAND

A key step in the Plan was to forecast future traffic demands based on projected growth in population and employment. The locations within Orland Park where there is expected to be significant growth resulting from land use changes and development were determined by discussions with Village staff. Year 2040 traffic forecasts were requested from the Chicago Metropolitan Agency for Planning (CMAP) in conjunction with their GO TO 2040 Comprehensive Plan. CMAP traffic projections are based on existing ADT data, along with results from the March 2012 CMAP Travel Demand Analysis. This model uses 2040 socioeconomic projections and assumes the implementation of the GO TO 2040 plan. The following are planning factors based on specific growth information within the Village.

- » The Village is projected to ultimately grow in population approximately 25 percent from 56,800 to about 70,000 by 2040. It has the potential to accommodate over 5,000 traditional residential units in the southwestern part of the community and both the 143rd and 153rd Street Metra stations have the potential for additional transit-oriented multi-family units.
- » The I-80 Corridor is the Village's primary opportunity for large-scale office employment and it has the potential to accommodate approximately 2,500,000 square feet of office development.
- » The Wolf Road Corridor has the potential for approximately 1,000,000 square feet of small-scale office.
- » Retail development in the Village will be focused along the LaGrange Road, 159th Street and the Harlem Avenue corridors. However, most development will be infill or higher density redevelopment.

Exhibit 4 shows the projected 2040 ADT volumes provided by CMAP.

PERFORMANCE ANALYSIS

Performance measures were established to evaluate the ability of the roadway network and its components within the Village of Orland Park now and in the future. A detailed technical evaluation was used to determine system conditions for both the existing and 2040 conditions. Two primary criteria were used to analyze the performance of the system and are discussed below.

- » Congestion
- » Traffic Safety

Congestion

Congestion is identified in terms of Level of Service (LOS). Average delay and speed, as well as other more minor factors, are key components used in determining the LOS for a roadway. The various stages of LOS are as follows:

- » Design Standard (LOS C)
- » Moderate Congestion (LOS D)
- » Severe Congestion (LOS E)
- » Extreme Congestion (LOS F)

Level of Service for roadway links in Orland Park was determined using a method prepared by the Florida Department of Transportation (and allowed for use by IDOT) in conjunction with the Highway Capacity Manual.

Existing Conditions

Congestion on the existing roadway network based on 2009-2012 ADTs and is shown in Exhibit 5.

Year 2040 Conditions

Congestion for future Year 2040 roadway conditions, based on projected ADT is depicted in Exhibit 6. The LOS was determined based on the process previously discussed using the projected future traffic volumes from CMAP and planned roadway improvements.

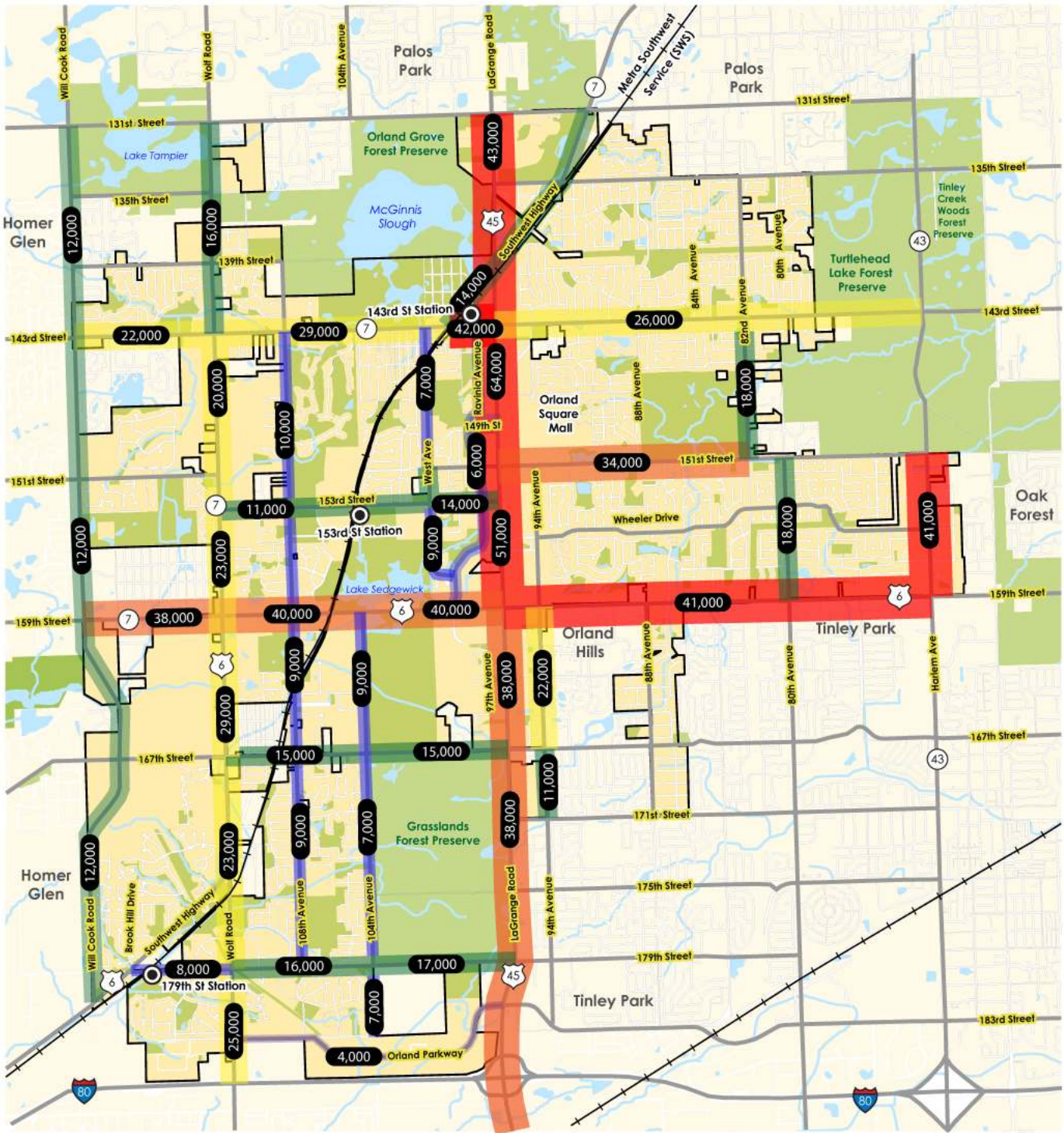
The main locations of extreme congestion include

- » LaGrange Road from Southwest Highway to 151st Street
- » 159th Street from Wolf Road to LaGrange Road.
- » 151st from LaGrange Road to 82nd Avenue
- » 82nd Avenue from 143rd Street to 151st Street

Most of these locations will undergo roadway widening and/or addition of turn lanes to accommodate projected traffic demands.

Other key findings from the LOS analysis include:

- » LaGrange Road is projected to have a significant increase in traffic demand on top of already high ADTs. Though the traffic model prediction may be realistically unreachable, LaGrange Road is planned to be built out to a maximum capacity of an urban arterial (six travel lanes with turn lanes).
- » The analysis makes clear that there is a north-south capacity deficiency throughout the Village. The widening of Wolf Road will increase capacity but congestion will persist along LaGrange Road unless another through alternate is introduced to the system such as a new I-80 interchange at Wolf.
- » Approximately 85-95 percent of traffic on Orland Park's critical corridors is considered through traffic with origins and destinations outside of the Village (Source: CMAP). Accordingly, it can be expected that as many as 9 out of 10 peak hour motorists on LaGrange Road may traverse the Village without stopping at any shopping venues along the corridor.



MAP LEGEND

- Creeks
- Water Bodies
- Open Space
- Village Boundary

Traffic Volume (Vehicles per Day)

- Daily Volumes
- 0 - 5,000 Vehicles
- 5,001 - 10,000 Vehicles
- 10,001 - 20,000 Vehicles
- 20,001 - 30,000 Vehicles
- 30,001 - 40,000 Vehicles
- 40,001+ Vehicles

Source: CMAP 2040 Traffic Projections

North



0 1
1 inch = 1 Mile

Exhibit 4

Projected 2040 Daily Traffic



MAP LEGEND

- Creeks
- Water Bodies
- Open Space
- Village Boundary
- IOSA
- IOSB
- IOSC

Existing Link Level of Service

- LOSD
- LOSE
- IOSF

Source: Highway Capacity Manual

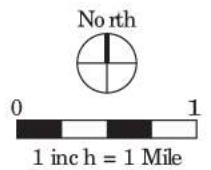
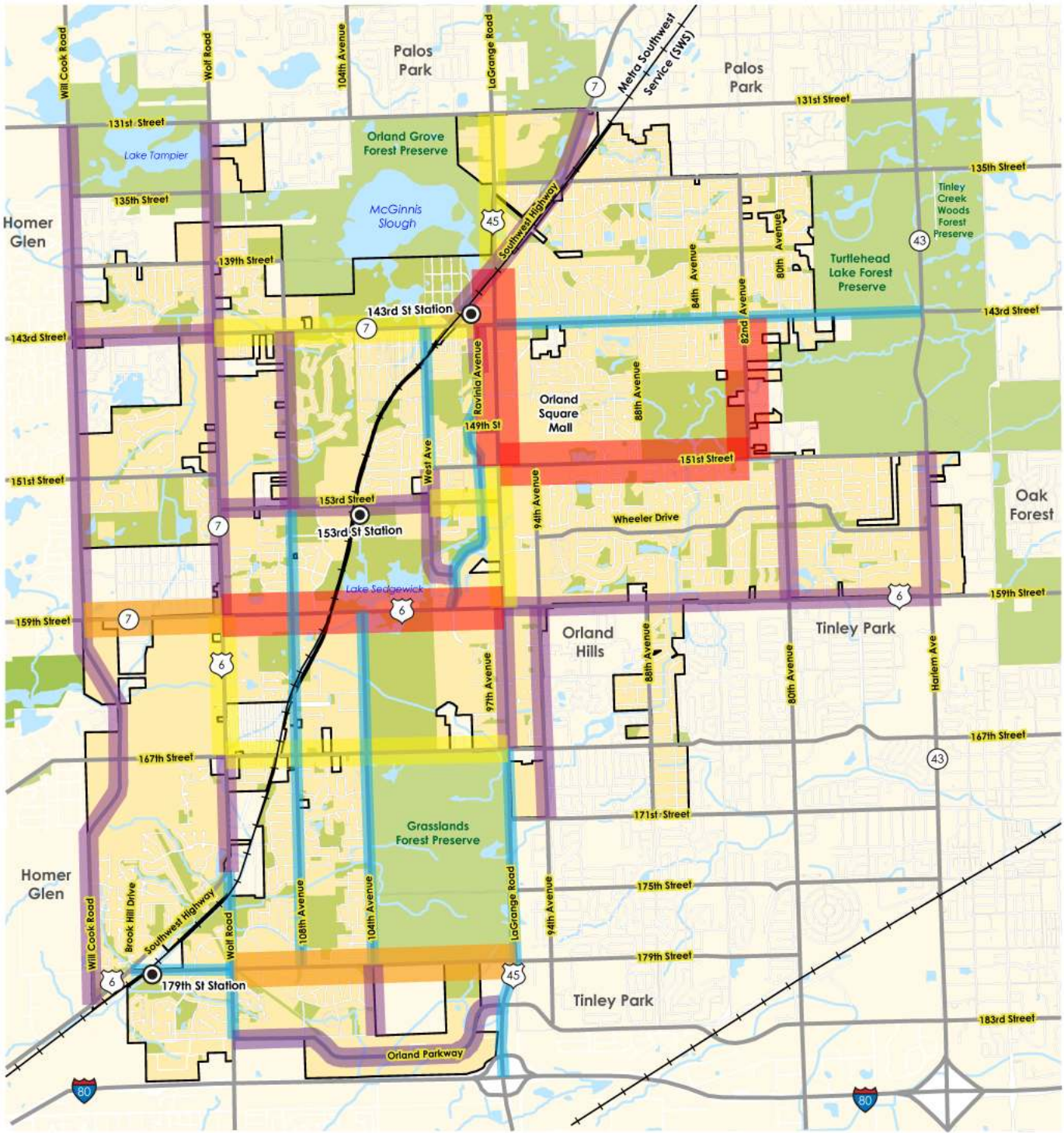


Exhibit 5
Existing Link Level of Service

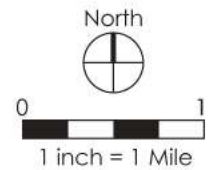


Source: Highway Capacity Manual

MAP LEGEND

- | | | |
|------------------|----------------------------|-------|
| Creeks | 2040 Link Level of Service | |
| Water Bodies | LOS A | LOS D |
| Open Space | LOS B | LOS E |
| Village Boundary | LOS C | LOS F |

Exhibit 6
2040 Link Level of Service



Traffic Safety Measures

Traffic safety is an important part of transportation performance. Safety is often discussed in general terms. However, for purposes of this report, safety will be looked at in a very quantitative manner providing a more useful measure of performance. Roadway safety is best described by not only crash data or occurrences, but also the severity of the crashes that occur at a location.

IDOT classifies intersections and segments of roadways with the most severe safety needs as “5% intersections or segments.” These 5% locations are determined based on the number of accidents, as well as the cost. The cost of an accident is measured by the actual monetary cost of damages (severity of the crash), as well as the “cost” of injuries or loss of lives if applicable.

The Village of Orland Park also uses their own classification system for crashes. Locations of concern are labeled as High Accident Locations (HAL). Both of these methods of classification were looked at for the safety analysis of the roadways in Orland Park.

Safety measures were determined based on accident data received from IDOT. The Existing Conditions Report provided a general table of accident frequency at intersections that were determined as High Accident Locations (HAL) by the Village, or classified as a 5% location or segment by IDOT.

The findings from the reports provided by IDOT follow:

- » 51% of the crashes that occurred were rear end crashes
- » The average ratio of daytime : nighttime crashes is 1.25
- » 74% of all crashes occurred on dry pavement
- » A total of 35 people were injured as a result of these crashes

Exhibit 7 illustrates the intersections designated as HAL by the Village, and the 5% intersections and segments designated by IDOT.

An important part of this Transportation Plan is to improve overall roadway operations while improving safety throughout. The Highway Safety Manual (HSM) is the source that presents various alternatives for different types of intersections and segments that can improve the overall safety of the location.

Since the repetition of a type of crash in the same location often reflects a potential safety issue, the type and severity of crashes was evaluated when determining recommended improvements. Some potential countermeasures that were evaluated include converting a signalized intersection into a modern roundabout; converting stop control to signal control; converting stop control to a modern roundabout; and the addition of any necessary turn lanes. The list below highlights the most frequent crash type at each location and suggested geometric intersection improvements to improve safety. These recommendations are included in the Roadway Plan section of this report. Most locations, however, fall along either LaGrange Road or 159th Street, which are both part of major roadway improvement projects.

- » 159th Street @ 71st Court - High number of rear end crashes could be addressed with separate turn lanes.
- » 159th Street @ 94th Avenue - High number of turning accidents could be addressed with signal phasing modifications.
- » LaGrange Road @ 143rd Street - High number of rear end accidents may be addressed by the planned additional lanes and updated roadway lighting.
- » LaGrange Road @ 151st Street - Rear end and turning crashes are frequent at this intersection. Adding lanes, modifying the left-turn phase to protected only, and updating roadway lighting will address these crash types.
- » LaGrange Road @ 152nd Street - Additional planned lanes on LaGrange Road will help address turning crashes.
- » LaGrange Road @ 158th Place - High number of rear end accidents may be addressed by the planned additional lanes.
- » LaGrange Road @ 159th Street - The planned additional lanes will also help address the high number of rear end crashes at this location.



MAP LEGEND

- Creeks
- Water Bodies
- Open Space
- Village Boundary
- High Accident Location (HAD)
- 5% Accident Intersection in 2009, 2010, or 2011
- 5% Accident Segment in 2009, 2010, or 2011

North

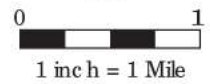


Exhibit 7

Accident Location Analysis

COMMUTER/TRANSIT CHARACTERISTICS

Ease of rail travel in Orland Park was given the most favorable rating of seven listed aspects of mobility, followed by the availability of paths and walking trails, according to the National Citizen Survey, Village of Orland Park, 2012. The following section describes the Metra and Pace services and facilities available within the Village.

Metra Service

Orland Park is directly served by the Southwest Service Metra commuter line. This commuter line boasts ridership between 205,000 and 220,000 rides a month which has increased 65-70 percent over the past decade. It serves southwestern Cook and northeastern Will Counties, originating in downtown Chicago at Union Station and terminating in Manhattan, a distance of 41 miles. Orland Park Metra rail commuters average a travel time of less than one hour to Chicago's Union Station. Weekend service was recently added, providing three trains each way on Saturdays.

There are three Metra stations on the Southwest Service line within Village limits: 143rd Street, 153rd Street, and 179th Street. All three stations were updated between 2002 and 2012. The 179th Street station is the last of the inbound stations in the "F" fare zone with 153rd Street station being the first of the inbound stations in the "E" fare zone. Per Metra's counts conducted in 2006, there were 1,267 weekday boardings between the three Orland Park stations, with the 153rd Street station having the second highest number of boardings along the line behind Oak Lawn. Of the weekday boardings in Orland Park, virtually all riders were traveling in the traditional commute direction inbound towards the City of Chicago. Exhibit 8 summarizes all Metra data.

Station Access

Commuters access all three Orland Park stations predominantly by driving and parking with approximately 78 percent of riders overall driving alone, as shown in Exhibit 9. This is a much higher percent than Metra's system wide 54 percent. About 95 percent of Orland Park Metra riders utilize a vehicle in some form to access the stations including driving

alone, carpooling, and getting dropped off. Less than 5 percent of commuters in the Village walk from the surrounding residential neighborhoods and essentially none utilize Pace. This is attributed to the fact that Metra parking is plentiful, neighboring residential is isolated and Pace transfer opportunities are limited.

Since access to the stations is overall so heavily vehicular dependant, improved station access for all modes of travel must be considered in future planning including connecting transit service, bicycles, and pedestrians. Streetscape, improved sidewalks and crossings, and bike facilities help to make walking and biking to the station safer and more enjoyable. Land use is also a key consideration that the Village has studied, particularly in relation to the 143rd Street station and the adjacent downtown redevelopment site. The Village has recently updated its zoning ordinance to include transit-supportive regulations. Accordingly, the 143rd Street station area is being developed as a transit-oriented development that integrates land use and transit to create a compact and walkable mixed-use community including housing, shops, and offices.

Rail Freight Interference

Metra leases the southern portion of the Southwest service line from Norfolk Southern Railway which operates rail freight on the line through an area just south of Chicago. As a result, commuter trains on the Southwest Service line experience some delays caused by freight train interference. The line's on-time performance is currently about 95 percent. Metra's system on-time performance falls slightly above 95 percent. Reportedly, Metra's Rock Island Line, which is located just east of Orland Park serving Midlothian, Oak Forest, Tinley Park and Mokena, is readily utilized by Orland Park residents for faster, more frequent and reliable service. While the Rock Island Line does provide more frequent service than the Southwest Line, its on-time performance is also currently 95 percent.

Exhibit 8

Metra Southwest Service Station Information

Station	Fare Zone	Milepost	Weekday Boarding (2006)	Parking Capacity (2001)	Parking Utilization (2011)
Palos Heights	D	19.2	281	502	
Palos Park	E	20.3	387	342	
143rd Street	E	23.6	234	540	74%
153rd Street	E	25.2	715	1373	35%
179th Street	F	28.9	209	319	42%
Laraway Road	H	35.8	11	288	
Manhattan	I	40.8	22	250	

Mode	143rd Street Station	153rd Street Station	179th Street Station	Overall Metra System
Walk	9%	2%	8%	21%
Drive Alone	65%	85%	70%	54%
Dropped Off	20%	8%	17%	14%
Carpool	4%	5%	4%	4%
Bus/Transit	0%	0%	0%	5%
Bike	1%	0%	0%	1%
Taxi	0%	0%	0%	1%
Other	1%	0%	1%	1%
Total	100%	100%	100%	100%

Source: rtams.org

Pace

Orland Park is also serviced by four Pace bus routes including 364, 379, 386 and 832. Exhibit 10 below is an excerpt from the Pace bus schedule summarizing Pace fixed route service through the Village. Exhibit 11 maps the Pace routes.

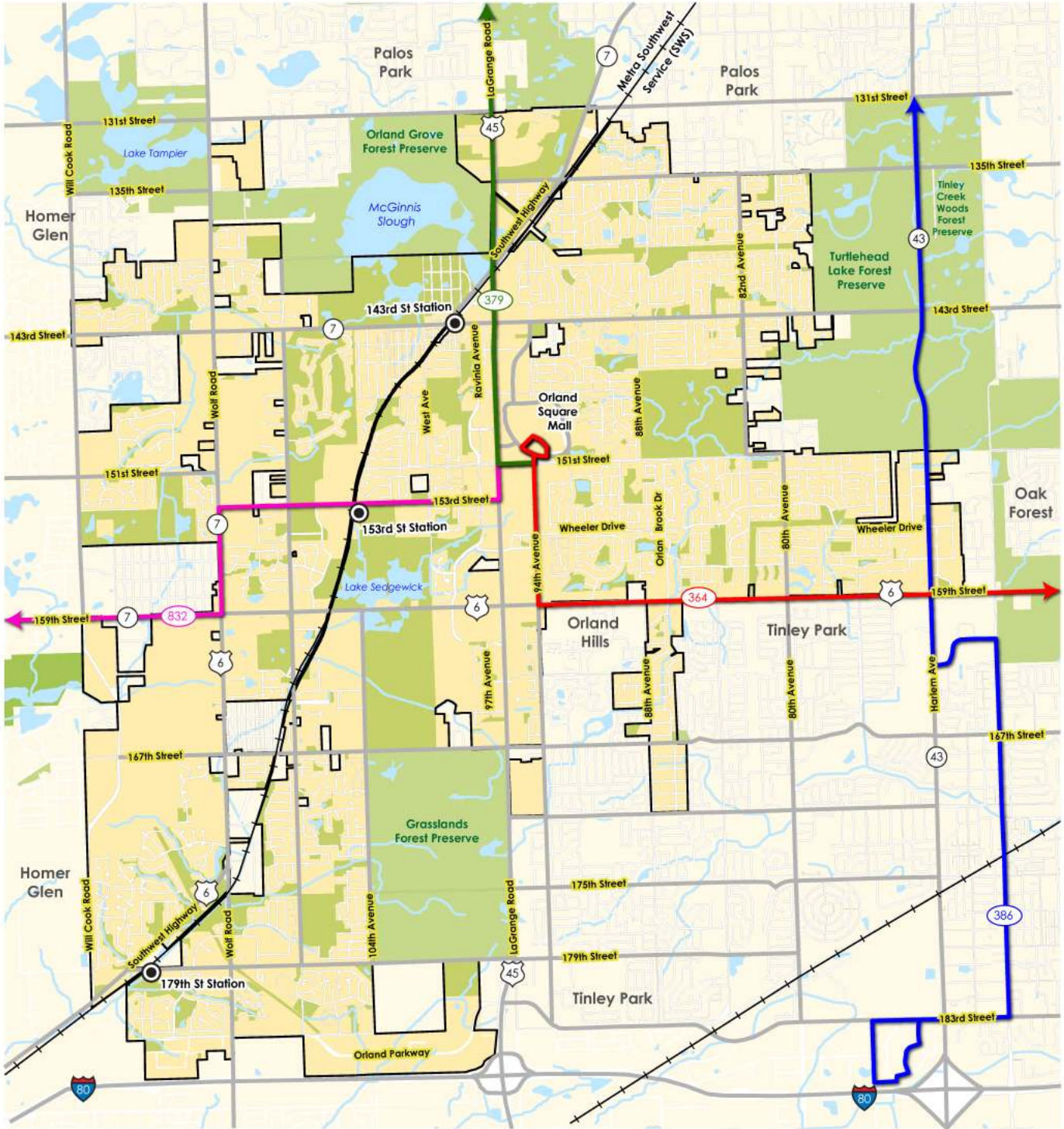
Exhibit 10

Pace Fixed Route Service in Orland Park

Route Number	Name	Description	Weekday Ridership (2012)
364	159th Street	Route generally operates along 159th Street between Hammond Transit Center and Orland Square Mall. It serves River Oaks Shopping Center and various smaller centers as well as hospitals and South Suburban College. Weekend service operates between Orland Square Mall and Hegewisch station. The route serves posted stops only along the entire route.	3,049
379	Midway-Orland Square	Route connects Midway Airport and Orland Square Mall via 79th Street, 88th Avenue, 111th Street and LaGrange Road. Route serves Midway Airport, Ford City Shopping Center, St. Laurence and Queen of Peace High Schools, Moraine Valley College, Metra Southwest Line at 143rd Street Station and Orland Square. Connects with other CTA bus routes and the CTA Orange Line at Midway. Buses serve posted stops only between Midway and Ford City.	1,892
386	South Harlem	Route provides the primary N-S trunk of Pace's southwest service, providing service from Midway Airport CTA Orange Line Station to the DeVry University and the North Creek Business Center along the major commercial/industrial Harlem Avenue corridor. Also serves Toyota Park, the 5th Municipal District Courthouse, Metra Southwest Line and Metra Rock Island Line. Toyota Park Express trips provide direct service to Toyota Park from the Midway Orange Line Station for events. Buses serve posted stops only between Midway and 63rd/Harlem.	1,372
832	Joliet-Orland Square	Route connects downtown Joliet and the Metra Station with Orland Square Mall. Serves Statesville Prison, Will County Courthouse, Orland Square Mall, the 153rd Street Metra Station, Lockport and Homer Glen.	190

Expanded Bus Service

As mentioned, a negligible amount of Orland Park's Metra riders access the stations via Pace. In comparison, about 5 percent of Metra riders system wide access their stations via Pace. Route 379 serves the LaGrange Road corridor through the north part of Orland Park and connects with the 143rd Street Station. Route 832 serves the west side of Orland Park along 153rd Street and connects with the 153rd Street Station. Since Pace is currently a relatively ineffective access mode to the station, there is a clear opportunity for improved ridership that must be considered for planning the transportation system.



MAP LEGEND

- Creeks
- Water Bodies
- Open Space
- Village Boundary
- Pace Bus Route 364
- Pace Bus Route 379
- Pace Bus Route 386
- Pace Bus Route 832

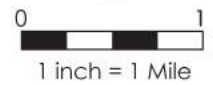


Exhibit 11
Pace Fixed Route Service

Paratransit

Unlike fixed-route service, in which buses travel the same route in a regular pattern and pick up any waiting passengers, paratransit vehicles make only pre-arranged trips for riders who are eligible for the particular service. Pace provides a Dial-a-Ride service in Orland Park which is available to the general public and requires a reservation one day in advance. The service is funded by passenger fares and a Pace grant through the Regional Transportation Authority (RTA). It is operated by Orland Park Public Works Monday through Friday 8:00 A.M. to 4:00 P.M. Orland Township also provides a curb to curb service for its resident seniors.

Vanpool Programs

Pace also administers a vanpool program, where small groups of people pay a fee for van transport to and from work. Vanpools are an option in areas that do not have the density to support fixed bus route service, which is the case in some of Orland Park's outlying areas. Other vanpool options include Metra Feeders that connect stations with places of employment and employer shuttles that connect transportation centers/ bus stops with places of employment. Pace provides an online program that connects and matches commuters who are interested in carpooling or vanpooling (www.pacerideshare.com).

Future Plans

Pace's Vision 2020 Plan includes plans for a South Suburban Bus Rapid Transit (BRT) project to create BRT corridors along 159th Street between Hammond, IN and Orland Park. The project would implement Traffic Signal Priority (TSP) along the 159th Street corridor as part of a network of TSP routes throughout the Chicago suburban area. The Harlem Avenue Corridor Plan proposes a possible Arterial Rapid Transit (ART) station near 159th Street.

PATHS, BIKEWAYS, & PEDESTRIAN FACILITIES

The Village's existing bike facilities are shown on the Bikeway Map in Exhibit 12. The multi-use path facilities follow open space areas. The Village has also identified sidewalk connectors that link the network with neighborhoods. Used mostly by recreational users, the Village's system is currently made up of 25 miles of multi-use paths. The Village has plans for another 20 miles of multi-use path. Multi-use paths accommodate cyclists, but also pedestrians and other multimodal users. Currently, about nine additional miles of sidewalk serve as connections in the Village bikeway network, though sidewalk design is typically intended for a primarily pedestrian user.

The existing bikeway system connects on the east to the Tinley Creek Forest Preserve trail system and on the northeast to the Palos Heights/Lake Katherine trail system. Local and regional plans indicate those trail systems will connect to the proposed 26-mile Calumet Sag Trail. Signalized intersections and grade-separated crossings, such as the pedestrian/bicycle bridge recently constructed over La Grange Road, provide key crossing for the system as they are the safest locations to cross traffic. The Village maintains an inventory of key crossing locations.

Sidewalks are provided along most local streets in Orland Park and are generally 5-6 feet wide. However, the sidewalk network still remains undeveloped along some rural corridors and in commercial areas originally developed as automobile centric. The Village operates a Sidewalk Gap Program and requires all new development to, not only install sidewalks, but also provide on-site pedestrian connections.

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Chapter 3

RECOMMENDED ROADWAY PLAN

The following Recommended Roadway Plan provides a plan to maintain and improve the existing transportation system while reducing auto trips and increasing active transportation. It focuses on the roadway elements that are within the traveled way and specifically describes recommendations to improve traffic flow, network continuity, and the Village's classification system.

FUNCTIONAL CLASSIFICATION

Within the Village, a hierarchy of roadways exist which creates a very efficient internal system of circulation and access. The Village uses a functional classification system with five roadway categories: Major Arterial, Minor Arterial, Major Collector, Minor Collector and Local Streets. As part of this planning effort, the existing system was reviewed with respect to traffic volumes, roadway design and function, spacing, continuity, access and intersection controls, appropriate bike and pedestrian facilities, and potential future interchanges.

The characteristics of the facilities within each roadway classification are summarized in Exhibit 13. Specific information about particular facilities can be found in the Design Guidelines section of this memo and subsequent memos.

Recommended Changes

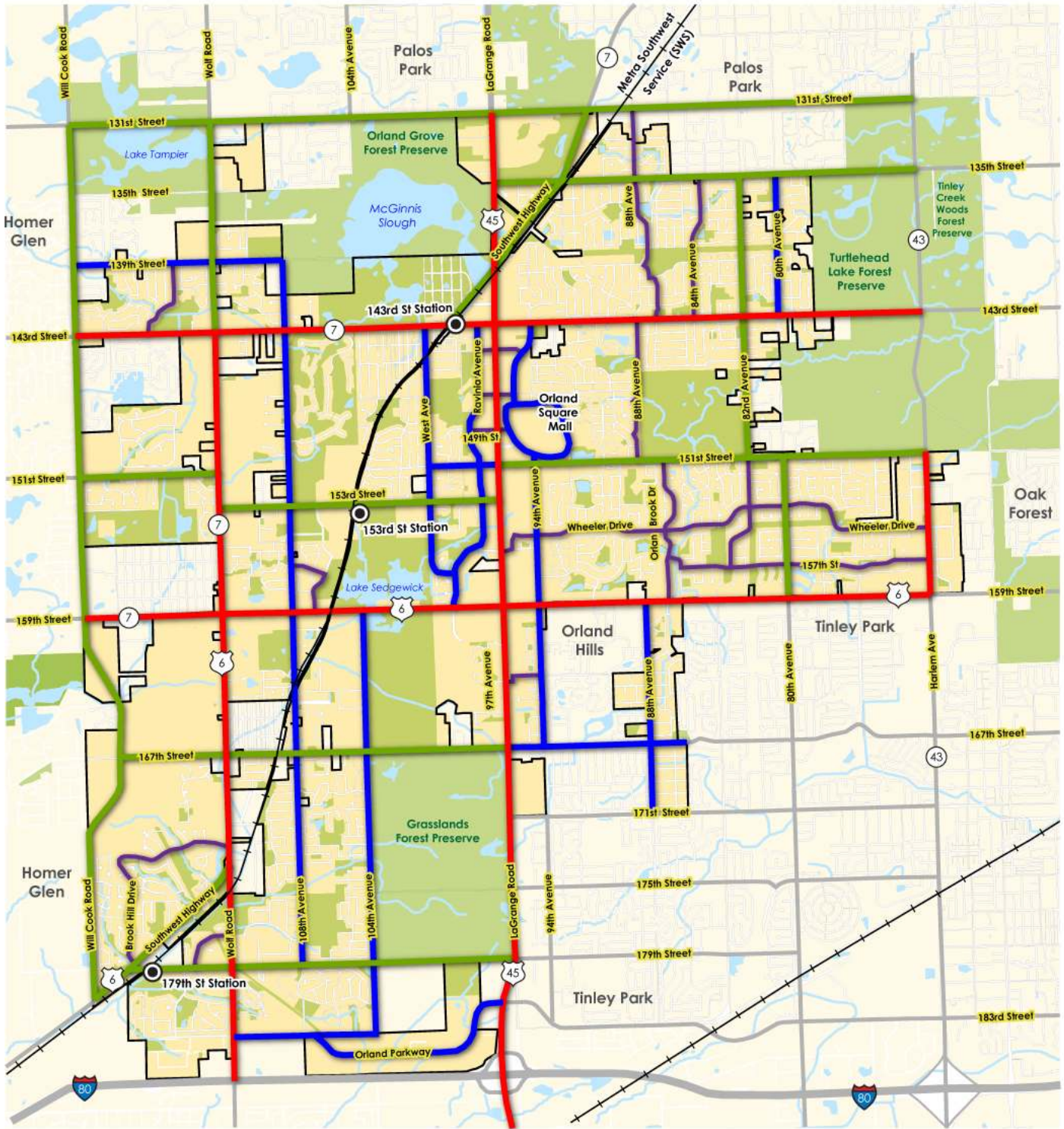
Recommended roadway changes to the Village's classification system are listed below.

- » **Wolf Road (IDOT)** Considering future widening and the potential for a Wolf Road interchange at I-80, Wolf Road should be reclassified from a Minor Arterial to a Major Arterial.
- » **Orland Parkway (Village)** Since Orland Parkway has limited continuity, it should be reclassified from a Major Arterial to a Major Collector.

The recommended roadway functional classification map for the Village of Orland Park is shown in Exhibit 14.

	Major Arterial	Minor Arterial	Major Collector	Minor Collector	Local
Continuity	Continuous, Links to other cities / interstate system	Continuous through Village. May connect to other cities.	Not always continuous. Connects Local roadways to Arterials	Not always continuous. Connects Local roadways to Arterials	Not continuous. Limited connection to Arterials
Desired Spacing	2 miles	½ - 1 mile	¼ - ¾ mile	¼ - ½ mile	Block (250-1,000feet)
Traffic Volume	Projected 20,000 ADT min	Projected 10,000 - 20,000 ADT	5,000 ADT min	1,000 ADT min	No minimum ADT
IDOT Functional Classification	SRA/Principal Arterial or Minor Arterial	Minor Arterial or Major/Urban Collector	Major/Urban Collector or Minor Collector or Local	Minor Collector or Local	Local
Design Vehicles	WB-65	WB-50 Larger vehicles with encroachment	Bus & Emergency Vehicles Larger Vehicles with encroachment	Bus & Emergency Vehicles Larger Vehicles with encroachment	Bus & Emergency Vehicles Larger Vehicles with encroachment
Optimal Right-Of-Way	110 feet min	80-110 feet	66-100 feet	60 feet minimum	60 feet minimum
Street Cross-Section	4 to 6 through travel lanes with center lane or median	3 to 5-lane section with center lane or median	2 or 4 travel lanes with turn lanes at intersections	2 travel lanes possibly with turn lanes at intersections	2 travel lanes
Travel Lane Width	11-12'	11-12'	10-12'	10' min unless shared with bikes	10' min unless shared with bikes
Access Control	Occasional or Shared Access	Occasional or Shared Access Preferred	Direct land access & Local intersections	Direct land access & Local intersections	Direct land access
Traffic Control	Traffic signals at major intersections & developments	Traffic signals at equal or larger streets & developments	STOP control or traffic signal at Arterials & other Collectors; Roundabouts at select Collectors	STOP control or traffic signal at Arterials and other Collectors; Roundabouts at select Collectors	STOP control at Arterials and Collectors
Speed Limit	35-45 mph	30-35 mph	25-30 mph	25-30 mph	25 mph
Parking Regulations	No parking	No parking	Occasional parking	Some restrictions	No restrictions
Pedestrian Facilities	Provide Sidewalk & Multi-use Path	Provide Sidewalk / consider Multi-use Path	Provide Sidewalks / consider Multi-use Path	Provide Sidewalks	Provide Sidewalks
Bikeway Treatment	Multi-use Path or alternate corridor	Multi-use Path and/or Bike Lanes	Multi-use Path with infrequent driveways or Bike Lanes	Bike Lanes or Shared Lanes	Shared Lanes or Bike Boulevard
Examples	LaGrange Road 143 rd Street 159 th Street Wolf Road	Will Cook Road 82 nd Avenue 108 th Avenue	Orland Parkway 94 th Avenue Ravinia Avenue	147 th Street Wheeler Drive 88 th Avenue	All streets not otherwise classified

Exhibit 13
Orland Park Functional Classification Matrix



MAP LEGEND

- Creeks
- Water Bodies
- Open Space
- Village Boundary

Functional Classifications

- Major Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Major Roads outside of Orlando Park

North



1 inch = 1 Mile

Exhibit 14

Orlando Park Functional Classification Matrix

A narrative description and image examples of the functional roadway categories follows.



LaGrange Road

Major Arterials

High volume roadways that carry the major portion of daily trips to centers of activity in the community and region. Major arterials place a greater emphasis on mobility rather than access to land and include fully and partially controlled access. They are built to accommodate the highest traffic volume and longest travel routes. A major arterial serves major through movements between important centers of activities in a metropolitan area, and a substantial portion of trips entering and leaving the area. It also connects Interstates with major traffic generators. The major arterials serving the Village are Harlem Avenue, La Grange Road, Wolf Road, 159th Street, 143rd Street and 183rd Street/Orland Parkway. Most of the arterials are under the jurisdiction of the Illinois Department of Transportation (IDOT) and corridor features are subject to IDOT approvals.



80th Avenue

Minor Arterials

Streets that connect and augment the major arterial system. Although its main function is still traffic mobility, a minor arterial performs this function at a somewhat lower level and places more emphasis on land access than a major arterial does. A system of minor arterials serves trips of moderate length and distributes travel to geographical areas smaller than those served by a major arterial. The east-west minor arterials serving the Village are 131st Street, 135th Street, 167th Street, 151st Street, 153rd Street, and 179th Street. The north-south minor arterials serving the Village are a segment of 80th Avenue, 82nd Avenue, segments of Wolf Road, Will-Cook Road, as well as Southwest Highway which is a northeast-southwest diagonal roadway.

Major Collectors

Major Collectors connect local streets to arterials to create a network of traffic movement. They distribute trips from and channel trips to arterials. Major collector streets provide for both access and circulation within residential, commercial, and industrial areas. Their access function is more important than that of arterials, but still provides travel mobility. Unlike arterials, their operation is not always dominated by traffic signals. Major Collectors in Orland Park include 108th Avenue, 104th Avenue, West Avenue, Ravinia Avenue, 94th Avenue, John Humphrey Drive, a segment of 88th Avenue, a segment of 80th Avenue, 139th Street, a segment of 151st Street and a segment of 167th Street. Major Collectors located within the Village limits are either the responsibility of the Village or planned together with Cook County Highway Department or adjacent communities.



94th Avenue

Minor Collectors

Minor Collectors prioritize access to property over mobility and are more locally-oriented than Major Collectors. These roadways provide access and circulation within residential neighborhoods and are often continuous through the neighborhood or subdivision. Examples of minor collector roadways include Wheeler Drive, 88th Avenue, 84th Avenue, 147th Street, and Brook Hill Drive, among many others. Minor Collectors are typically under the jurisdiction of the Village.



Wheeler Drive

Local Streets

The local street system is made up of all streets not belonging to one of the above-mentioned roadway classes. Local streets are generally shorter than other roadway types and have frequent controlled intersections. Compared to other roadway types, local streets are narrower with slower speeds through areas such as residential neighborhoods. Local streets provide direct access to properties and accommodate shorter trips to adjoining collector or arterial streets. Through traffic movement is discouraged on local streets. Local roads are typically public Village roads. Some are private roads constructed by developers and maintained by private property owners.

ROADWAY NETWORK IMPROVEMENTS

The following sections discuss roadway improvements that will address existing and projected system continuity deficiencies, capacity constraints, geometric improvements and traffic control needs. The recommended system improvements are shown mapped in Exhibit 15.

New I-80 Interchange

Analyses indicate additional north-south capacity is needed now and in the future to meet travel demand. LaGrange Road is the only north-south Major Arterial connecting with I-80 creating a heavy burden on its capacity. The recommended widening of Wolf Road will increase capacity but congestion will persist along LaGrange Road unless another through alternate is introduced to the system. Opening a Wolf Road/I-80 interchange is recommended as it would provide an alternate for north-south travel as well as reduce east-west travel demand west of LaGrange Road. After widening, Wolf Road can function as a Major Arterial. This improvement should be considered high priority though it will be a long-term project that will require significant inter-agency coordination, cooperation and funding.

Intersection Control

Based on projected traffic volumes, accident analyses and other factors, the following intersections are anticipated to require intersection control modifications. Traffic volumes at these intersections should be periodically reviewed. Traffic signals and all-way stop sign control should be installed when warranted based on MUTCD guidelines. Signals located along existing signal corridors should be interconnected into the system to maximize vehicle progression and efficiency.

Roundabouts as intersection control were also considered. Roundabouts should be used as a traffic control option along with stop signs and traffic signals. Roundabout planning considerations and design guidelines that were reviewed are discussed later in the memo. Generally, it was determined that single lane roundabouts are the most appropriate application in Orland Park initially. Locations were identified that make the most impact from a place making perspective that also meet traffic volume, roadway function and other criteria. However, it should be noted that each location needs to be analyzed further for Level of Service, costs and right-of-way.

Roundabout

- » Ravinia Avenue & 147th Street
- » Ravinia Avenue & 149th Street
- » Ravinia Avenue & 153rd Street
- » Ravinia Avenue & West Avenue
- » West Avenue & 151st Street
- » Wheeler Drive & Orland Brook
- » Wheeler Drive & 82nd Avenue



Traffic Signal Upgrade/Timing Modification

- » 143rd Street & Southwest Highway/ Union Street
- » 143rd Street & West Avenue
- » 143rd Street & Will Cook Road*
- » 151st Street & 88th Avenue
- » 151st Street & LaGrange Road*
- » 159th Street & 94th Avenue

New Traffic Signal

- » 151st Street & Catalina Drive
- » 159th Street & 104th Avenue*
- » LaGrange Road & 154th Place*
- » LaGrange Road & 161st Street
- » 94th Avenue & 163rd Street/ Meadowview

*Part of an on-going project

Geometric Intersection Improvements

Key intersection “hot spots” were evaluated based on ADT, accident data and visual observations to determine if intersection geometry modifications would improve service and safety. The following geometric modifications are recommended and include the addition of turn lanes, increasing storage capacity, etc.

131st Street

- » Right-turn lanes on 131st Street at Southwest Highway
- » Westbound right-turn lane at 104th Avenue
- » Right-turn lanes at Wolf Road; part of the Wolf Road widening project or sooner if problematic
- » Widen for center left-turn lane due to several offset drives and streets

135th Street

- » Eastbound right-turn lane at 82nd Avenue

Southwest Highway

- » Right-turn lanes on Southwest Highway approaches at 135th Street
- » Increase right-turn storage on Southwest Highway at Wolf Road intersection; part of Wolf Road widening project or sooner

143rd Street

The following improvements were identified as short-term improvements to increase capacity of 143rd Street if desired prior to the 143rd Street widening project which is currently being studied in Phase I.

- » Right-turn lanes on 143rd Street at 108th Avenue
- » Right-turn lanes needed on all approaches at Wolf Road

147th Street

- » Modify east-west lane balance at intersection with LaGrange Road; part of LaGrange Road widening project

153rd Street

- » Right-turn lanes needed on the 108th Avenue approaches
- » Restripe section from West Avenue to LaGrange Road for on-street bike lanes

159th Street

- » Left-turn lanes on 71st Court at 159th Street intersection
- » Modify north-south lane balance on 91st Avenue/ Parkhill Drive at 159th Street intersection

179th Street

- » Southbound right-turn lane on 104th Avenue at 179th Street intersection

Harlem Avenue

- » Eastbound dual left-turn lanes on 151st Street*
- » Southbound right-turn lane at 151st Street*

82nd Avenue

- » Widen to accommodate left-turn lanes at intersections
- » Consider urban pavement section
- » Northbound right-turn lane on 82nd Avenue at 143rd Street
- » Southbound right-turn lane on 82nd Avenue at 151st Street

Ravinia Avenue

- » Intersection with West Avenue identified as roundabout location in the long term
- » Short-term improvement option includes striping northbound left-turn lane at West Avenue
- » Study volumes/capacity further

Roadway Widening

The previous performance analysis step of this study indicated that improving intersection controls and geometrics would yield traffic benefits, in many cases, however, widening of some existing roadways is or will be needed to manage projected traffic demands. A list of these recommended locations is below. It is assumed that all intersection control improvements along the corridor will be included unless noted above.

- » 131st Street should be widened to three lanes to accommodate a center left-turn lane for the abundance of offset driveways and streets
- » 143rd Street will be widened to four lanes with a center landscaped median from Southwest Highway to Will Cook Road. Right-of-way is generally acquired and the Village is in the process of completing the Phase I study of the corridor. A Multi-use Path will be provided on one side of the roadway and sidewalk on the other.
- » 153rd Street will be widened to five lanes from LaGrange Road to West Avenue and from 18th Avenue to Wolf Road.
- » 159th Street will be widened to four lanes with a landscaped median from Ravinia Avenue to Will Cook Road. A Multi-use Path will be provided along the roadway.
- » 179th Street will be widened to three lanes between LaGrange Road and 104th Avenue as development occurs on the south side of the street.
- » LaGrange Road will be widened in phases between 131st Street and 179th Street. A third lane will be added in each direction as well as necessary intersection improvements. The additional lanes will help improve safety at high accident intersections.
- » 82nd Avenue needs to be widened from 143rd Street to 151st Street to provide left-turn lanes at intersections. It is recommended that curb and gutter be constructed along 82nd Avenue to make it an urban section.
- » 94th Avenue will be widened to five lanes from Hunter Drive to 167th Street.
- » Ravinia Avenue will be striped within the existing pavement width or widened to be three lanes from 143rd Street to 159th Street.
- » 104th Avenue should be widened to a three lane section from 167th Street to 183rd Street.
- » 108th Avenue should be widened to a three lane section from 159th Street to approximately 167th Place. This project is spurred by historic flooding which will be mitigated by elevating the roadway south of 159th Street.
- » Wolf Road will be widened from 143rd Street to I-80 to provide four travel lanes and a landscaped median. A multi-use path will be provided on one side and sidewalk on the other.

New Roads/Realignments

A basic requirement for optimal traffic and pedestrian flow is the completion of the roadway and pedestrian network. For the most part, the eastern portion of the village is complete with an integrated system defined by older and more developed neighborhoods and commercial areas. However, one key realignment is suggested on the eastern side of the Village is related to the creation of a continuous connection between John Humphrey Drive and 94th Avenue south of the Mall.

John Humphrey Drive

- » Realign John Humphrey Drive to function as an extension of 94th Avenue
- » Helps to relieve traffic burden of LaGrange Road by extending the local alternate route
- » Boulevard section will provide controlled access and upgrades in streetscape
- » Potential to relocate roadway further east to increase traffic queue storage at signals on LaGrange Road
- » Create new outlots for office uses to bring daytime population to area
- » Modifications to Mall parking fields would be required

Additionally, one of the focus areas of the plan covered in Section 6 is the historic downtown in the vicinity of 143rd Street and Southwest Highway, where recommendations are provided for two scenarios: Min and Max scenarios. The following summarizes those scenarios.

Downtown 143rd Street/Southwest Highway

- » Coordinate with Village consultant on Phase 1 of 143rd Street
- » Recommendations presented as Min and Max ranging from short-term and low-cost to long-term
- » Min – Maintain Southwest Highway Alignment
 - Traffic signal upgrades and modifications at Union Street, Southwest Highway and West Avenue
 - Signal timing optimization with West Avenue
 - Pedestrian crossing enhancements at tracks and along 143rd Street intersections
- » Max – Alignment A
 - Realign Southwest Highway as shown as Alignment A in Exhibit 3
 - Close existing leg of Southwest Highway and eliminate one of two closely spaced signals

John Humphrey Drive Realignment Concept



Southwest Highway Max Realignment Concept



In the western portion of the village, primarily along the Wolf Road corridor, there are several recommendations to complete the grid with Collector streets. With some exceptions, connections are suggested based on standard collector spacing of $\frac{1}{4}$ - $\frac{1}{2}$ mile.

Ravinia Avenue

- » Ravinia Avenue will be extended south/east as 161st Street to intersect LaGrange Road as four-lane boulevard section
- » The extensions will create a continuous north-south Collector that serves as an important local alternate to LaGrange Road

156th Street

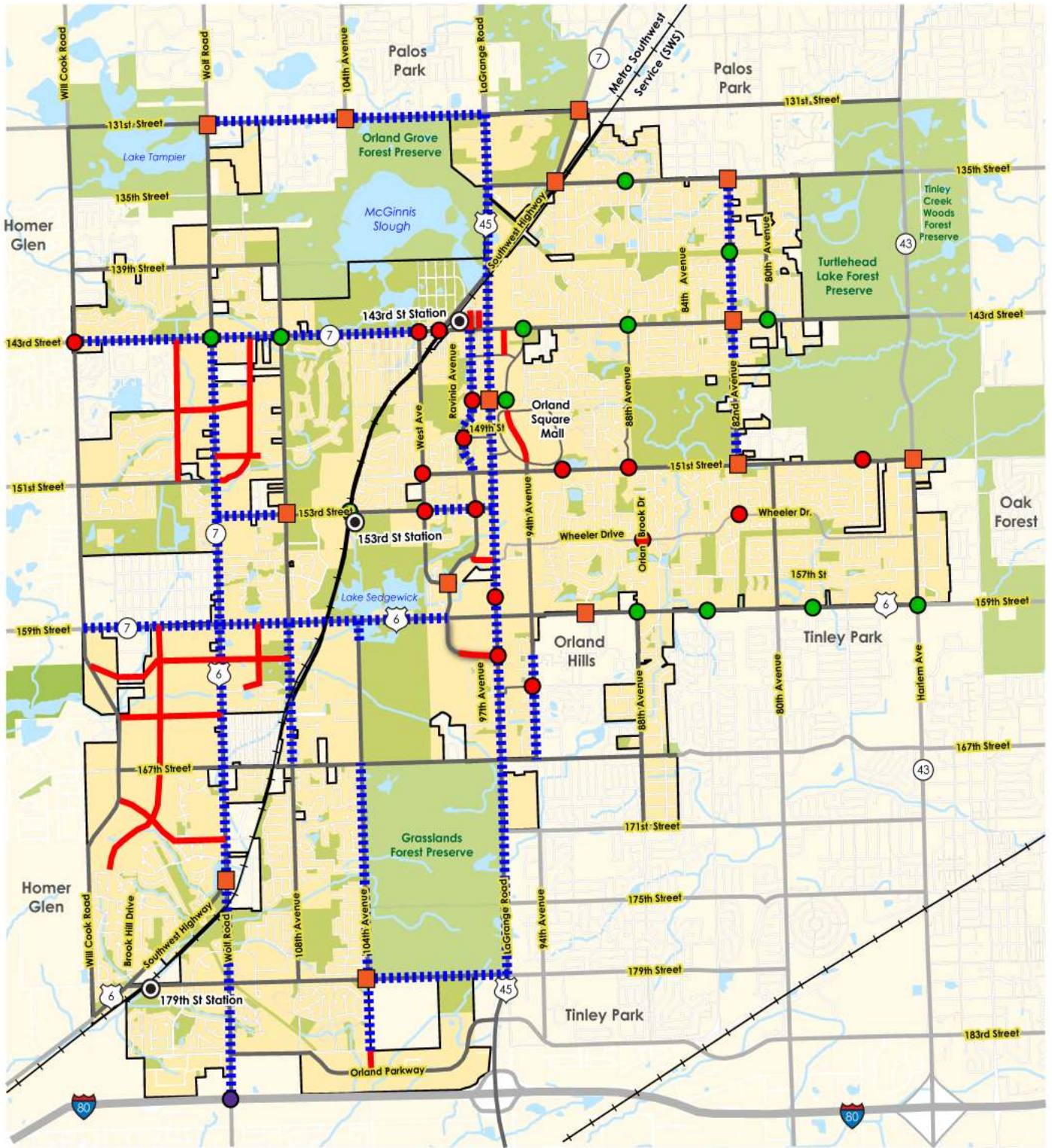
- » Extend 156th Street west of LaGrange Road to Ravinia Avenue
- » Previously planned project

104th Avenue

- » Extend 104th Street or reconfigure Emilie Lane south of 183rd Street to make a north-south Collector connection to Orland Parkway
- » Important local north-south connection to bypass LaGrange Road and Wolf Road Arterials

Wolf Road Corridor Collector System

- » Minor Collector streets are suggested to complete a modified grid network
- » Provision of the proposed Collectors would improve performance on Arterials as development is built
- » See Exhibit 15 for general locations



MAP LEGEND

- Creeks
- Water Bodies
- Open Space
- Village Boundary
- Intersection Control
- Geometric Improvement
- Roadway Widening
- New Road/Extension
- New Interchange
- Misc./Further Study Required

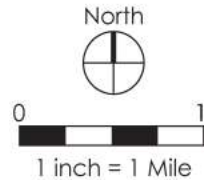


Exhibit 15
Roadway Improvement Plan

ANNUAL TRAFFIC COUNT PROGRAM

Traffic counts should be done throughout the village every two years at key locations to identify changes in transportation patterns, determine traffic growth trends, and ensure projections are adequate. The Village should set up a program to alternate locations systematically to best gauge volume changes. This could be accomplished by generally dividing the Village into three sections and alternating counts within those sections. It is recommended that camera counts be conducted at approximately 10 intersection locations for one 24-hour period in order to obtain turning movement counts as well as Average Daily Traffic (ADT) on each intersection approach. Data collected should include ADT by approach, Average Daily Truck Traffic (ADTT) by approach, peak hour turning movements, bikes and pedestrians. A sample five-year count program was developed keeping in mind the following items:

- » Key traffic/ped hot spots and areas identified to be studied further in this Plan
- » Potential roundabout locations
- » Signalized locations adjacent to potential roundabouts (for modeling)
- » Intended primarily for Village roadways and intersections
- » IDOT & most Cook County ADT published every 2-3 years: <http://www.dot.state.il.us/adtravelstats.html>

Sample five-year count program:

Year 1 – Northeast Section

1. Southwest Hwy & 131st St
2. Southwest Hwy & 135th St
3. 82nd Ave & 135th St
4. 82nd Ave & 143rd St
5. 151st St & Catalina Dr
6. 151st St & 82nd Ave
7. 151st St & 88th Ave
8. Wheeler & Orlan Brook
9. Wheeler & 94th Ave
10. 159th St & 78th Ave

Year 3 – Northwest/Orland Sq Section

1. J. Humphrey & 147th St
2. J. Humphrey & Orland Sq
3. LaGrange Rd & 147th St
4. 151st St & Regent Dr
5. 151st St & 94th Ave
6. Ravinia & 147th St
7. Ravinia & 149th St
8. Ravinia Ave & 153rd St
9. 153rd St and LaGrange Rd
10. 151st St & West Ave

Year 5 – Southwest Section

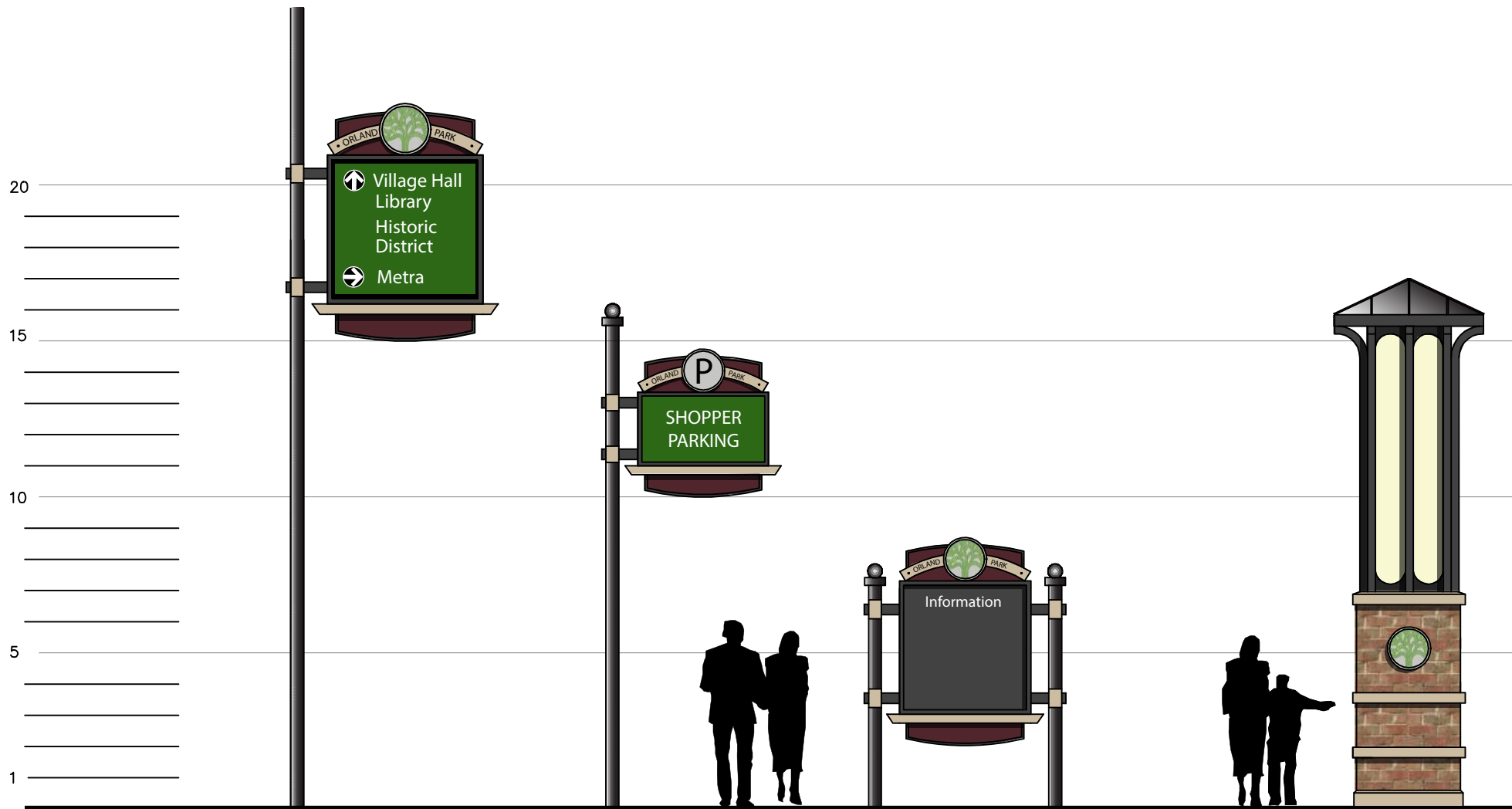
11. 94th Avenue & 163rd Street
12. Orland Pkwy & LaGrange Rd
13. Orland Pkwy & 183rd St
14. Southwest Hwy & Wolf Rd
15. Southwest Hwy & Will Cook Rd
16. Brook Hill Dr
17. 153rd St & 108th Ave
18. 167th St & Will Cook Rd
19. 179th St & 104th Ave
20. 108th Ave & Jillian

WAYFINDING

Wayfinding signs throughout the community are important to direct motorists, pedestrians, and cyclists to key community destinations and shopping districts, promote community amenities, and contribute to establishing the community's identity. Existing gateway and monument signs are positive enhancements for the Village. The Village should continue the signage efforts towards a comprehensive wayfinding signage program for the community. Coordinated and legible wayfinding signs should direct residents and visitors to key destinations such as shopping districts, parks and open spaces, and civic uses. Priority locations include Centennial Park, Old Orland and all three Metra stations, particularly the 153rd Street station. A concept signage family was prepared that builds on the Village's existing gateway signs. It is shown in Exhibit 16.



Village of Orland Park



Directional Wayfinding

Parking/Historic District Identity

Community Events Sign

Gateway
(Internally Illuminated)

Exhibit 16
Signage/Wayfinding Family

ROADWAY DESIGN GUIDELINES

The following section covers the following design guidelines or planning considerations:

- » Roundabouts
- » Medians
- » Traffic Calming
- » Access Drives
- » Intersection Improvements
- » Intersection Design
- » Intelligent Transportation Systems

Roundabouts

Orland Park is considering the installation of roundabouts at various locations in the Village. Roundabouts often offer many benefits to traditional intersections and traffic control and are a viable option for control at many intersections. However, like stop sign or traffic signal control, roundabouts are not appropriate at every location. The following provides a guideline overview for the selection and planning of roundabouts. More detailed information can be found in the Federal Highway Administration's Roundabouts: An Informational Guide (FHWA Guide) and the Kansas Roundabout Guide. Primarily, this information is intended toward the construction of roundabouts on Orland Park's roadways. Roundabouts on IDOT and Cook County roads would need to be approved by those agencies and follow their requirements. Roundabouts should be considered during Phase I engineering projects on roadways outside of the Village's jurisdiction.

Benefits

Roundabouts are at times a safer alternative to other traffic control as they force traffic to slow down and yield to traffic already circulating in the intersection. According to studies by the Federal Highway Administration, roundabouts are safer and easier to maneuver than signalized intersections as it eliminates collisions caused by drivers running red lights. The types and severity of crashes that occur in roundabouts are less due to decreased conflict points. With slower speeds and areas of refuge, roundabouts

provide a safer and more pleasant pedestrian crossing. In addition, delays are almost always less than at traffic signals or all-way stop controlled intersections. While roundabouts may need more right-of-way at intersection corners, overall space requirements are typically less than traditional intersections since turn lanes, lane tapers and corridor roadway widening are not needed. Roundabouts present gateway and aesthetic opportunities that create an attractive roadway character while calming traffic with speed reduction. Furthermore, roundabouts have much lower maintenance costs as they do not incur equipment and electricity costs.

Roundabouts are common in Europe and are gradually being accepted in the US. They have become popular in many surrounding states within the Midwest, such as Wisconsin and Indiana. There were an estimated 2,000 roundabouts nationwide by early 2011, with fewer than 50 in Illinois.

Location Selection

Roundabouts should be considered and are often an advantageous traffic control measure at locations with the following conditions:

- » Historical speeding issues
- » Historical safety problems/frequent crashes
- » Relatively balanced traffic volumes
- » High percentage of turning movements
- » High traffic volumes at peak hours but low volumes at other times
- » Speed environment of the roadway changes
- » Frequent U-turns
- » Traffic calming desired
- » Existing 2-way stop controlled intersections with high minor street delays but volumes do not meet signal warrants
- » Gateway or entry point to campus or neighborhood
- » Community enhancement feature desired
- » Land-use transition (i.e. residential to commercial)

The table below in Exhibit 17 provides guidance for the selection of roundabouts for various roadway characteristics. The recommendations in the table above are generally consistent with the FHWA Guide, although the inscribed diameter is larger to apply to local conditions. Overall, double-lane roundabouts should be used with caution in Orland Park since drivers are not yet familiar with operations. Generally, the right-of-way needed for the roundabout should provide at least 10 feet around the outside of the inscribed circle diameter (20 feet total) to allow for sidewalks and buffer space.

Exhibit 17 Roundabout Design Characteristics

Parameter	Minimum Roundabout	Compact Roundabout	Single-Lane Roundabout	Double-Lane Roundabout
Functional Class	Minor Collector Local Street	Minor Collector Local Street	Arterial Collector Local Street	Arterial Major Collector
Maximum Entry Speed (mph)	15	15	20	25
Design Vehicle	Bus and SU (drive over apron)	Bus and SU	WB-50	WB-65
Maximum number of entering lanes	1	1	1	2
Inscribed Diameter	50-90'	100-120'	120-150'	150-220'
Typical Daily Service Volume (veh/day)	10,000	15,000	20,000	40,000

Planning Considerations

Planners and designers should also consider the following when selecting and designing roundabouts:

- » Intersections where roundabouts may not be appropriate include those in close proximity to signalized intersections with queue spill back, those along coordinated signal systems, those with large volumes on the major street and very low volumes on the minor street, and those with physical complications such as grade differentials and railroad tracks.
- » Understand the types of vehicles that will be using the roundabout because the design vehicle is essential in determining the appropriate roundabout diameter. Accommodate the largest motorized vehicle likely to use the intersection in order to avoid premature wear and tear.
- » It may be helpful to start small when introducing roundabouts to the community to acclimate drivers in navigating a roundabout. Single lane roundabouts will be more easily understood than multilane roundabouts.
- » Start the planning process by sketching over aerial imagery to understand implications quickly and alter design concepts appropriately.
- » The roundabout design should consider both auto and non-auto users. All roundabouts shall

accommodate pedestrian across all legs. Use care to not over-design the intersection for design vehicles that will not likely use the roundabout or under design to stay within the existing right-of-way.

- » Installing roundabouts may require significant effort to inform the public and get them comfortable with the proper way to use them.

Roundabout Location Guide

The following intersections are suggested as locations where roundabouts will make the most impact based appropriate traffic volumes, right-of-way implications, roadway jurisdiction, or desired character. However, it should be noted that each location needs to be analyzed further for Level of Service, costs and right-of-way.

- » Ravinia Avenue and 147th Street
- » Ravinia Avenue and 149th Street
- » Ravinia Avenue and 153rd Street
- » Ravinia Avenue and West Avenue
- » West Avenue and 151st Street
- » Wheeler Drive and Orlan Brook
- » Wheeler Drive and 82nd Avenue



Medians

Medians vary in width and purpose and can be raised with curbs or painted on the pavement. Medians can be used for access management, accommodation of turn lanes, pedestrian refuge, landscaping, lighting and utilities. A landscaped median can serve as a gateway feature with lighting, tree canopy and urban design features. Wide medians serve as pedestrian refuge for long crossing widths. Operational and safety benefits of medians including providing turning storage, enforcement of turn restrictions, reduction of conflicts, and reduction of head-on collisions. Median can also be designed to provide bioswales to retain and improve the quality of stormwater runoff. Landscaping and trees in the median are strongly encouraged in context sensitive design for aesthetics, shade and stormwater purposes. Medians as an access management strategy should continue to be applied in the Village to improve safety and multimodal operations. In order to minimize land use impacts, U-turns should be allowed and considered in the design.

Traffic Calming

Traffic calming involves the installation of physical measures on the roadway to reduce traffic speeds in the interest of safety and livability. Neighborhood traffic calming could also include changes in street elements and alignments to discourage cut-through traffic and control volumes on local streets. It is important to recognize the difference in objectives when determining appropriate traffic calming techniques. The function of the street is important since Arterials and Collectors are designated to handle higher volumes of traffic and, in doing so, minimize cut-through traffic on local and residential streets.

Examples of traffic calming techniques that may be appropriate for the Village's Collector and Local streets include narrow streets and lane widths to lower speeds, landscaped curb bump outs and refuge islands to reduce crossing distances and on-street parking to provide a pedestrian barrier and narrow the roadway. Some measures that are specifically appropriate for local, low speed streets where large vehicle traffic is not a concern include speed humps, raised crosswalks, traffic circles and frequent intersection traffic control. Examples of traffic calming techniques appropriate for most roadway types include reduced lane widths, street trees, textured or otherwise enhanced crosswalks and pedestrian refuge islands, especially across roadways with landscaped medians.

Driveways & Cross Access

Many commercial driveways in the Village are oversized and redundant. Wherever possible, curb cuts and driveways should be consolidated, shared and generally minimized along commercial corridors. Internal cross access should be provided wherever possible between commercial properties, connecting adjacent parking areas either in the front or rear of the buildings. A policy of internal cross access should be a requirement of all new development and incentives should be considered for existing developments to consolidate or close driveways where practical.

Design of the access drives is also important in establishing a complete pedestrian network on both sides of the street. Appearance of the sidewalk and level elevation should be maintained across the driveway to indicate that the pedestrian is given priority. Pedestrian refuge medians should be considered for wider driveways that require more than two lanes. The Village should work with area businesses to consolidate curb cuts and require access design to give priority to the pedestrian crossing/sidewalk.

Intersection Improvements

Many times the need to widen a roadway from two lanes to four or more lanes is driven by capacity constraints at major intersections. Often, key intersection improvements could allow the corridor to operate more efficiently without the high costs of widening the roadway along the entire corridor. This includes the addition of strategic turn lanes or traffic signal timing and phasing modifications. The following provides basic turn lane guidelines to determine the need for intersection capacity improvements at signalized intersections. More detailed guidelines can be found in Chapter 36 of IDOT's Bureau of Design and Environment.

Basic Volume Criteria for Turn Lanes:

- » Single Left-Turn Lane needed when >75 vph turning left
- » Dual left-turn lane needed when >300 vph turning left
- » Right-turn lane needed when >150 vph turning right and >300 vph per lane on mainline

Intersection Design

Signalized intersections along the arterials and some collector streets will accommodate, not only large vehicles such as buses and trucks, but also pedestrian and bicycle crossings since signalized intersection are they safest place to cross. Design features should be implemented where possible to improve safety with slower turning speeds and shortened pedestrian crossing distances. Elements to consider include minimized curb radii, narrow travel lanes, high-visibility crosswalks, pedestrian signal heads with countdown timers, raised right-turn lanes (shown at right), and pedestrian refuge medians. Orland Park has utilized some of these features, particularly within the LaGrange Road streetscape. The Village should continue to work with other governing agencies to make sure intersection design is as pedestrian friendly as possible outside of its jurisdiction. Roadway crossings should perform as gateways, rather than barriers, throughout the community. At major roadway intersections, opportunities exist to promote pedestrian use and safety, including enhanced pavements and count down timers.



Intelligent Transportation Systems

Effectively managing traffic and improving travel does not only mean adding lanes and bridges, but using existing roads more efficiently. Many of the traffic signals along the major arterial corridors are on an interconnect system that allows the signals to be timed together to help facilitate efficiency in the traffic flow. During peak periods, real-time phasing adjustments could further minimize impacts. The system is also connected to emergency “pre-emption” equipment and adjusts accordingly when emergency vehicles prompt the signals along a corridor. Intelligent Traffic Systems (ITS) such as this offer many possibilities to the Village to use technology to maximize the capacity of existing infrastructure to improve traffic flow, decrease delays, improve communication for emergency vehicles and transit users and give riders up-to-the-minute system information for a relatively low cost. The Village should expand its use of “intelligent” systems where possible and work with other jurisdictional agencies to enhance corridors outside the Village’s jurisdiction. Additionally, other technologies should be explored such as Traffic Signal Prioritization (TSP) for transit which will be the foundation of the potential bus rapid transit line along 159th Street. The Chicago region has several examples of ITS, such as the Chicago Transit Authority’s bus and train trackers, Lake County’s PASSAGE, and the Illinois Tollway’s I-PASS electronic tolling system.

Streetscape

Existing streetscape elements are positive enhancements for the Village. The Village is encouraged to continue to promote streetscape enhancements throughout the community as budgets permit. Particularly in the Historic Downtown, opportunities exist for streetscape enhancements such as decorative paving, signage, plantings and public plazas.



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Chapter 4

PEDESTRIAN ACCESS & TRANSIT PLAN

The pedestrian experience is a critical part of the future economic success of Orland Park. Its streets should help to make people want to live, work and play here. Providing a walkable, transit-friendly community is vital in attracting and maintaining a healthy population. This Pedestrian Access and Transit Plan identifies tools and actions to improve the pedestrian experience, safety and connectivity, and enhance access to transit.

PEDESTRIAN SAFETY TOOLS

The following section discusses items that are, or should be, included in the Village's toolbox that improve pedestrian access and safety. A summary table is provided in Exhibit 18.

- » Marked crosswalks
- » In-road signs
- » Rectangular Rapid Flash Beacon
- » Pedestrian refuge islands
- » Pedestrian countdown timers
- » Leading pedestrian intervals
- » Roundabouts
- » Narrow streets & curb extensions
- » Speed signs

Marked Crosswalks

Marked crosswalks delineate where pedestrians may cross the street, providing drivers information on where to expect people. They should be installed at all signalized and stop controlled intersections, as well as new roundabouts, where sidewalks are located. At uncontrolled intersections, a marked crosswalk can be used in combination with other pedestrian safety treatments included in this section such as signage or pedestrian refuge islands. High-visibility continental ("zebra") style crosswalks are the preferred default type. Decorative or textured surfaces are also appropriate.





Rectangular Rapid Flash Beacon

Rectangular Rapid Flash Beacons (RRFB) are pedestrian activated rapidly flashing yellow lights assembled with the standard pedestrian crossing signs that warn drivers that a pedestrian is in the crosswalk. They are used at uncontrolled or midblock crossings if pedestrian activity is high and there are few gaps in the traffic stream or the roadway is excessively wide. If pedestrian volumes are high enough, a traffic signal or hybrid beacon signal may be warranted (discussed later).



Pedestrian Refuge Island

Refuge islands provide pedestrians a refuge area within intersections and midblock crossings. Short crosswalks help pedestrians cross streets more safely, and with less exposure to traffic. Median refuge islands should be used at crossings of multilane roadways or where crossing time could be inadequate for some pedestrians. Refuge median islands should be at least 6 feet wide and 20 feet long. If the refuge island is expected to be used frequently by bicycles, the minimum width is 8 feet.



In-Road Signs

In-road “State Law Stop for Pedestrians in Crosswalk” signs remind drivers that State law mandates that drivers must stop for all pedestrian within a crosswalk. These signs are an effective low-cost tool for use at uncontrolled or midblock marked crossings where it is difficult for pedestrians to cross.

In some instances where a channelized right-turn lane is necessary for high volumes or large vehicles, a pedestrian refuge island is appropriate to allow pedestrians to cross fewer lanes at a time, reduce overall crossing distances and improve access to push buttons.



Narrow Streets & Curb Extensions

Excessively wide streets create barriers for pedestrians and transit connections, as well as encouraging higher vehicular speeds. Narrow streets on the other hand can help to increase the level of pedestrian activity that supports economic and community health. Narrowing can occur at select locations or over an entire corridor and can be achieved with reduced lane widths, fewer travel lanes, or physically narrowing the roadway. Lane widths are recommended in the Functional Classification Matrix.

Landscaped curb extensions (or bump-outs) and on-street parking work to visually narrow the roadway. Curb extensions extend the curb into the street effectively reducing the width of the street at that particular location. They are used at intersections and midblock to frame the width of a parking lane, bus stop or loading zone. Curb extensions improve pedestrian visibility and reduce crossing distances, as well as visually and physically narrowing the traveled way. They are used only where there is on-street parking or loading and the distance between curbs is greater than what is needed for vehicular traffic. They have been effectively used in the Downtown/143rd Street Station area. Application is most appropriate on Collector and local streets with on-street parking where traffic calming is desired such as Wheeler Drive or in the Old Orland area.

Traffic Signal

Standard traffic signals are intended for application where traffic volumes are so heavy that pedestrians have excessive issues crossing the major street. Need for a traffic control signal must be warranted based on either traffic volumes or pedestrian volumes per the Manual on Uniform Traffic Control Devices (MUTCD).

Pedestrian Countdown Timers

Countdown timing signals are used in conjunction with typical pedestrian signal heads to provide information to the pedestrian on the time remaining to safely cross the intersection. Time indicators should be included at all new and updated signalized intersections with crosswalks. Consideration should be given to retrofitting existing signals at appropriate locations frequented by children, seniors and people with disabilities, or other high priority areas.



Leading Pedestrian Interval

A Leading Pedestrian Interval (LPI) is a traffic signal timing at signalized intersections that releases the pedestrians approximately three seconds in advance of the green traffic light. It allows pedestrians to start crossing the street before right turning vehicles can conflict with the parallel crosswalk. It is most appropriate where there is a significant number of right turning vehicles, such as at a T-intersection, or locations in close proximity to a school or park.

Roundabouts

One of the purposes of a roundabout is to provide free-flow traffic capacity to an intersection while enhancing pedestrian safety with reduced speeds. With slower speeds and areas of refuge, roundabouts provide a safer and more pleasant pedestrian crossing. Consideration, however, should be given to the volumes of pedestrians at an intersection and if the roundabout significantly alters the direct pedestrian route. Pedestrian crossings should be located at least 25 feet from the roundabout entry. Proper signing and pavement markings should be designed as per the MUTCD and FHWA Roundabouts: An Informational Guide.

Speed Signs

Signs that display passing vehicle speeds have been shown to increase speed limit compliance. Speed feedback signs should be used at locations where speeding violations are thought to occur frequently and where pedestrian activity is highest such as near schools and parks.



Exhibit 18 Pedestrian Safety Toolbox

Tool	Characteristic
Marked Crosswalk	<ul style="list-style-type: none"> • High-visibility continental style crosswalk markings • Subject to <i>MUTCD</i> requirements • Marking guidance FHWA-RD-01-075
Rectangle Rapid Flash Beacon (RRBC)	<ul style="list-style-type: none"> • Beacon flasher assembly with standard pedestrian crossing warning signs • Pedestrian activated • <i>MUTCD</i> interim approval
In-road Signage	<ul style="list-style-type: none"> • Regulatory signs placed in the street • Subject to <i>MUTCD</i> requirements
Refuge Island	<ul style="list-style-type: none"> • Pedestrian path within a raised median/island • Guidance: AASHTO <i>Green Book</i>, AASHTO <i>Ped Guide</i>, ITE <i>CSS Walkable Communities Manual</i>,
Roadway Narrowing	<ul style="list-style-type: none"> • Reduced lane widths and/or number of vehicle lanes • Guidance: FHWA <i>Ped Facilities Users Guide</i>, ITE <i>CSS Walkable Communities</i>
Curb Extension	<ul style="list-style-type: none"> • Width of curb at crosswalk increased by parking/loading lane • Guidance: AASHTO <i>Ped Guide</i>, ITE <i>CSS Walkable Communities</i>
Traffic Signal	<ul style="list-style-type: none"> • Standard traffic signal at intersection or midblock • Pedestrian activated • Subject to <i>MUTCD</i> requirements
Pedestrian Hybrid Beacon	<ul style="list-style-type: none"> • Combination flashing beacon and traffic signal at intersection or midblock • Pedestrian activated, dwells in dark mode • Subject to <i>MUTCD</i> requirements
Pedestrian Countdown Timers	<ul style="list-style-type: none"> • Displays time remaining for pedestrian phase • <i>MUTCD</i> guidance
Pedestrian Lead Interval (PLI)	<ul style="list-style-type: none"> • Gives three second head start to pedestrian prior to release of traffic • <i>MUTCD</i> guidance
Roundabout	<ul style="list-style-type: none"> • Alternative form of intersection control • Design guidance FHWA <i>Roundabout Guide</i> • Pavement markings subject to <i>MUTCD</i> requirements
Speed Sign	<ul style="list-style-type: none"> • Vehicle speed feedback signs

Notes:

MUTCD - Manual on Uniform Traffic Control Devices, 2009 Edition

AASHTO Green Book - A Policy on Geometric Design of Highways and Streets, 2011

FHWA Roundabout Guide - Roundabouts: An Informational Guide, 2000, Federal Highway Administration

AASHTO Ped Guide – Guide for the Planning, Design and Operation of Pedestrian Facilities, 2004, AASHTO

ITE CSS Walkable Communities – Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities, 2006, Institute of Transportation Engineers

PEDESTRIAN IMPROVEMENT RECOMMENDATIONS

The following transportation policies, specifically related to walkability, are recommended to improve the safety and efficiency of pedestrian movements and access within the Village, expand the connectivity of a coordinated pedestrian network, and ensure that high quality public transit continues to serve Orland Park. The recommended system improvements are shown mapped in Exhibit 19. A complete listing of the projects is included in Section 7 within the Improvement Recommendation Matricecs.

Sidewalk Gaps

The Village has a number of gaps in its pedestrian network. The first step towards improving pedestrian access is identifying the sidewalk gaps, which are mapped in Exhibit 19 as well. The Village should continue its Sidewalk Gap Program to expand its sidewalk network and fill in existing gaps in the system. It should continue to prioritize sidewalk installation near schools, parks, churches, transit, commercial areas, neighborhood centers, and along arterial and collector roadways where sidewalk should be provided on both sides of the street. The map should be used to inform future transportation projects. The Village should ensure that residents can easily report gaps in the pedestrian network, including sidewalks in disrepair, perhaps even with a mobile device while the resident is experiencing that particular barrier. All new roads should have a sidewalk or multi-use path preferably on both sides of the streets. On-going maintenance should continue to be budgeted as part of the Village's Capital Improvement Plan.

High Priority Areas

Prioritizing pedestrian improvements around the key activity generators with the highest number of pedestrians will have the greatest potential to improve safety. Exhibit 19 also identifies a ¼ walking radius around high priority areas including schools, park entrances, commercial centers, neighborhood centers, Metra stations and Pace corridors. It is recommended that the Village prioritize pedestrian safety in these areas with efforts such as pedestrian safety tools and other traffic calming, speed enforcement and education. An inventory of pedestrian crossings within the high priority areas and an evaluation if additional pedestrian

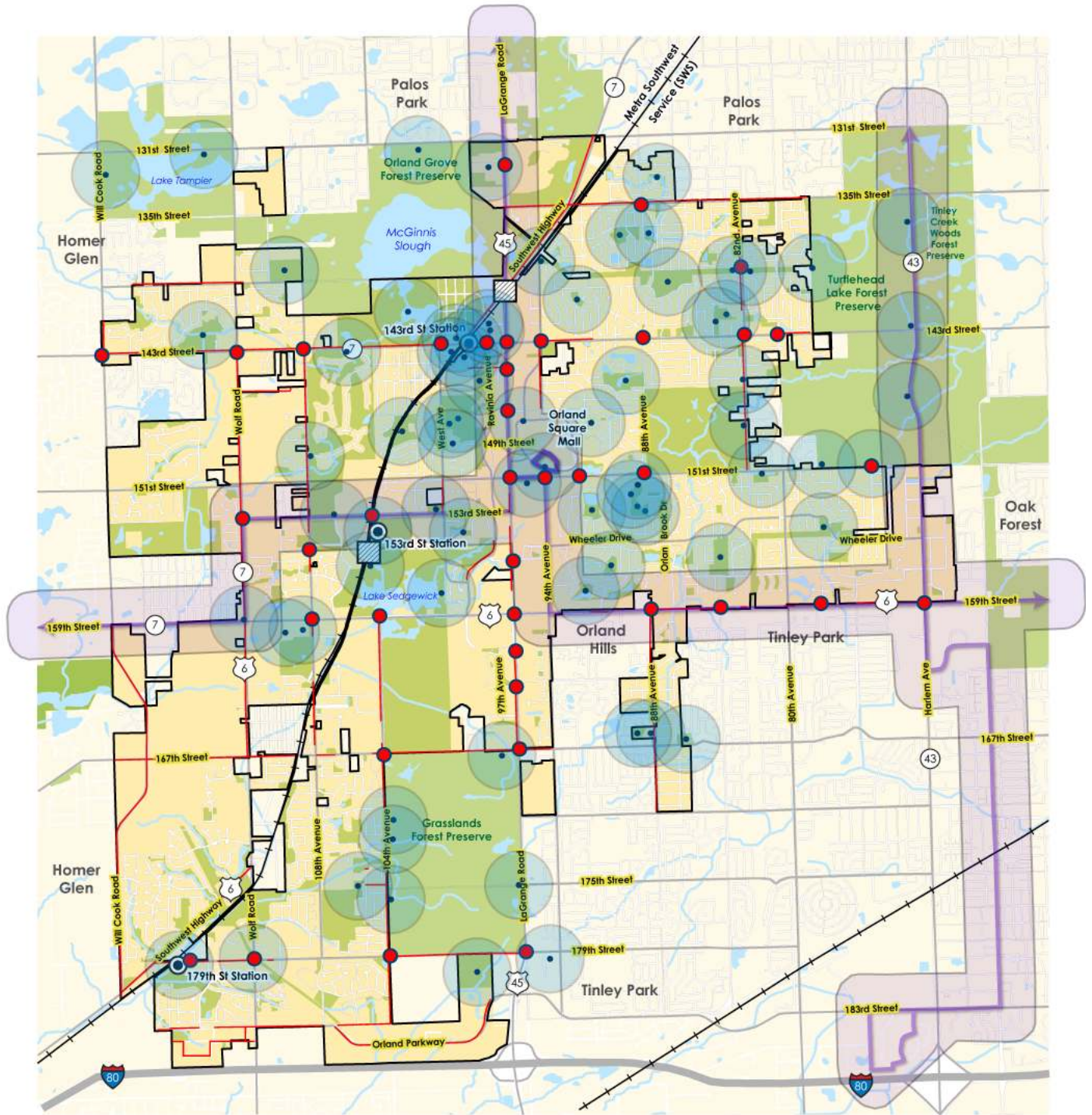
safety tools needed is recommended. This is becoming increasingly important in the discussion of Safe Routes to School as transportation budgets are cut and more children are encouraged or required to walk to school.

Signalized Intersection Enhancements

Signalized intersections along the Arterial and some Collector roadways will accommodate, not only large vehicles such as buses and trucks, but also pedestrian and bicycle crossings since signalized intersections are they safest places to cross. Design features should be implemented where possible to improve safety with slower turning speeds and shortened pedestrian crossing distances. Elements to consider include minimized curb radii, narrow travel lanes, marked high-visibility crosswalks, pedestrian signal heads with countdown timers, leading pedestrian intervals, raised right-turn lanes, and pedestrian refuge islands. The Village should also ensure that the pedestrian phases are adequate to accommodate a 3.5 feet per second walking speed, working with IDOT and Cook County where appropriate. The Village has utilized many of these features at recent intersection projects along the La Grange Road corridor, but should continue to work with other governing agencies to make sure intersection design is as pedestrian friendly as possible outside of its jurisdiction.

Uncontrolled Crossings

The Village should consider determining a marked crosswalk policy at uncontrolled and midblock crossing locations. A substantial amount of research has been conducted on crosswalk marking and best practices for installation. Village policy would indicate where a marked crosswalk is suitable and where marked crosswalks should be combined with other pedestrian safety tools such as signage, a refuge island, curb extensions, or RRFB. Guidance would be based on speed limit, roadway cross section and ADT. It is our recommendation that standard continental ("zebra") style crosswalks should be the Village's preferred default marking type.



MAP LEGEND

- Creeks
- Water Bodies
- Open Space
- Village Boundary
- Pedestrian Improvement Locations
- Key Pedestrian Bridge
- Sidewalk Network Gaps
- Metra Stations
- Key Pedestrian Attraction with 1/4 mile radius (Parks, Schools, Downtown, etc.)
- Pace Bus Route Corridors with 1/4 mile radius



Exhibit 19
Pedestrian Access Improvement Plan

Access Drives & Cross Access

Many older commercial driveways in the Village are oversized and redundant. Wherever possible, curb cuts and driveways should be consolidated, shared and generally minimized along commercial corridors. Internal cross access should be provided wherever possible between commercial properties, connecting adjacent parking areas either in the front or rear of the buildings. Design of the access drives is also important. Radius returns should be limited based on need or design vehicle. Appearance of the sidewalk and level elevation should be maintained across the driveway to indicate that the pedestrian is given priority. Pedestrian refuge medians should be considered for wider driveways that require more than two lanes. The Village should work with area businesses to consolidate curb cuts and require access design to give priority to the pedestrian crossing/sidewalk. In some communities incentives have been given to businesses to close or consolidate driveways.

Pedestrian Experience on Arterials

With the exception of Old Orland and its newer downtown, Orland Park's commercial areas were generally developed to be automobile centric, often leaving the pedestrian experience hostile and uninviting. Furthermore, many of these corridors are not under the Village's jurisdiction so the Village is working hard to implement improvements that create a pleasant pedestrian experience along Arterial corridors including closing gaps in the sidewalk network, compact development, providing a physical separation from traffic, landscaping, minimizing access drives, and streetscape enhancements like benches, transit shelters, lighting, and wayfinding. All these elements are important parts of planning and designing major thoroughfares to be walkable. Recommended guidance for the development of improvement projects on major urban roadways can be found in the Institute of Transportation Engineers' (ITE) Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities.

Site Design

Walkability also includes site design elements which should always include on-site pedestrian facilities that connect the building entries with the public right-of-way and adjacent sites. Furthermore, parking at older commercial sites is predominantly surface parking located at the front of buildings. Many of these lots were built prior to Village regulations that require perimeter and internal landscaping. The Village should work with property owners to screen and improve parking fields at key pedestrian focus areas (i.e. Old Orland 143rd Street Frontage) with pedestrian-scale lighting, perimeter screening, fencing, and landscaped islands. The Village should also monitor parking demand and adjust minimum parking requirements or eliminate altogether to prevent retailers from oversupplying parking which creates large, unused parking fields and affects the decision to walk and bike. Consideration may be given to zoning code changes that would implement parking maximums instead of minimums for new development within a ¼ mile radius of transit access, especially the Metra stations

Network Connectivity

Some of the newer subdivisions in Orland Park were developed with excessively long blocks and minimal connectivity which results in fewer alternative routes for pedestrian and vehicle travel. This potentially increases vehicle speeds which is unfriendly to pedestrians. In some cases, the Arterials and Major Collectors become overly congested because of the limited network route options. Alternatively, a grid pattern, like the older development pattern occurring more on the eastern side of the Village, features more street intersections and shorter blocks, providing alternative routes for pedestrian and local vehicle travel. This also tends to slow traffic. New development plans should provide well-connected roadway networks with block lengths 600-700 feet, a balanced street hierarchy, and well-spaced Collectors.

Local Street Traffic Calming

Traffic calming involves the installation of physical measures on the roadway to reduce traffic speeds in the interest of pedestrian safety and livability. If the function of the roadway is a local, low speed street where large vehicle traffic is not a concern, speed humps, raised crosswalks, traffic circles and frequent intersection traffic control may be appropriate traffic calming measures to control volumes and speeds. These measures are not, however, appropriate for Arterial or Collectors that are designated to handle higher volumes of traffic and, in doing so, help to minimize cut-through traffic on local and residential streets. It is important to recognize the difference in objectives when determining appropriate traffic calming techniques.

Complete Streets Policy

A Complete Streets policy formalizes a community's intent to plan, design, operate, and maintain streets so they are safe for all users of all ages and abilities. It guides decision-makers throughout a development process to plan, design, engineer, and construct community streets to accommodate all anticipated users, including pedestrians, bicyclists, public transportation users and motorists. Complete Streets elements vary based on the surrounding context but may include separated sidewalks, bike facilities, accessibility improvements, pedestrian refuge islands, high visibility crosswalks, curb extensions and transit enhancements. The Village should adopt a Complete Streets policy to ensure new road projects and roadway repairs accommodate all users.



TRANSIT SERVICE RECOMMENDATIONS

Every transit rider is a pedestrian at some point in their trip. As such, ridership is encouraged by improvements to the pedestrian network near transit service. The following transportation policies, specifically related to public transportation, are recommended to improve the access within the Village and ensure that high quality public transit continues to serve Orland Park as provided by three Metra stations on the Southwest service line and four Pace bus routes.

Metra Service

Orland Park residents have enjoyed the addition of Saturday service on the Southwest Line. However, only three inbound and three outbound trains run throughout the day to/from Chicago. On weekdays, 15 inbound and 15 outbound trains run throughout the day but no express service is offered. Both express and increased Saturday service would make Orland Park more accessible and attractive to regional residents and visitors. At least one weekday express train inbound in the morning and outbound in the evening would be beneficial.

Pace Route Restructuring & Service Coordination

Very few Metra riders take Pace to and from the Village's train stations. The Village should work with Pace to modify routes 379 and 832 to provide more direct connections to the 143rd Street and 153rd Street Metra stations, respectively. Currently, these routes do not circulate the station area, but remain on the Arterial roadway consequently providing an inconvenient connection. Specifically, an opportunity is missed to provide residents on the west side north of 159th Street a convenient connection to the 153rd Street station. Furthermore, the Village should work with Metra and Pace to coordinate scheduling to ensure that Pace bus service aligns with Metra train arrivals and departures. Village land use policies should be coordinated with Pace service plans to provide the greatest possible level of access to areas best served by bus transit.

Transit Facilities

Convenient and inviting transit facilities are an important component of the public transportation system as they enhance the customer experience and contribute to increased ridership. Facilities include sidewalks, bus shelters, bus pull-outs and turnarounds, benches, bike racks, and commuter parking. New technologies are also being tested and implemented such as real-time next-bus signs and digital announcement displays. The Village should coordinate with Pace to understand any requirements of new service models, like Bus Rapid Transit (BRT), such as unique facilities, rights-of-way, and technologies. If Pace bus routes are to stay on the Arterial mainlines, improved transit facilities are essential at Metra station connection points. Standards should be established that ensure sidewalk links are in place connecting to transit stops and that sidewalk installation in areas adjacent to transit access is considered a high priority area. The Village should include transit facilities in streetscape improvement projects and require consideration in private site design (i.e. Orland Square Mall as a transportation center with several Pace routes connections.)

Activity Generators

Commercial areas and employment centers are key activity generators that centralize a lot of potential transit riders. Increasing transit use in these areas would translate into reduced traffic congestions as fewer vehicular trips were generated. The Village should work closely with Pace to explore all possible ways to provide transit access from the 143rd Street and 153rd Street Metra stations to major commercial and employment centers, including fixed route restructuring and the Vanpool Incentive Program (VIP). It should work with local employers and businesses to identify locally-sponsored services that fill in gaps in the public transit service, including carpools and shuttles. The Village may consider undertaking a Comprehensive Transit Plan to identify major existing and future activity generators within the Village and ensure they are adequately served by Metra and Pace.

Transit Circulator

A shuttle or transit circulator has previously been discussed in Orland Park by Village officials. The Village should initiate a public outreach process to gauge the public's interest in a transit circulator that would allow for an alternative to personal automobile transportation throughout the City. Key focus areas for a circulator would be Metra stations, Downtown/Old Orland and retail destinations. It would allow shoppers to use remote parking at Metra lots on weekends thus allowing for shared parking and a reduction of parking requirements. Orland Park would benefit from a more connected feel as a result of a circulator that linked parking areas, retail destinations, and Metra stations, similar to intra community shuttle in other regional suburbs. The Village should further study the feasibility of a local circulator or shuttle system with service to key activity nodes.



Chapter 5

RECOMMENDED PATH & BIKEWAY PLANS

Orland Park's open space and bicycle network serves recreational bikers well throughout the community. The Village should continue to integrate bicyclists along roadway corridors and provide direct access to community destinations. Multi-use paths, directional signage and additional bike amenities will support further bike use throughout the community.

IMPORTANCE

According to the American Journal of Public Health, 89 percent of trips in urban areas are 1-2 miles in length and made by a car. Moreover, 66 percent of trips are less than one mile and made by car. At a peak of an obesity epidemic in this country, those trips should be taken by an active mode of transportation such as biking or walking. By providing a continuous bikeway network through the Village, bicycling becomes a viable alternate to driving. The AASHTO Bike Guide – the nationally accepted standard in bicycle facility design – says that “All highways, except those where bicyclists are legally prohibited, should be designed and constructed under the assumption that they will be used by cyclists. Therefore, bicyclists should be considered in all phases of transportation planning, new roadway design, roadway construction and capacity improvement projects, and transit projects.”

It is important to understand that bicyclists are legal users of all roadways. Illinois Rules of the Road says:

- » Bicyclists have the same rights and responsibilities as drivers of motor vehicles
- » Cyclists are allowed to use public streets and highways, except controlled access freeways
- » Motorists passing bicyclists must provide three feet minimum clearance
- » Bicyclists ride as close to the right edge of the streets as practicable and they keep right except to overtake another bike, turn left, pass a right turning vehicle or right turn lane, avoid unsafe pavement.
- » If the lane is too narrow to permit a vehicle to pass a bike, the bike may use the whole lane.

TYPES OF CYCLISTS

When identifying bicycle network improvements, it is important to understand that the system should meet the needs of many bicyclist types since preferences of bicyclists vary depending on the cyclist's skill level and the type of trip a rider wishes to take. Bicycle planners have conducted numerous studies to help develop profiles of the various bicycle user types and their respective needs. The research, which categorizes bicyclist user types onto three groups, is generally described in the updated American Association of State Highway and Transportation Officials' (AASHTO) Guide for the Development of Bicycle Facilities, referred to generally as the AASHTO Bike Guide. This document is one of the most commonly used reference materials for communities seeking to improve their bicycling environments.

Approximately 8 percent of Americans comprise a group of bicyclists who are 'Experienced and Confident'. These bicyclists are mostly comfortable riding on all types of bicycle facilities. Some will prefer low traffic streets or multi-use pathways when available. Others will ride anywhere on any roadway regardless of roadway conditions or weather and can ride faster than other user types. The more experienced members of this group prefer direct routes and will typically choose roadway connections – even if shared with vehicles – over separate bicycle facilities such as bicycle paths. The less experienced bicyclists may deviate from a more direct route in favor of a preferred facility type. This group includes all kinds of bicyclists including commuters, recreationalists, racers, and utilitarian bicyclists.

The majority of the American adult population is 'Casual and Less Confident' and represents bicyclists who typically only ride a bicycle on low traffic streets or bicycle paths under favorable conditions and weather. Some are infrequent or potential bicyclists that perceive significant barriers towards increased use of bicycling with regards to traffic and safety. These bicyclists may become more regular riders with encouragement, education, experience and engineering – more frequent and generous facilities for bicyclists. Other members of this group are those who bike nearly every day by necessity because they can't afford a car, are non-drivers (for multiple reasons) or live in areas not well served with transit.

Children cyclists are in a group by themselves. They have a wide range of skills and cognitive capabilities but are generally slower to recognize a dangerous situation which leads to increased accident risks, especially when crossing a street or other interactions with traffic.

Understanding of the types of cyclists leads to development of a diverse bikeway network serving both the confident and less confident as the best way to attract new people to bicycling for transportation, and to help encourage existing bicyclists to ride more often.

Bike Facility Definitions

Orland Park’s bikeway system is recommended to be made up of several facility types classified as either on-street or off-street.

- » On-street Bikeways
 - Shared lanes
 - Marked shared lanes
 - Paved shoulders
 - Bike lanes
- » Off-street Bike Facilities, or Multi-use Paths
 - Trail
 - Sidepath

Bikeway - A general term for any street or path which in some manner is specifically designated for bicycle travel, regardless of whether such facilities are designed for the exclusive use of bicycles or are to be shared with other transportation modes.

Multi-use Path - This is a bikeway that is physically separated from motor vehicle traffic by open space or a barrier and is either within a roadway right-of-way or within an independent right-of-way. Multi-use paths are also commonly referred to as multi-use paths as they are used by cyclists, pedestrians, skaters, wheelchair users, joggers and other non-motorized users. Types of multi-use paths include trails and sidepaths (defined below.)

Trail – A multi-use path, either paved or unpaved, built within an independent right-of-way, or outside the boundaries of a roadway right-of-way. Trails may also traverse through campuses, along waterways, or share right-of-way with former and active railroads or utility easements.

Sidepath – A multi-use path located immediately adjacent and parallel to a roadway.

On-Street Bikeway – A bikeway that accommodates bike travel on the roadway with on-street bike facilities such as shared lanes, bike lanes, paved shoulders, or wide outside lanes.

Shared Roadway – A roadway that is open to both

bicycle and vehicular travel.

Shared Lane – A lane of travel way that is open to both bicycle and vehicular travel.

Bike Lane – A portion of roadway that has been designated for exclusive or preferential use by bicyclists by pavement markings and, if used, signs.

Bike Route - A bikeway designated by the Village with a unique route designation or with Bike Route signs, along which bicycle guide signs may provide directional and distance information.

Sidewalk – The portion of a roadway right-of-way, beyond the curb or edge of roadway pavement, which is intended for use by pedestrians.

SELECTION OF RECOMMENDED FACILITIES

Whenever streets are constructed or reconstructed, appropriate provisions for bicyclists should be included. The best application of each facility type is determined based on experience, data, engineering judgment and budget constraints. It should also be considered that one of the most effective tools for encouraging bicycling is to provide a visible network of bikeways. Selection of an appropriate bikeway in the Village should be based on road function, traffic volumes, speed, expected users, roadway characteristics, driveways, topography, adjacent land uses and cost. Exhibit 20 outlines general considerations for each facility type in Orland Park. This table is intended for use on Village-owned roadways. Selection criteria for IDOT roadways should also be based on its bike facilities table found in the Bureau of Design & Environment Manual (BDE).

Exhibit 20 Considerations for Bike Facility Types

Facility Type	Best Use	Traffic Speed Limits	Traffic Volume (ADT)	Roadway Classification	Notes
Shared lanes (no special provisions)	Minor roads with low volumes	Varies	Generally <1,000	Neighborhood of local streets	<ul style="list-style-type: none"> • Alternative to busier streets • May be discontinuous
Shared lanes (wide outside lane)	Major roads with space constraints	25+ mph	Generally >3,000	Arterials, Major Collectors	<ul style="list-style-type: none"> • 14' preferred dimension • Explore ways to provide marked shared lanes or bike lanes for less confident riders • Warning signs appropriate
Marked shared lanes	Space constrained roads where bicycle/vehicle speed differential is low	35 mph or less	Varies	Major & Minor Collectors	<ul style="list-style-type: none"> • Useful with on-street parking to keep bikes from door zone • Announces bikeway routes to all users to strengthen bikeway network • Wayfinding element
Paved shoulders	Rural highways that connect destinations	40-55 mph	Varies	Rural roadways	<ul style="list-style-type: none"> • 4' minimum • Rumble strips not recommended or wider shoulder
Bike lanes	Major roads providing direct access to major land uses or Collectors with slower speeds	25+ mph	Varies	Arterial, Major & Minor Collectors	<ul style="list-style-type: none"> • With & without parking • 5-6', generally one-way • MUTCD striping & symbol guidelines • Bicycle safe drainage grates
Shared use path (Trail - independent ROW)	Greenways, waterways, freeways, active or abandoned rail lines, utility ROW.	N/A	N/A	Separated path to supplement on-street bikeway network	<ul style="list-style-type: none"> • 10' minimum recommended • Minimize intersection/ driveway conflicts • May be short connection or long recreational trail
Shared use path (sidepath)	Adjacent to roadways with no or very few intersections or driveways & for short distances to provide bikeway connections	Higher speed roadways where cyclists may be discouraged from riding	Higher volume roadways where cyclists may be discouraged from riding	Separated path to supplement on-street bikeway network.	<ul style="list-style-type: none"> • Several operational issues • 5' minimum separation recommended • Not intended to substitute or replace on-street accommodations

Source: AASHTO's Guide for the Development of Bicycle Facilities, 4th Edition & National Association of City Transportation Officials' (NACTO) Urban Bikeway Design Guide

SIDEWALKS AND BICYCLING

Sidewalks should generally be considered unacceptable bikeway facilities. Sidewalks are intended for use by pedestrians only. They are typically 5-6 feet wide and do not provide adequate space for a cyclist to comfortably pass another cyclist or a pedestrian. Also, they often cross frequent driveways which creates a safety concern for faster moving cyclists. Based on a study by the University of Washington, "Accident Rates for Various Bicycle Facilities," the relative danger index of riding on sidewalks is four times greater than riding on a major roadway without bike lanes. Adding bike lanes makes riding on-street ten times safer than riding on the sidewalk. Although riding on sidewalks is not in violation of any Village ordinances, the use of sidewalks as designated bikeways is not considered in this Plan.

MULTI-USE PATH & BIKEWAY PLAN

The Orland Park multi-use path network focuses Centennial Park as the hub of a network connecting the Tinley Creek Forest Preserve on the northeast with the Orland Grove Forest Preserve on the northwest and the Orland Grasslands Forest Preserve to the south. The network links parks, Downtown, Old Orland, Metra stations, Village Center, the Humphrey Complex and the Orland Park Library. In order to minimize vehicular conflicts, the network's main "spine" follows open space areas forming a Green Belt through the community. The Village should continue to establish and expand its multi-use path network as identified in the Orland Park Multi-Use Path Map shown in Exhibit 21.

It should also develop a Bike Plan that comprehensively identifies on-street routes and associated accommodations to expand the bikeway network even further. The map identifies possible on-street facilities that should be studied further. It establishes a secondary system that links the multi-use path network with neighborhoods utilizing on-street bikeways. It should also work with relevant agencies to secure grants and other funding to expand the Village's path network and increase regional connectivity. A review of the bikeway network revealed priority concerns yielding these key focus areas and recommendations:

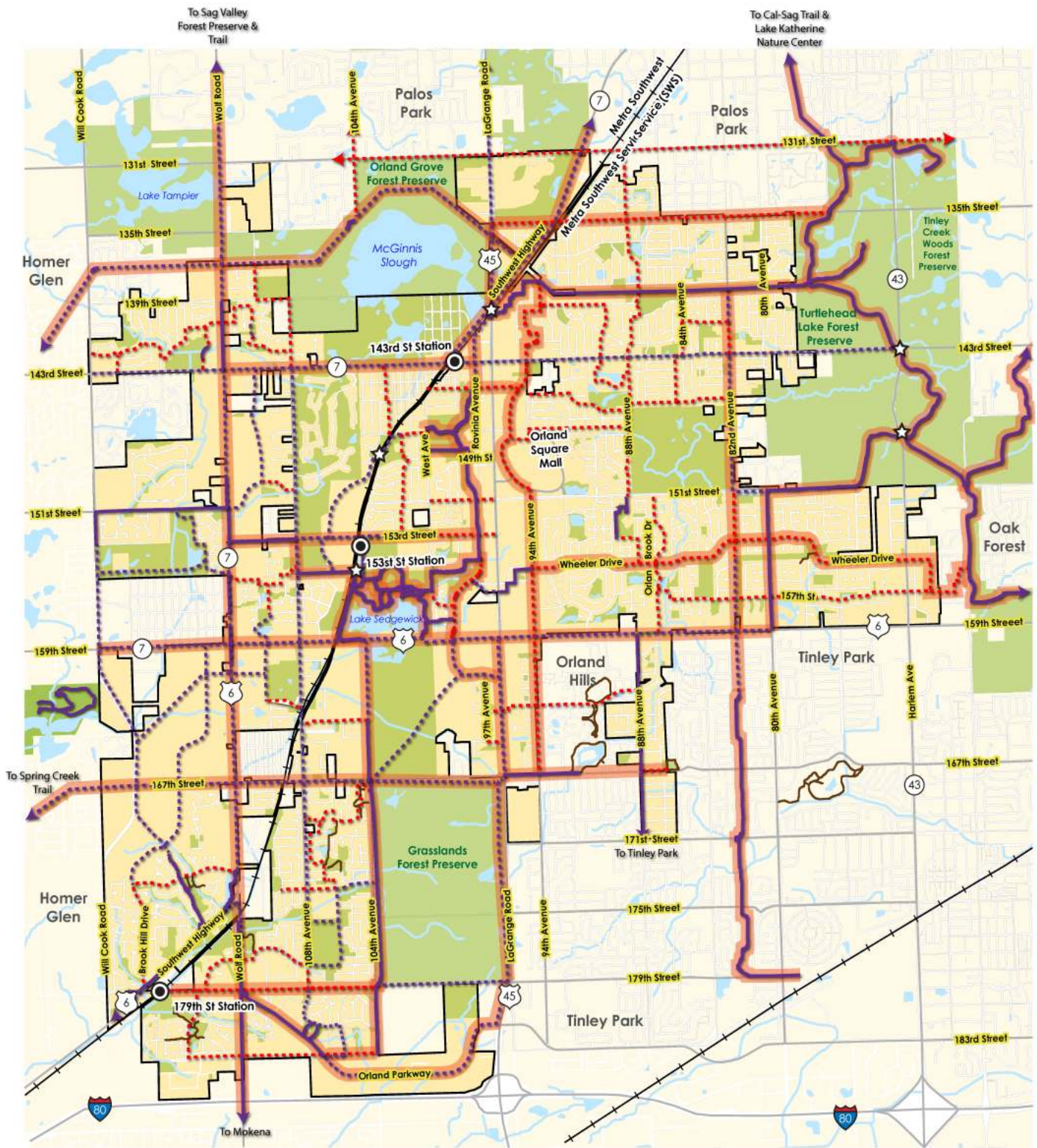
- » Identification of Primary Bikeways. The Village should identify a network of Primary Bikeways where, if at all possible, bike facilities should include off-street accommodations in order to provide service to both the confident and less confident riders. Additional bikeways, or secondary bikeways, will serve as connections to the Primary Bikeway network and will include multi-use paths and on-street facilities/signage. Exhibit 21 provides a suggested Primary Bikeway system.
- » An east-west bikeway connection is needed across the LaGrange Road corridor near 159th Street. The Village should ensure that any future development in the area incorporate a bikeway connection to allow for a signalized crossing at LaGrange Road.
- » Bike facility connections are lacking between neighborhoods on the western corridor of the Village and should be considered a priority in order to connect residents with their neighbors, schools and parks.

- » Special consideration should be given to bike facilities on 143rd Street over the railroad tracks and connecting to the existing trail that links to the pedestrian/bicycle bridge recently constructed over LaGrange Road.
- » Prioritization should be given to implementing bike facility connections to the Metra stations, Old Orland, Downtown and Orland Square Mall as they are key activity nodes within the Village.
- » The traffic circulation and parking fields surrounding Orland Square Mall present a barrier to convenient bicycle access. Overall better direct connections are needed to Orland Square Mall from the east and west.
- » In order to complete a greenway concept through the Village, priority should be given to constructing trail connections around the south side of Lake Sedgewick and south to the Grasslands Forest Preserve.
- » Most on-street bikeways as designated are on low speed, local or residential streets and do not need any special provisions to adequately accommodate bikes except signage.
- » Several circuitous on-street bikeways, such as 88th Avenue, should be signed because there are many turns and dead ends.
- » To enhance the 153rd Street bikeway corridor, 153rd Street should be restriped with on-street bike lanes between La Grange Road and West Avenue.
- » The Village should ensure that any future roadway projects on 131st Street and 135th Street include a minimum 4-foot paved shoulder for bike use.
- » Any future roadway projects/realignments of John Humphrey Drive/Orland Square Drive should incorporate on-street bike facilities such as bike lanes. Further study is needed as John Humphrey Drive may be a good candidate for a road diet, reducing the four lane section to three lanes with bike lanes.
- » Future roadway projects on 151st Street should contemplate an urban section with bike lanes.
- » Any new roadway where an off-street bike facility (sidepath) is proposed should be designed with limited driveway conflicts. If frequent driveways are necessary, design of the roadway should contemplate on-street bike facilities instead as they are safer.
- » The Village should explore other bike facility types for all bikeways identified as Sidewalks/Bikeway Connections as sidewalks should only be used as a bike facility for children and only if necessary. For example:
 - Phase I engineering of 143rd Street should incorporate a multi-use path in locations outside of Downtown where bikes will need to share the roadway.
 - 94th Avenue should be a designated on-street bikeway. The cross section should provide one 11-foot lane and one 14-foot outside lane marked as a shared lane (sharrow).
 - West Avenue should also be designated an on-street bikeway provided the outside lane is 13-14 feet wide. Pavement markings may be used (sharrow).

A complete listing of projects is shown in Section 7 as part of the implementation plan.



Village of Orland Park



MAP LEGEND

- Creeks
- Water Bodies
- Open Space
- Village Boundry
- Existing Shared Use Path
- Proposed Share Use Path
- Possible On-Street Bikeway to be studied
- Existing Subdivision Path
- Primary Bikeway System
- Grade Separated Crossing

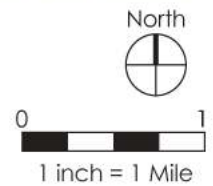


Exhibit 21
Multi-Use Path & Bikeway Plan

DESIGN GUIDELINES

Design Reference Material

The following is a list of references and sources utilized to develop design guidelines for Orland Park's Bikeway Plan. Many of these documents are available online and are a wealth of information and resources available to the public.

AASHTO Bike Guide

Guide for the Development of Bicycle Facilities, 2012
American Association of State Highway and Transportation Officials, Washington, DC.
www.transportation.org

AASHTO Green Book

Policy on Geometric Design of Streets and Highways, 2011
American Association of State Highway and Transportation Officials, Washington, DC.
www.transportation.org

MUTCD

Manual on Uniform Traffic Control Devices, 2009
Federal Highway Administration, Washington, DC.
<http://mutcd.fhwa.dot.gov>

NACTO Guide

Urban Bikeway Design Guide
National Association of City Transportation Officials, New York, NY
<http://nacto.org>

ITE CSS Manual

Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities, 2006
Institute of Transportation Engineers
<http://www.ite.org/css/>

SCM Bicycle Plan, 2012

Southwest Conference of Mayors
Bicycle Parking Design Guidelines
<http://www.bicyclinginfo.org>

Bike Facility Engineering Design Guidelines

<http://www.bicyclinginfo.org/engineering>

Complete Street Sections

The concept of a 'complete street' is based on the principle that all streets should include basic amenities for all forms of transportation, not just vehicles. Bicyclists can be found on almost every type of roadway, from rural to local streets, and the majority of these roads have no special facilities designated for bicycling. Often, many roads have no need for special on-street bike facilities as long as an acceptable amount of space is provided for bicyclists and the pavement has an acceptable level of maintenance. Nonetheless, on-street bikeways are a critical part of the bicycling infrastructure and need to be maintained and operated so that bicyclists can use them safely and comfortably. Drainage grates, railroad tracks, potholes, utility covers, gravel, wet leaves, pavement joints and many other surface irregularities have a profound impact on bicyclists and can cause a fall and serious injury. The following are examples of on-street bike facilities.



Bike lane with cyclist symbol and arrow.



Wide outside lane with sharrows and "Share the Road" sign. Sidepath also provided for less experienced riders.

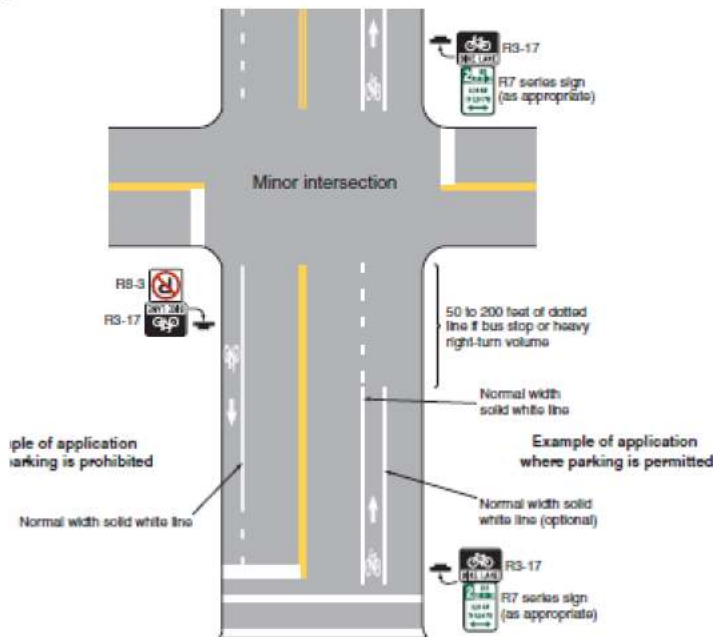


Pavement Markings

The MUTCD provides guidance for lane delineation, intersection treatments, and general application of pavement wording and symbols for on-street bicycle facilities and off-street paths.

Bike Lanes

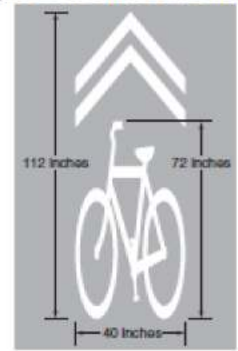
A bike lane is defined as a portion of the roadway that has been designated by striping, signage, and pavement markings for the preferential or exclusive use of cyclists. Bicycle lane striping should follow standards from the AASHTO Bike Guide and the MUTCD. The MUTCD offers guidance on conventional bike lanes in Section 9C.04. In addition, the NACTO Bikeway Guide covers innovative bike lanes such as buffered lanes, contra-flow lanes, and left-side bike lanes. The NACTO Guide also provides guidance on cycle tracks which are bike lanes that have a physical barrier between the bike and vehicular traffic.



Sharrows

Sharrows are shared lane markings used to indicate a shared lane for bicycles and vehicles. Among other benefits, sharrows reinforce the legality of bicycle traffic on the street, recommend proper positioning if used with on-street parking, and can offer directional guidance. The MUTCD outlines guidance for shared lane markings in section 9C.07. The NACTO Bikeway Guide expands on the many benefits of the marking and illustrates many useful applications.

Figure 9C-9. Shared Lane Marking



Intersections

Intersections are one of the primary collision points for bicyclists. Generally, the larger the intersection, the more difficult it is for bicyclists to cross. Most intersections do not provide designated locations for bikes since bike lanes and other markings often end before intersections. The design of bike lanes at intersections is complicated by the need to accommodate numerous turning movements by both traffic and bicyclists, often with limited available space. The following should be considered when designing a bike friendly intersection:

- » Bike lane stripes should not be extended through a pedestrian crosswalk or any street intersection. Dashed lines are optional at some uncontrolled intersections.
- » Bike lanes at signalized or stop controlled intersection should end at the stop line or crosswalk, except dashed lines in some cases.
- » Bike lanes shall be to the left of right-turn lanes or share the right-turn lane space. See the AASHTO Bike Guide for guidance.
- » When bike lanes are marked for left turn movements, the bike lane stripe should be to the right of left turning vehicles.
- » According to the AASHTO Bike Guide, bike lanes should be discontinued prior to a roundabout, and bike lanes markings are not to be marked on the circular roadway.

Innovative Treatments

There are a number of innovative bike facility designs to overcome particular barriers to bicycling or to solve a problem in a particular location. The NACTO Bikeway Guide is a great resource for innovative solutions to apply to unique urban streets.

- » Colored bike lanes
- » Contraflow bike lanes – In location where there is a strong demand for bicyclists to travel against the normal flow of traffic, or to travel in both directions on a one-way street, a contraflow bike lane may be used.
- » Bike Boulevards - Bicycle boulevards are streets with low motorized traffic volumes and speeds, designated and designed to give bicycle travel priority using signs, pavement markings, and speed and volume management measures to discourage through trips by motor vehicles.
- » Bike Box
- » Bike Activated Detector Loops - Bicycle-activated loop detectors and camera detection make it easier and safer for cyclists to cross intersections.



Signs

Signage on designated bikeways that exist as part of the roadway network is an important part of the bike network. However, directional signs are most useful if they indicate to cyclists where they are being directed. BIKE ROUTE signs and arrows along streets with no indication to cyclists as to where they are being directed are usually ignored. Cyclists will usually ignore these signs if they send them out of direction as well. Wayfinding signs such as that shown to the right improve the clarity of travel direction while illustrating that destinations are only a short ride away.

Implementing a well-planned and attractive system of signing can greatly enhance bikeway facilities by signaling their presence and location to both motorists and existing or potential bicycle users. Effective signage can encourage more bicycling by leading people to Orland’s bikeways, and by creating a safe and efficient transportation option for local residents and visitors. All bikeway signage should conform to the MUTCD.



Multi-use Path

The Village's Bikeway Map identifies an extensive network of multi-use paths – trails and sidepaths - planned for the community, providing a network for recreation, commuting and access to major recreational destinations. The network expands the existing trail system in the Village and connects to on-street facilities. The paths are meant to be used by a wide variety of users including cyclists, pedestrians, joggers, in-line skaters, fitness walkers, and people with dogs or strollers. Multi-use paths are intended as an addition and complimentary to the roadway network since even the most extensive trail network cannot provide access to all origins and destinations in the Village.

Multi-use paths should be designed based on many of the same engineering principles that are applied to highways such as sight distance and stopping distance. Guidance on the design of multi-use paths is provided in the AASHTO Bike Guide. Ten feet is the recommended minimum width for two-way, multi-use paths on a separate right-of-way. Eight feet may be used where bicycle traffic expected to be low. One of the key elements of designing these multi-use paths is to safely integrate with vehicular traffic at crossing locations with warning signs both for vehicles and trail users. Criteria for crossing type, location and signage are also identified in the MUTCD.

There are a number of amenities that can be provided along multi-use paths to make them as inviting as possible to users.

- » Maps & signage
- » Pedestrian scale lighting
- » Benches
- » Water fountains
- » Bike racks
- » Art Installation

Bike Parking

A lack of convenient and secure bicycle parking is a leading factor preventing people from cycling to their destination. The Village should continue to provide public bicycle racks at key activity nodes such as parks,

Metra stations, Downtown and other commercial areas. It should continually locate and strategically plan for additional areas of bike parking. On-street bike parking has become popular in many downtown districts since it can be easily located near building entries and sets a precedent that bikes have priority over vehicle parking. Not only should the Village provide public bike parking, it should establish a minimum bike parking requirement for all new commercial and institutional development.

Drainage Grates

Drainage grates typically occupy portions of roadways where bicycles frequently travel. Improper drainage grates create an unfriendly obstacle a cyclist must navigate around, often forcing entrance into a motor vehicle lane or even cause cyclists to crash in severe cases. Bicycle friendly drainage grates should be installed in all new roadway projects and problem grates should be identified and replaced.

COORDINATION

As previously mentioned, the Village currently has a Bikeway Map that identifies existing and future proposed on- and off-street bike facilities. The Village should continue to coordinate with Cook County Forest Preserve and adjacent communities to strategically plan for community bikeway projects that consider the surrounding areas as a whole network. IDOT is currently in the public outreach process of its first Bike Transportation Plan which is due out December 2013. The Southwest Conference of Mayors (SCM) completed publication of its 2012 Bicycle Plan which acts as a guide for planning and implementing bicycle facilities in the SCM service area including Orland Park.



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Chapter 6 PRIORITY CORRIDORS & FOCUS AREAS

The following section provides a Plan for three corridors or focus areas that were determined by Village staff and the consultant team to be particularly important in their contribution to transportation network and community character. The following areas were identified as “Priority Corridors & Focus Areas” and are addressed in this section.

- » Ravinia Avenue - Civic Campus
- » 143rd Street - Crossroads of Downtown
- » Wolf Road - Nature & Wildlife Corridor

Some other priority corridors include LaGrange Road and 159th Street. Both are critical transportation corridors that are currently in the final stages of design. The Village is currently coordinating with IDOT to include various enhancements and transportation features within the corridors.



RAVINIA AVENUE

Ravinia Avenue is located parallel to the west side of the Village’s primary retail corridor, LaGrange Road. In contrast to the high traffic and dense land uses along LaGrange Road, Ravinia Avenue is a tree lined curvilinear street that primarily serves as the Village’s civic campus. It is an important community corridor and local travel route that showcases civic character and is an inviting pedestrian environment. Since the corridor abuts the rear sides of LaGrange Road commercial areas, it provides a safer pedestrian access to some businesses. In some instances, landscape screening is provided. However, additional screening should be considered to promote the appearance of a green civic Ravinia Avenue corridor.

The natural areas along Ravinia Avenue, including those areas associated with Lake Sedgewick and Centennial Park, should be emphasized. This includes nature trails and hiking paths. A combination of on-street bike routes, off-street multi-use paths and sidewalks exist along this corridor. Where gaps exist, additional multi-use paths should be completed.

In order to calm traffic and place focus on the surrounding environment, Ravinia Avenue should provide a maximum of three travel lanes, a single lane in each direction plus a center turn lane. Ravinia Avenue will be extended from its south terminus to intersect LaGrange Road. ADT on Ravinia Avenue is projected to increase to 6,000 vpd in 2040 which is well below the threshold needed to warrant widening or making major improvements to capacity. From a traffic calming perspective, keeping the roadway narrow is more beneficial. Ravinia Avenue should remain a two to three-lane roadway and spare right-of-way (60-110’) should be used to accommodate multimodal options (i.e. sidewalk and multi-use path) and community character instead. In the segment of Ravinia Avenue north of 151st Street, a linear park could highlight Orland Park’s natural and cultural environment with bioswales and public art. A recommended cross sections of Ravinia Avenue is shown in Exhibit 22.

Ravinia Avenue is a prime candidate for roundabouts at select intersection locations including 147th Street, 149th Street, 153rd Street and West Avenue. Roundabouts will calm traffic while providing needed capacity at some of these intersections. They will also contribute an aesthetic quality to the corridor. The Village is encouraged to continue to promote roundabouts along Ravinia Avenue.



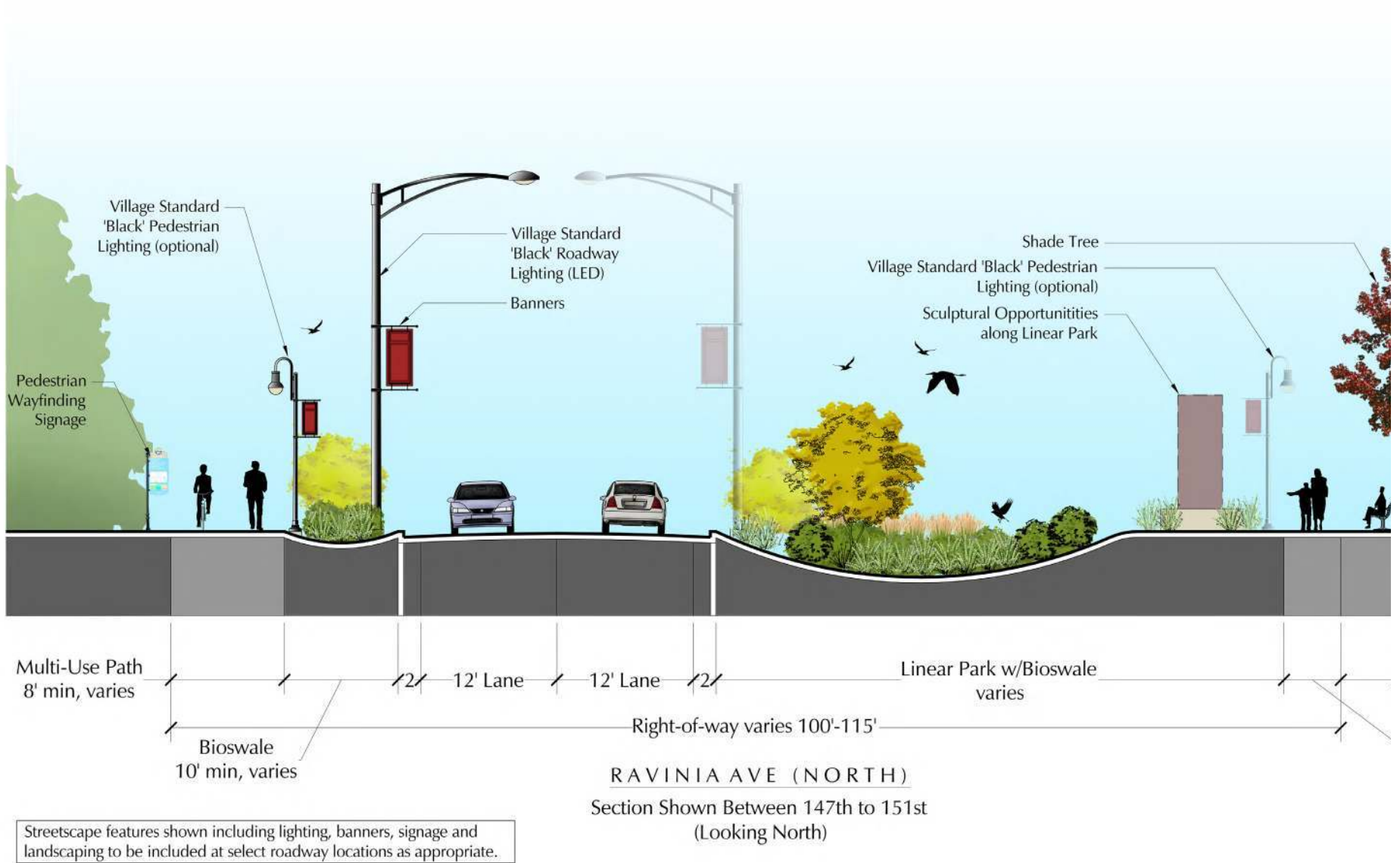
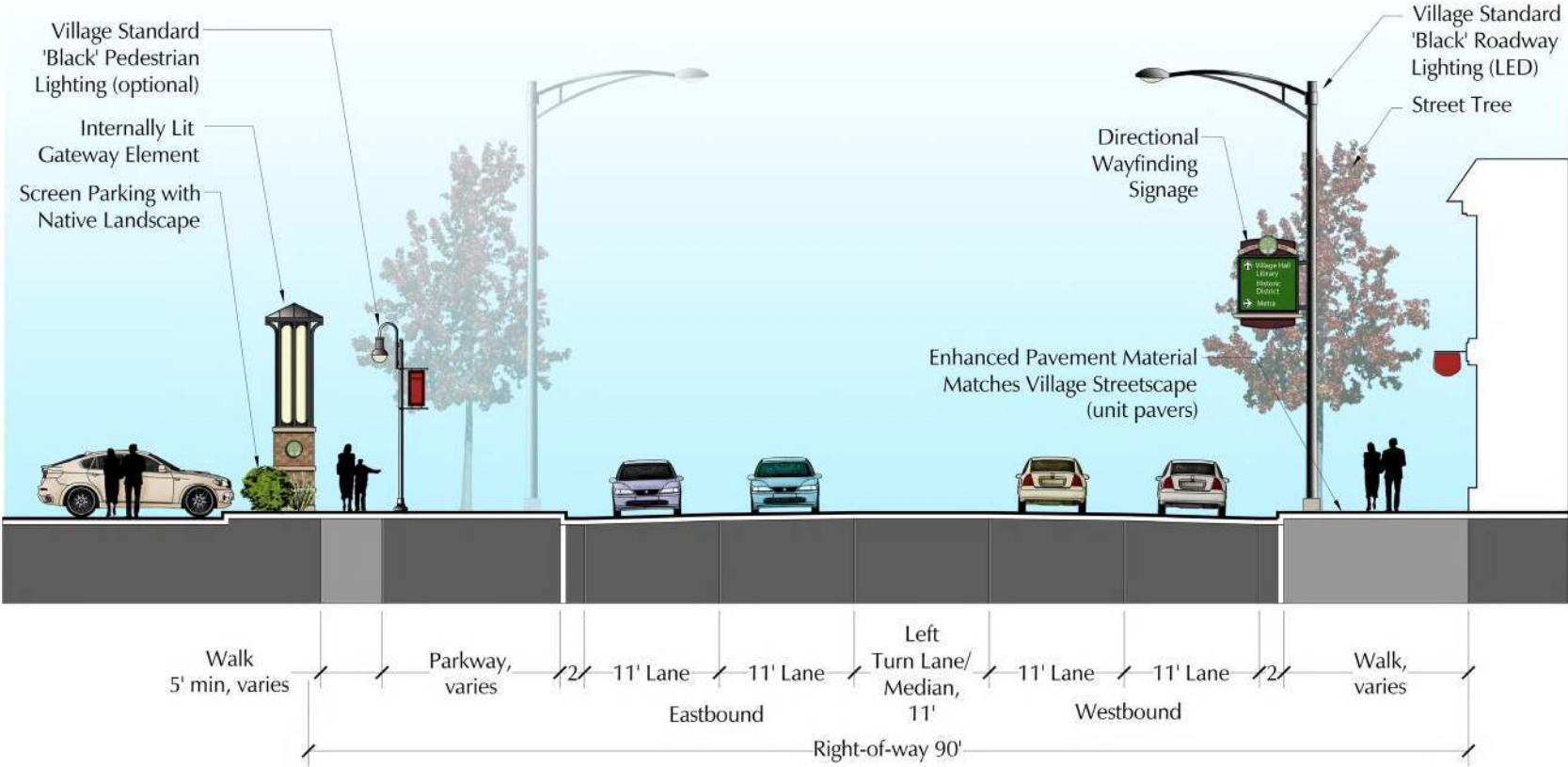


Exhibit 22
Ravinia Avenue Cross Section



Streetscape features shown including lighting, banners, gateway elements, signage and landscaping to be included at select roadway locations as appropriate. Gateway locations to be coordinated with private property owners.

143RD STREET
Section Shown Between West Ave and SW Hwy
(Looking East)

Exhibit 23
143rd Street Cross Section

143RD STREET

143rd Street varies in character from low density land uses and natural areas towards the west to high density commercial and residential towards the east. The corridor is a major east-west arterial that crosses the Old Orland Historic District, Downtown and the Metra Station and provides access to the LaGrange Road commercial corridor.

Cross Section

East of Southwest Highway, the roadway provides four travel lanes and a center turn lane with an urban section. West of Southwest Highway, two travel lanes are provided with a left-turn lane provided at higher volume intersections. The roadway will be widened to four lanes with a center landscaped median from Southwest Highway to Will Cook Road. The cross section concept to the left in Exhibit 23 illustrates how the roadway may look. A multi-use path will be provided on one side of the roadway and sidewalk on the other. Right-of-way is generally acquired and the Village is in the process of completing the Phase I study of the corridor.

Southwest Highway Alignment

The 143rd Street corridor contains all scales and types of development including the compact downtown core. The key focus area of the corridor is around the Downtown, Old Orland and Southwest Highway. In order to respect the scale and character of the community's historic core, improvements to 143rd Street should visually and functionally connect Old Orland with Downtown, including support for pedestrians and continuation of streetscape treatments.

As such, recommendations for the Downtown area are presented as a Min and Max scenario that ranges from immediate, low cost options to longer term roadway realignments. The following plans work to create redevelopment opportunities, contribute to the unique character of the area, improve traffic operations and pedestrian access, all the while improving the appearance and function of Downtown.

Min Plan

This plan would maintain the existing Southwest Highway alignment at 143rd Street. Traffic signal upgrades and modifications at Southwest Highway, Union Street, and West Avenue would help improve traffic flow in the area. The traffic signals would benefit from being optimized and interconnected as a signal system to promote progression along the corridor. Sidewalks, pedestrian crossing gates and ADA ramps are needed at the railroad tracks. Other pedestrian crossing intersection enhancements would improve pedestrian access to the area.

- » Pro: Lower costs/no land acquisition
- » Con: Undesirable intersection geometry is maintained

Max Plan

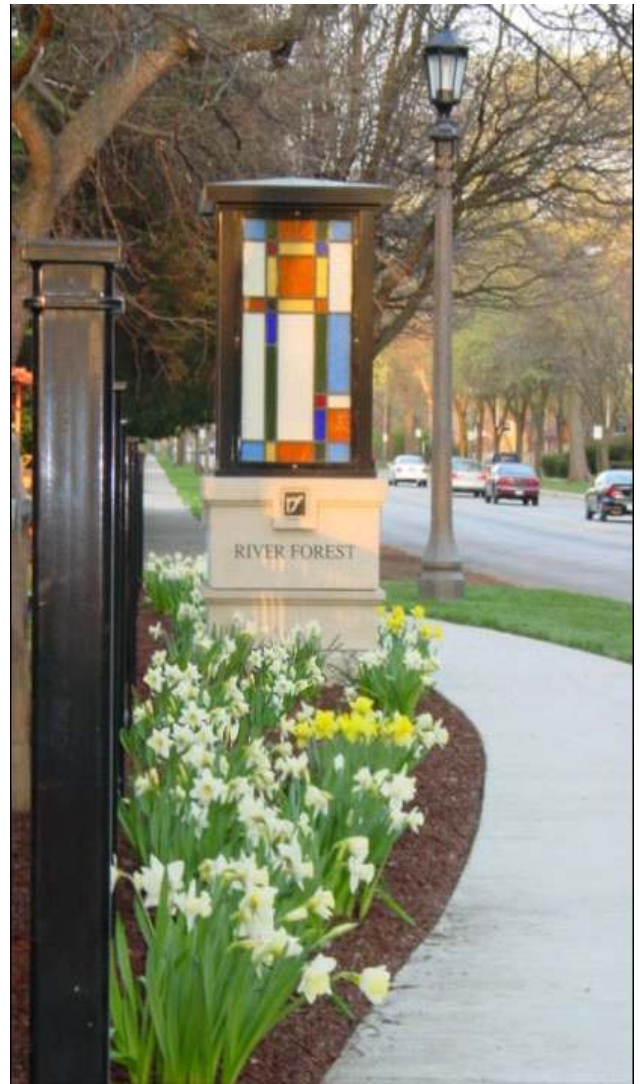
This plan would change the alignment of Southwest Highway to intersect 143rd Street at a more perpendicular angle aligned with Union Street. See image to the right. By closing the existing leg of Southwest Highway, one of two closely spaced signals is eliminated and the safety of the intersection is improved. This plan contemplates widening 143rd Street to a five-lane section as shown in the attached cross section.

- » Pros: Improving intersection geometry and pedestrian connections
- » Cons: Land acquisition, topography, and elimination of the developable parcel on Southwest Highway

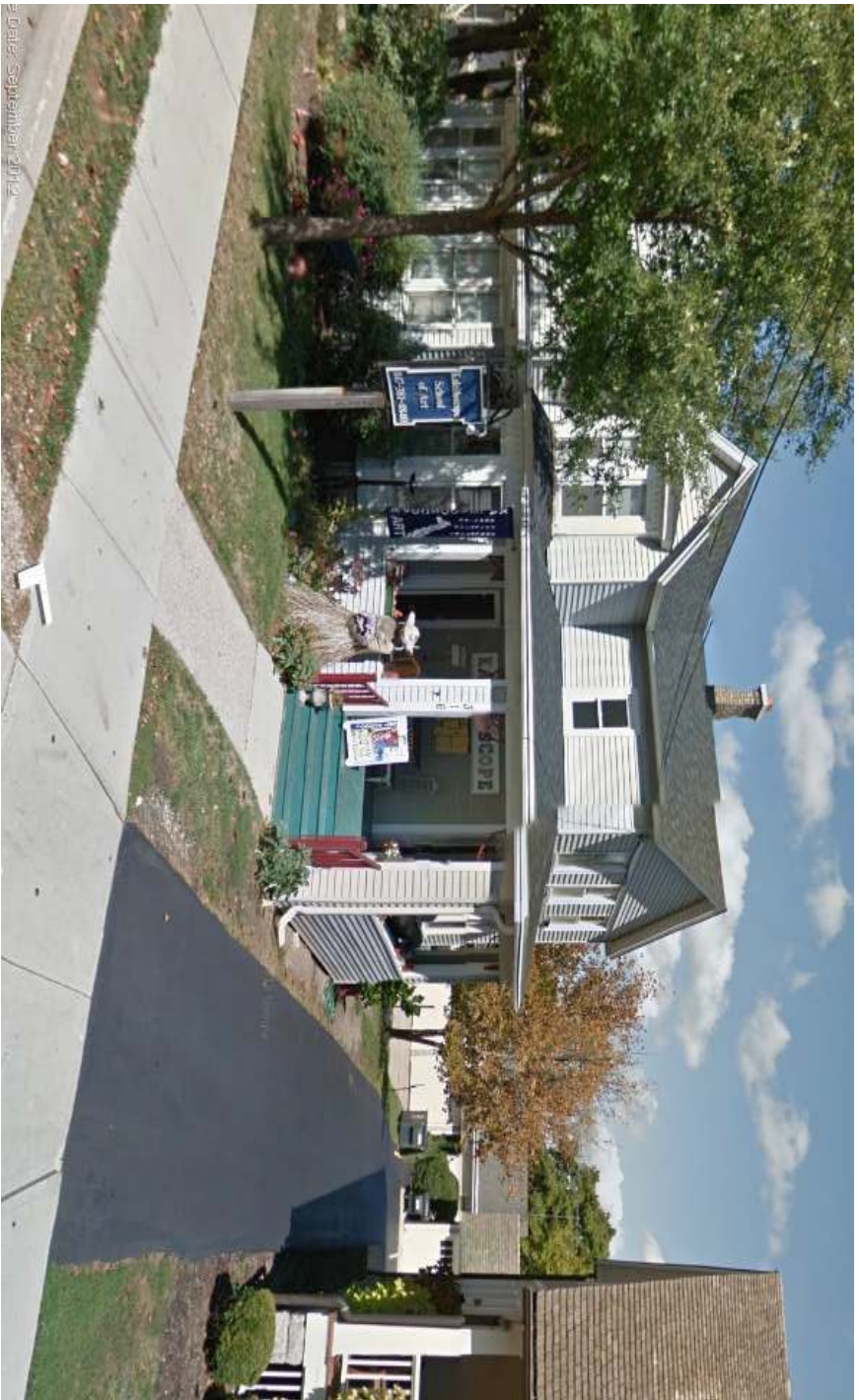


Business Enhancements

Corridors and districts are most appealing when partnerships exist between municipalities and private property owners. The Village is encouraged to continue to work with the development community and private property owners towards promoting quality design within the Village. Given the new Triangle Development, the Historic Downtown is an opportunity to enhance the function and appearance of businesses, including façade enhancements, parking lot greening, business and wayfinding signage, and provisions for outdoor plaza spaces.



Village of Orland Park



WOLF ROAD

The Wolf Road corridor is mostly a rural, two-lane roadway section that traverses Forest Preserve areas influencing a natural rustic landscape. The corridor historically provided two travel lanes, shoulder and ditch within a typical rural 66-foot right-of-way. As development has occurred along the corridor, the right-of-way and roadway has been widened to provide turn lanes and allow for future widening. Beyond the northern limits of the municipal boundary, Wolf Road terminates at Cook County Forest Preserve Property. Beyond the southern limits of the municipal boundary, Wolf Road continues south past I-80 towards Mokena.

Cross Section

Existing and future traffic volumes require that the roadway be widened to four travel lanes and auxiliary turn lanes be added. There are many undeveloped lots along this corridor. It is expected that most of the growth within Orland Park will occur within this corridor, further adding to the need for a wider roadway section. Since it is the Village's desire to maintain the rural character of the corridor, the section shown in Exhibit 25 is desired as it respects the existing setting, including tree preservation, native plant patterning, and sustainable practices. An existing sidepath is located along Wolf Road between 139th and 143rd. Beyond the existing sidepath, no sidewalks exist along Wolf Road. All future plans should include extending the existing sidepath north to the Sag Valley Forest Preserve and Trail System and south to the Homer Glen Spring creek Trail System and to Mokena onto the Old Plank Trail.



Roadway Plantings

Forest Preserve landscapes are memorable images throughout the community. The Village is encouraged to continue to incorporate landscape patterns and native species that are reflective of the Forest Preserves as appropriate along roadway corridors. Patterns include bold massings of native plant materials. Where appropriate, such as along Wolf Road and Ravinia Avenue, bioswales may be incorporated as drainage patterns and maintenance practices allow.

New I-80 Interchange

Analyses indicate additional north-south capacity is needed through Orland Park now and in the future to meet travel demand. The proposed widening of Wolf Road will increase capacity and reduce some of the burden on LaGrange Road, but congestion will persist along LaGrange Road unless another through alternate is introduced to the system.

Opening a Wolf Road/I-80 interchange would provide an alternate for north-south travel as well as reduce east-west travel demand west of LaGrange Road. In addition to changing overall traffic patterns, this would potentially create a significant western, north-south corridor through the village to promote residential and commercial development. Access to I-80 along this corridor would serve to strengthen the western side of the community. The Village should work with neighboring Mokena and IDOT to provide this important additional connection to the interstate system for Orland Park.



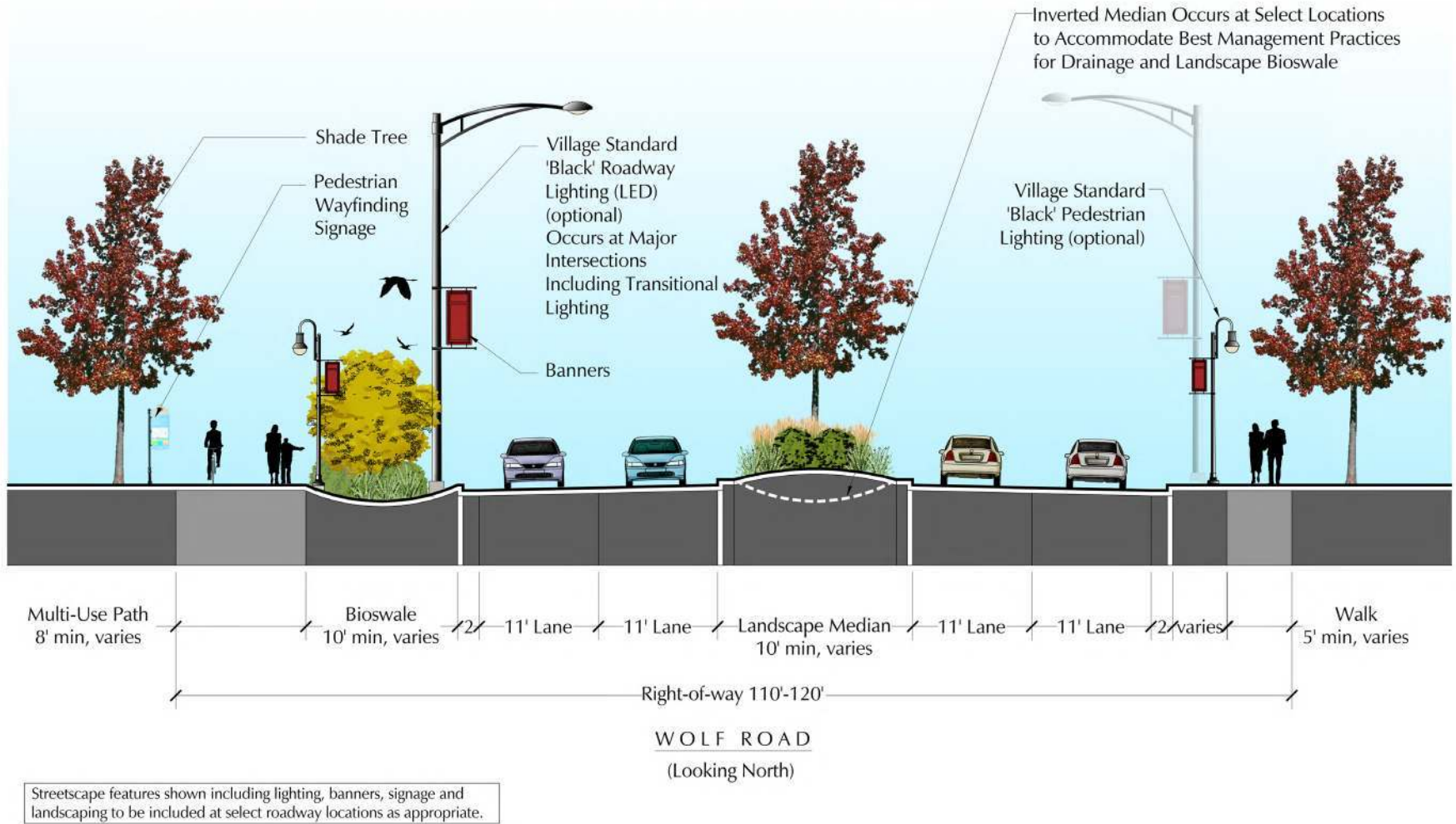


Exhibit 25
Wolf Road Cross Section

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Chapter 7

IMPLEMENTATION

The preceding sections of this report conclude Orland Park's 2040 Transportation Plan. The intent of this report is for it to be used as a living document towards on-going implementation of a safe and efficient multimodal transportation system that helps define the community's character.

Use of the Village's Capital Improvement Program (CIP) will be a key tool for implementing the Plan, as will other municipal revenue streams. Many projects will, however, require the Village to pursue financial assistance through one or several of a variety of sources. A compilation of potential funding sources is included in this section, as well as a complete listing of improvement recommendations and preliminary cost estimates for use to pursue that funding.

Possible funding sources are listed below. It is important to understand the timing of Utilizing funds from Federal or State programs, requires coordination with IDOT's local and Springfield offices of the Bureau of Local Roads and Streets (BLRS) and, in some cases, the Chicago Metropolitan Agency of Planning which is tasked with administrating the distribution of the engineering and construction dollars. Timing of grant applications is critical to writing a successful grant. Some helpful hints are provided below:

- Completion of Phase I Engineering is critical in a winning application. Preliminary engineering is necessary for an accurate cost estimate.
- Completion of Phase II helps
- Efforts involving multiple agencies get priority. CMAP recently specified that multijurisdictional planning and investment projects would be prioritized in their grant selection process.
- Tailor your application to the grant criteria
- Maintain a list of projects that the Village Administrator sees so that if they ever get a call about looking for projects to fund, it is at their fingertips.
- Engage consultants with specialized knowledge to assist in the grant application preparation, as required

Funding Sources

U.S./Illinois Department of Transportation

- » Transportation Alternatives Program (TAP) *This is a new program under MAP-21 that consolidates many previously eligible activities under separately funded programs, including:*
 - Illinois Transportation Enhancement Program (ITEP)
 - Safe Routes to School (SRTS)
 - Recreational Trails Program (RTP)
- » Surface Transportation Program (STP)

- » Congestion Mitigation and Air Quality Program (CMAQ)

Illinois Department of Natural Resources

- » Open Space Lands Acquisition and Development (OSLAD)
- » Land & Water Conservation Fund
- » Illinois Bicycle Path Grant Program (IBPGP)

Illinois Department of Commerce and Economic Opportunity

- » Tourism Attraction Development Grant Program (TAP)
- » Community Development Assistance Program (CDAP)

U.S. Department of Housing and Urban Development

- » Community Block Development Grant (CBDG)

Other

- » Transportation Planning Capacity Building Program
- » Transportation Investment Generating Economic Recovery (TIGER)
- » Partnership for Sustainable Communities Grants
- » Smart Growth Funding Resources
- » National Endowment for the Arts, Our Town Wayfinding Grant

IMPROVEMENT RECOMMENDATION TABLES

As discussed through the Plan, specific projects were identified to address roadway improvements, pedestrian network disconnects, crossing deficiencies, bike facilities enhancements and transit strategies. The recommended system improvements are listed on the following pages in the Improvement Recommendation Matrices. The tables categorize the recommendations as:

- » Intersection Control
- » Geometric
- » Roadway Widening
- » New Road/Extension
- » Miscellaneous
- » Pedestrian Access, Sidewalks & Crossings
- » Multi-use Paths & Bikeways

Prioritization

The matrices also classify the improvement recommendations as either High Priority or Low Priority. A ranking method was developed to prioritize these improvements and is summarized below:

High Priority Projects

- » Short-term, lower-cost roadway projects
- » Or roadway projects already in Phase 1
- » Trail or bikeway projects that are part of the Village’s Primary bikeway system
- » Pedestrian access improvements within ¼ mile radius of a park, school, transit corridor or other key destination
- » Pedestrian improvements or bike facilities related to a roadway project that is categorized as High Priority
- » Locations requiring further study

- » Roundabout locations along Ravinia Avenue as the startup program for public acceptance
- » New interchange on I-80 at Wolf Road

Low Priority Projects

- » Longer-term, high-cost roadway projects except those already initiated
- » Trail or bikeway projects that are part of the Village’s Secondary bikeway system
- » Pedestrian access improvements not within ¼ mile radius of a park, school, transit corridor or other key destination
- » Roundabout locations except those on Ravinia Avenue

Costs

As part of this implementation plan, planning level cost estimates were developed and are shown in the recommendation matrices in Exhibits 26 and 27. Unit cost assumptions are noted for applicable projects. Costs do not include any property acquisition or utility relocation.

The costs were totaled for all listed projects in each of the two categories.

	High Priority Projects	Low Priority Projects
Cost Subtotal	\$170,000,000	\$76,000,000
25% Contingency	\$42,500,000	\$19,000,000
TOTAL	\$212,500,000	\$95,000,000

Exhibit 26 High Priority Improvement Recommendations

Type	Location	Description	Participants	Preliminary Cost Estimate	Notes
Intersection Control					
	143rd Street & Southwest Highway/ Union Street	Upgrade/modify traffic signal equipment	IDOT/VOP	\$100,000	
	143rd Street & West Avenue	Modify signal timings	VOP	\$10,000	
	143rd Street & Will Cook Road	Permanent traffic signal	Will County	n/a	under construction
	149th Street & Ravinia Avenue	Study/Construct roundabout	VOP	\$1,000,000	
	151st Street & 88th Avenue	Upgrade traffic signal equipment & modify timings	VOP	\$100,000	
	151st Street & West Avenue	Study/Construct roundabout	VOP	n/a	Part of 151st Street widening
	153rd Street & Ravinia Avenue	Construct roundabout	VOP	\$1,000,000	
	159th Street & 94th Avenue	Traffic Signal phasing modifications	VOP	\$100,000	
	159th Street & 104th Avenue	Signalization	VOP/IDOT		Part of IDOT 159th Street project
	John Humphrey & 147th Street	Study Further	VOP	\$7,000	
	LaGrange Road & 154th Place	Signalization	IDOT/VOP	n/a	Part of LaGrange Road project
	LaGrange Road & 161st Street	Signalization	IDOT/VOP	\$350,000	Potentially part of Ravinia south extension
	Ravinia Avenue & 147th Street	Construct roundabout	VOP	\$200,000	
Geometric					
	143rd Street & 82nd Avenue	Add NB right-turn lane	VOP/CCHD	\$200,000	
	143rd Street & 108th Avenue	Add EB/WB right-turn lanes	IDOT/CCHD	n/a	Part of 143rd Street project
	143rd Street & John Humphrey Drive	Study NB right-turn lane	VOP	\$5,000	
	147th Street & LaGrange Road	EB/WB lane balance	VOP/IDOT	n/a	Part of LaGrange Road project
	151st Street & 82nd Avenue	Add SB right-turn lane	VOP/CCHD	\$200,000	
	151st Street & Orland Sq/Regent Dr	NB/SB lane balance and signage	VOP	\$50,000	
	159th Street & 71st Court	Stripe NB/SB turn lanes	VOP	\$10,000	
	159th Street & 91st Avenue/Parkhill Drive	NB/SB lane balance	VOP	\$50,000	
	179th Street & 104th Avenue	Add SB right-turn lane, modify radii	VOP/CCHD	\$200,000	
	179th Street & Southwest Highway	Add appropriate turn lanes	IDOT	n/a	IDOT currently designing
	Harlem Avenue & 151st Street	Add SB right-turn lane	IDOT	\$200,000	IDOT currently designing
Roadway Widening					
	143rd Street	Five lanes: Southwest Highway to Will-Cook Road	VOP/IDOT	\$30,000,000	16,300 feet @ 2 lanes @ \$1.5M per mile
	151st Street	Three lanes: Ravinia Avenue to West Avenue	VOP	\$2,000,000	
	159th Street	Five lanes: Ravinia Avenue to Will Cook Road	IDOT	\$30,000,000	IDOT currently designing

	LaGrange Road	Six lanes: 131st Street to 179th Street	IDOT	n/a	under construction
	Wolf Road	Five lanes: 143rd Street to I-80	VOP/IDOT	\$51,000,000	Based on URS estimate
New Road/ Extension					
	143rd Street & 95th Avenue	Add 4th leg	Developer	n/a	under construction
	Jefferson Avenue	Extend N to intersect 142nd Street	VOP/ Developer	\$300,000	Part of development
	156th Street	Extend W to intersect Ravinia Avenue	VOP	n/a	under construction
	Ravinia Avenue	Extend S/E to intersect LaGrange Road	VOP	\$3,000,000	1200 feet @ 5 lane boulevard @ \$1.0M per lane mile.
Miscellaneous					
	I-80 & Wolf Road	Add full access interchange	VOP/IDOT	\$30,000,000	
	Village-wide	Annual traffic count program	VOP	\$10,000	\$10,000 every other year
	Village-wide	Gateway and Wayfinding signage shop drawing ready documents	VOP	\$120,000	
Pedestrian Access, Sidewalk & Crossings					
	82nd Ave, south of Elizabeth Ave at trail crossing	Update bike crossing signage, remove midblock crossing location	CCHD/VOP	\$10,000	
	94th Ave from Orland Square Dr to 151st St	Sidewalk connection to Mall	VOP	\$35,000	900 feet @ \$200K per lane mile
	Orland Square Mall	Generally improve sidewalk/pedestrian connections	VOP/Private	\$100,000	
	131st St at Sandburg HS	Install ADA ramps, stripe continental crosswalks (3)	IDOT	n/a	Part of IDOT LaGrange Road project
	135th St at 88th Ave	Stripe continental crosswalks (4)	CCHD	\$40,000	
	143rd Street, Southwest Highway to Will Cook Road	Install multi-use Path one side, sidewalk on the other	IDOT/VOP	n/a	Part of 143rd Street project
	143rd St at Wolf Rd	Add sidewalk, install pedestrian heads, stripe crosswalks (2)	IDOT/CCHD	n/a	Part of 143rd Street project
	143rd St at 108th Ave	Stripe continental crosswalks (2)	IDOT/CCHD	n/a	Part of 143rd Street project
	143rd St at West Ave	Add pedestrian countdown timers	IDOT/VOP	n/a	Part of 143rd Street project
	143rd St at 94th Ave	Stripe continental crosswalks (2)	IDOT/VOP	n/a	Part of 143rd Street project
	143rd St at 82nd Ave	Stripe continental crosswalks (2)	VOP/CCHD	\$20,000	
	151st St at Catalina Dr	Study to determine if ped volumes warrant ped-actuated signal	VOP	\$5,000	
	151st St at Regent Dr/Orland Square Dr	Install pedestrian signal heads and stripe crosswalks (2), generally improve sidewalk connections to the Mall - Signage	VOP/Private	\$80,000	
	151st St at 94th Ave	Install pedestrian signal heads and stripe crosswalks (2)	VOP/Private	\$40,000	

Exhibit 26 con't. High Priority Improvement Recommendations

	La Grange Rd at 167th St	Install ped signal heads, ADA ramps, colored stamped concrete crosswalks (1)	IDOT	n/a	Part of IDOT LaGrange Road project
	La Grange Rd at 179th St	Install sidewalk, ped signal heads	IDOT	n/a	Part of IDOT LaGrange Road project
	La Grange Rd at Southmoor Dr	Update ped signals, colored stamped concrete crosswalk	IDOT	n/a	Part of IDOT LaGrange Road project
	Wolf Rd, 143rd Street to I-80	Install multi-use Path one side, sidewalk on the other	IDOT/VOP/ Developer	n/a	Do in segments as road projects are down or developments proposed
Multi-Use Paths					
	82nd Ave, south of Basswood Dr	Extend multi-path on east side of roadway	CCHD/VOP	\$580,000	3800 feet @ \$800,000 per lane mile
	82nd Ave, north of Uxbridge Rd	Extend multi-path on east side of roadway	CCHD/VOP	\$670,000	4400 feet @ \$800,000 per lane mile
	82nd Ave: 141st St to existing path	Multi-Use path	CCHD/VOP	\$1,150,000	6000 feet @ \$800,000 per lane mile
	82nd Ave: Forestview Dr to 151st St	Multi-Use path	CCHD/VOP	\$170,000	1100 feet @ \$800,000 per lane mile
	143rd St: Wolf Rd to West Ave	Multi-Use path on north side	IDOT/VOP	\$1,200,000	8000 feet @ \$800,000 per lane mile
	151st St, west of 82nd Ave	Extend multi-use path	VOP	\$2,200,000	14,000 feet @ \$800,000 per lane mile
	153rd St: West Ave to La Grange Rd	Convert 5' sidewalk to 8' multi-use path	VOP	\$810,000	5300 feet @ \$800,000 per lane mile
	153rd St: West Ave to 108th Ave	Multi-Use path	CCHD/VOP	\$1,350,000	8700 Feet @ \$800,000 per lane mile
	159th St: Will Cook Rd to Ravinia Ave	Multi-Use path	IDOT	\$2,200,000	13,900 Feet @ \$800,000 per lane mile
	167th St: Will Cook Rd to 104th Ave	Multi-Use path	CCHD/VOP	\$1,400,000	9300 feet @ \$800,000 per lane mile
	Orland Parkway: 183rd St (Wolf Road) to La Grange Rd	Multi-Use path	VOP	\$1,900,000	12,300 feet @ \$800,000 per lane mile
	La Grange Rd: 131st to Southwest Highway	Multi-Use path	IDOT	n/a	*Part of IDOT LaGrange Road project
	La Grange Rd: 159th St to 167th St	Multi-Use path	IDOT	n/a	*Part of IDOT LaGrange Road project
	La Grange Rd: 179th St to Orland Parkway	Multi-Use path	IDOT	n/a	*Part of IDOT LaGrange Road project
	Grasslands Forest Preserve, Interior path around the perimeter	Multi-Use path/Trail	FPDCC	n/a	Design with FPDCC
	NEQ 167th St & 104th Ave connecting to Ravinia Ave	Multi-Use path/Trail	VOP	\$620,000	4100 feet @ \$800,000 per lane mile
	Ravina Ave Extension, 159th St to La Grange Rd	Multi-Use path	VOP	\$185,000	1200 feet \$800,000 per lane mile
	179th St: Marley Creek to 179th St Metra Station	Widen south sidewalk to function as multi-use path connecting to station, improve crossing	IDOT/CCHD/ VOP	\$245,000	1600 feet @ \$800,000 per lane mile
	Stellwagon Farm Perimeter Path	Multi-Use path	VOP	\$500,000	3200 feet @ \$800,000 per lane mile

	La Grange Rd at 167th St	Install ped signal heads, ADA ramps, colored stamped concrete crosswalks crosswalks (1)	IDOT	n/a	Part of IDOT LaGrange Road project
	La Grange Rd at 179th St	Install sidewalk, ped signal heads	IDOT	n/a	Part of IDOT LaGrange Road project
	La Grange Rd at Southmoor Dr	Update ped signals, colored stamped concrete crosswalk	IDOT	n/a	Part of IDOT LaGrange Road project
	Wolf Rd, 143rd Street to I-80	Install multi-use Path one side, sidewalk on the other	IDOT/VOP/ Developer	n/a	Do in segments as road projects are down or developments proposed
Multi-Use Paths					
	82nd Ave, south of Basswood Dr	Extend multi-path on east side of roadway	CCHD/VOP	\$580,000	3800 feet @ \$800,000 per lane mile
	82nd Ave, north of Uxbridge Rd	Extend multi-path on east side of roadway	CCHD/VOP	\$670,000	4400 feet @ \$800,000 per lane mile
	82nd Ave: 141st St to existing path	Multi-Use path	CCHD/VOP	\$1,150,000	6000 feet @ \$800,000 per lane mile
	82nd Ave: Forestview Dr to 151st St	Multi-Use path	CCHD/VOP	\$170,000	1100 feet @ \$800,000 per lane mile
	143rd St: Wolf Rd to West Ave	Multi-Use path on north side	IDOT/VOP	\$1,200,000	8000 feet @ \$800,000 per lane mile
	151st St, west of 82nd Ave	Extend multi-use path	VOP	\$2,200,000	14,000 feet @ \$800,000 per lane mile
	153rd St: West Ave to La Grange Rd	Convert 5' sidewalk to 8' multi-use path	VOP	\$810,000	5300 feet @ \$800,000 per lane mile
	153rd St: West Ave to 108th Ave	Multi-Use path	CCHD/VOP	\$1,350,000	8700 Feet @ \$800,000 per lane mile
	159th St: Will Cook Rd to Ravinia Ave	Multi-Use path	IDOT	\$2,200,000	13,900 Feet @ \$800,000 per lane mile
	167th St: Will Cook Rd to 104th Ave	Multi-Use path	CCHD/VOP	\$1,400,000	9300 feet @ \$800,000 per lane mile
	Orland Parkway: 183rd St (Wolf Road) to La Grange Rd	Multi-Use path	VOP	\$1,900,000	12,300 feet @ \$800,000 per lane mile
	La Grange Rd: 131st to Southwest Highway	Multi-Use path	IDOT	n/a	*Part of IDOT LaGrange Road project
	La Grange Rd: 159th St to 167th St	Multi-Use path	IDOT	n/a	*Part of IDOT LaGrange Road project
	La Grange Rd: 179th St to Orland Parkway	Multi-Use path	IDOT	n/a	*Part of IDOT LaGrange Road project
	Grasslands Forest Preserve, Interior path around the perimeter	Multi-Use path/Trail	FPDCC	n/a	Design with FPDCC
	NEQ 167th St & 104th Ave connecting to Ravinia Ave	Multi-Use path/Trail	VOP	\$620,000	4100 feet @ \$800,000 per lane mile
	Ravina Ave Extension, 159th St to La Grange Rd	Multi-Use path	VOP	\$185,000	1200 feet \$800,000 per lane mile
	179th St: Marley Creek to 179th St Metra Station	Widen south sidewalk to function as multi-use path connecting to station, improve crossing	IDOT/CCHD/ VOP	\$245,000	1600 feet @ \$800,000 per lane mile
	Stellwagon Farm Perimeter Path	Multi-Use path	VOP	\$500,000	3200 feet @ \$800,000 per lane mile

Exhibit 27 Low Priority Improvement Recommendations

Type	Location	Description	Participants	Preliminary Cost Estimate	Notes
Intersection Control					
	151st Street & Catalina Drive	Signalization	VOP	\$300,000	
	156th Street & Ravinia Avenue	Study further Signal/roundabout	VOP	\$7,000	
	Wheeler Drive & Orlan Brook	Study/Construct roundabout	VOP	\$1,000,000	
	Wheeler Drive & 82nd Avenue	Study/Construct roundabout	VOP	\$1,000,000	
	94th Avenue & 163rd Street/ Meadowview	Signalization	CCHD/VOP	\$300,000	
	Ravinia Avenue & West Avenue	Study/Construct roundabout	VOP	\$1,000,000	
	Route 6 - Orland Woods	Study lane channelization	IDOT	\$7,000	
Geometric					
	131st Street & Southwest Highway	Add EB/WB right-turn lanes	VOP/IDOT/ CCHD	\$400,000	\$200,000 each
	131st Street & 104th Avenue	Add WB right-turn lane	CCHD	\$200,000	
	131st Street & Wolf Road	Add EB/WB right-turn lanes	CCHD	\$400,000	
	135th Street & 82nd Avenue	Add EB right-turn lane	CCHD	\$200,000	
	135th Street & Southwest Highway	Add NB/SB right-turn lanes	CCHD/IDOT	\$400,000	\$200,000 each
	153rd Street & 108th Avenue	Add NB/SB right-turn lanes	CCHD	\$400,000	\$200,000 each
	Southwest Highway & Wolf Road	Increase NEB right-turn storage	IDOT	\$100,000	
	Ravinia Avenue & West Avenue	Add NB/SB left-turn lane	VOP	n/a	Striping being done to accommodate lanes
Roadway Widening					
	82nd Avenue	Three lanes: at intersections widen as urban section with C&G	CCHD	\$2,100,000	11,100 feet @ 1 lane @ \$1.0M per mile (cheaper, not entire re-construct or add lanes)
	94th Avenue	Five lanes: Hunter Drive to 167th	VOP	\$4,600,000	3200 feet @ 5 lane @ \$1.5M per mile
	104th Avenue	Three lanes: 179th to 183rd	VOP	\$2,100,000	2500 feet @ 3 lane @ \$1.5M per mile
	108th Avenue	Three lanes: 159th to 167th	CCHD	n/a	CCHD currently designing
	131st Street	Three lanes: Mill Road to Wolf Road	CCHD	\$3,100,000	3600 feet @ 3 lane @ \$1.5M per mile
	153rd Street	Five lanes: LaGrange to West & 108th to Wolf	VOP	\$7,400,000	5200 feet @ 5 lane @ \$1.5M per mile
	179th Street	Three lanes: LaGrange to 104th	VOP	\$4,500,000	5300 feet @ 3 lane @ \$1.5M per mile
	Ravinia Avenue	Three lanes: 143rd to 151st	VOP	\$4,700,000	5500 feet @ 3 lane @ \$1.5M per mile
New Road/ Extension					
	John Humphrey Drive	Extend through Mall to function as a through route aligned with 94th Avenue at 151st Street	VOP/Private	\$840,000	2200 feet @ 2 lanes @ \$1.0M per lane mile.
	Southwest Highway - Downtown	Realign Southwest Highway to intersect Union Street at 143rd Street or	VOP/IDOT	n/a	Part of the 143rd Street Study

104th Avenue	Extend S to Orland Parkway	VOP	\$510,000	800 feet @ 2 lanes @ \$1.0M per lane mile. Left Turn Lane on Orland Pkwy @ \$200,000.
Between 108th Avenue & Wolf Road S from 143rd Street	New N-S road	VOP/ Developer	\$2,700,000	6800 Feet @ 2 lanes @ \$1.0M per lane mile. LT lane on Wolf and extension @ \$50,000 each.
West of Wolf Road S from 143rd Street	New N-S road	VOP/ Developer	\$2,200,000	5300 Feet @ 2 lanes @ \$1.0M per lane mile. LT lane at 151st Street and new road @ \$100,000 each.
Hancock Street	Extend W to Will Cook Road	VOP/ Developer	\$2,400,000	3900 Feet @ 2 lanes @ \$1.0M per lane mile. LT lanes on Will-Cook and NB Wolf @ \$300,000 each.
Anthony Drive	Extend W to Karen Drive	VOP/ Developer	\$265,000	700 feet @ 2 lanes @ \$1.0M per lane mile.
Kingsport Road	Extend N to 159th Street	VOP/ Developer	\$1,100,000	2400 feet @ 2 lanes @ \$1.0M per lane mile. WB and NB LT lanes @ 159th Street @ \$50,000 each,
161st Street	Extend W past Wolf Road connecting to Will Cook Road	VOP/ Developer	\$1,800,000	4500 feet @ 2 lanes @ \$1.0M per lane mile. LT lanes at Wolf and Will-Cook @ \$50,000 each.
171st Street	Extend E-W between Wolf Road & Will Cook Road	VOP/ Developer	\$2,500,000	5100 feet @ 2 lanes @ \$1.0M pre lanemile. Traffic signal & LT lanes on Wolf @ \$600,000
Brookgate Drive	Extend N to 159th Street	VOP/ Developer	\$4,900,000	9600 feet @ 2 lanes @ \$1.0M per lane mile. LT lanes all approaches @ 167th Street & 159th Street @ \$600,000 per intersection.
Pedestrian Access, Sidewalk & Crossings				
143rd St at 88th Ave	Stripe continental crosswalks (2), study further for additional marked crosswalk and/or ped safety tools	IDOT/VOP	\$20,000	
143rd St at 80th Ave	Stripe continental crosswalks (2), study further for additional marked crosswalk and/or ped safety tools	IDOT/VOP	\$20,000	
143rd St at Will Cook Rd	Install pedestrian signal heads and stripe crosswalks (2)	Will County	n/a	under construction
179th St at Wolf Rd	Crosswalks and ped signal heads	IDOT/CCHD	\$60,000	
179th St at 104th Ave	Study intersection further for ped safety tools (i.e. ADA, ped signal heads, marked crosswalks)	CCHD/VOP	\$5,000	

Exhibit 27 con't. Low Priority Improvement Recommendations

Type	Location	Description	Participants	Preliminary Cost Estimate	Notes
Multi-Use Paths					
	94th Ave: 143rd St to 167th St	Restripe roadway to include wide outside marked shared lane	VOP/CCHD/Orland Hills	\$60,000	15,800 feet @ \$20,000 per lane mile
	131st St: La Grange Rd to Harlem Ave	Pave shoulders	CCHD/VOP	\$2,400,000	15,800 feet @ \$800,000 per lane mile (total 1 lane)
	135th St: La Grange Rd to Harlem Ave	Pave shoulders	CCDH/VOP	\$2,400,000	15,800 feet @ \$800,000 per lane mile (total 1 lane)
	143rd St: 94th Ave to Harlem Ave	Multi-Use path on north side	VOP	\$2,300,000	14,900 feet @ \$800,000 per lane mile
	John Humphrey Dr/ Orland Sq Dr: 143rd St to 151st St	Further study, possible road diet with bike lanes	VOP	\$40,000	
	West Ave: 147th St to Ravinia Ave	Restripe roadway to include wide outside lane with/without sharrows	VOP	\$27,000	7100 feet @ \$20,000 per lane mile
	Orland Grove Forest Preserve/McGinnis Slough, RR tracks to Will Cook Rd	Trail on independent ROW	FPDCC/VOP	\$3,100,000	20,000 feet @ \$800,000 per lane mile
	Southwest Highway: 131st St to 143rd St	Multi-Use path or paved shoulder	IDOT/VOP	\$1,550,000	10,000 feet @ \$800,000 per lane mile
	Brook Hill Dr Extension: 159th St to Brook Hill Dr	Multi-Use path and/or on-street	VOP	\$1,300,000	assume sidepath. 8200 feet @ \$800,000 per lane mile
	Arbor Lake, Wolf Rd to Will Cook Rd/151st St	Trail on independent ROW	VOP/Private	\$1,150,000	7400 feet @ \$800,000 per lane mile
	North & West of Swallow Ridge Subdivision between 104th Ave & 108th Ave	Multi-Use path	VOP/Private	\$750,000	4900 feet @ \$800,000 per lane mile
	Brown Park Trail Extension from underpass to 153rd St	Multi-Use path/trail	VOP	\$550,000	3600 feet @ \$800,000 per lane mile
	88th Ave Corridor Bikeway, Wheeler Dr to 131st St	Signage	VOP	\$10,000	
	Long Run Creek On-street Bikeway between 108th Ave & Will Cook Rd	Signage	VOP	\$10,000	
	149th St: Ravinia Ave to John Humphrey Dr	Restripe roadway to include marked shared lanes	VOP	\$57,000	1500 feet @ \$20,000 per lane mile
	New N-S residential Collector between 143rd St & Crystal Springs Ct	Multi-Use path	VOP/Private	\$805,000	5300 feet @ \$800,000 per lane mile
	Crystal Springs Ct Extension, terminus to Wolf Rd	Multi-Use path	VOP/Private	\$275,000	1800 feet @ \$800,000 per lane mile

Will Cook Rd: South of 151st St to south of 167th St	Multi-Use path	CCHD/VOP	\$1,550,000	10,800 feet @ \$800,000 per lane mile
Will Cook Rd Connection to Brook Hill Dr Extension	Multi-Use path	VOP/Private	\$1,850,000	12,200 feet @ \$800,000 per lane mile
108th Ave: 143rd St to 179th St	Multi-Use path	CCHD/VOP	n/a	Being designed by CCHD
Eagle Ridge Dr: 179th St to John Charles Dr	Multi-Use path	VOP/Private	\$335,000	2200 feet @ \$800,000 per lane mile
John Charles Dr: Eagle Ridge Dr to 183rd St	Multi-Use path	VOP/Private	\$335,000	2200 feet @ \$800,000 per lane mile
Westwind Subdivision, North of subdivision along RR tracks	Multi-Use path	VOP/Private	\$700,000	4600 feet @ \$800,000 per lane mile
Deer Pointe Estates, 104th Ave/167th St to 108th St	Bike route signage	VOP/Private	\$10,000	
Somerglen Subdivision, Glenlake Dr to Anthony Dr	Multi-Use path	VOP/Private	\$490,000	3200 feet @ \$800,000 per lane mile

..T

AN ORDINANCE AMENDING THE COMPREHENSIVE PLAN OF THE VILLAGE OF ORLAND PARK TO ADD THE 2040 STRATEGIC TRANSPORTATION PLAN AS AN APPENDIX

..B

WHEREAS, on August 5, 2013, the Corporate Authorities of the Village of Orland Park adopted an updated Comprehensive Plan (“Plan”) pursuant to Section 11-12-5 of the Illinois Municipal Code (65 ILCS 5/11-12-5); and

WHEREAS, the purpose of this Ordinance is to add the Village’s “2040 Strategic Transportation Plan”, attached hereto as Exhibit “A”, as an Appendix to the updated Comprehensive Plan.

NOW, THEREFORE, Be It Ordained by the President and Board of Trustees of the Village of Orland Park, Cook and Will Counties, Illinois, as follows:

SECTION 1:

The document titled “2040 Strategic Transportation Plan” is hereby added as an Appendix to the Comprehensive Plan of the Village.

SECTION 2:

The Comprehensive Plan as hereby amended will serve as a flexible document which will be amended, updated and continually improved upon as an ongoing process which encourages adaptation to changing attitudes, technology and needs. This Comprehensive Plan, as hereby amended, will serve as the basis for all future comprehensive plans to be developed.

SECTION 3:

All ordinances or parts of ordinances in conflict herewith are, to the extent of such conflicts, hereby repealed.

SECTION 4:

This Ordinance shall become and be effective immediately upon its passage as provided by law.

REQUEST FOR ACTION REPORT

File Number: **2013-0446**
Orig. Department: **Development Services Department**
File Name: **9833 W. 144th Place - Certificate of Appropriateness and Subdivision**

BACKGROUND:

QUICKFACTS

Project

9833 W. 144th Place

Petitioner

John Lawler

Purpose

The purpose of this case file is to document the formal subdivision plat which re-divides the two lots in the Old Orland Historic District, that served one dwelling unit, now into two equally sized lots for two new single family homes to be constructed.

Requested Actions: Approval for record plat of subdivision

Project Attributes

Address: 9833 W. 144th Place

P.I.N.(s): 27-09-216-050; -017; -018

Size: 11,250 square feet

Comprehensive Plan Planning District: Downtown

Comprehensive Plan Land Designation: Single Family Residential

Existing Zoning: OOH Old Orland Historic District

Existing Land Use: Single Family Residential

Proposed Land Use: Single Family Residential

Note

The Certificate of Appropriateness and Subdivision were originally separated into two case numbers (Legistar numbers) to accommodate the public hearing for the subdivision. Since both cases dealt with the same property, they have been combined into one Board report. Action is still required on both items. This action is for the subdivision.

OVERVIEW AND BACKGROUND

Covered in previous discussion of this case. The proposed subdivision is related to a Certificate

of Appropriateness petition approved by the Historic Preservation Review Commission on July 16, 2013 by a vote of 5-0-1 (with one abstention).

The petitioner demolished an existing 118 year old structure, and shall re-subdivide the property at 9833 W. 144th Place into two equally sized parcels and construct two new single family homes in the same architectural style.

HISTORIC PRESERVATION REVIEW COMMISSION MOTION

On July 16, 2013, the Historic Preservation Review Commission moved 5-0-1 to recommend to the Village Board to approve a Certificate of Appropriateness for two new single family homes and their elevations proposed at 9833 W. 144th Place as shown in the elevation drawings titled "Two Story Residence for 9833 W. 144th Place Lo1" and "Two Story Residence for 9833 W. 144th Place Lot 2", prepared by IJM Group Inc, sheets A-1.0 for each elevation drawing, dated 7/11/13, subject to the following conditions:

- 1) Correctly display Lot 1 and Lot 2 titles on the elevation drawings to match the site plan.
- 2) The Certificate of Appropriateness is subject to the approval of the 144th Place Re-Subdivision by the Village Board.

PLAN COMMISSION MOTION

On August 13, 2013, the Plan Commission moved 4-0 to recommend to the Village Board approval of the subdivision per the proposed plat of survey titled "144th Place Re-Subdivision" with a number of conditions.

DEVELOPMENT SERVICES AND PLANNING COMMITTEE MOTION

On August 19, 2013, the Development Services and Planning Committee, by a vote of 3-0 moved to recommend to the Village Board approval of a subdivision per the proposed plat of survey titled "144th Place Re-Subdivision", prepared by Geopool CML Engineering Land Surveyors, dated 7/9/13, sheet 1 of 1, subject to the following conditions:

- 1) Submit a Plat of Subdivision to the Village for recording.
- 2) Meet all final engineering and building code related items.
- 3) Correctly display Lot 1 and Lot 2 titles on the elevation drawings to match the site plan per the recommendation for approval of the Certificate of Appropriateness.
- 4) Meet all final engineering and building code related items.
- 5) Work with staff to address engineering issues on water runoff.
- 6) Require a 10' utility easement on the south end of both new resubdivided lots and relocate garages to 15' setback on south wall.
- 7) Work with staff and the contiguous property owner to achieve a 10' utility easement on the south end of said property.

DISCUSSION

The record plat has been reviewed by staff and complies with typical plat requirements and the aforementioned conditions listed above.

BUDGET IMPACT:

REQUESTED ACTION:

I move to approve the record plat of subdivision for two single family homes on two lots at 9833 W. 144th Place as recommended at the July 16, 2013 Historic Preservation Review Commission meeting and the Development Services and Planning Committee meeting and as fully referenced below.

THIS SECTION FOR REFERENCE ONLY (NOT NECESSARY TO BE READ)

I move to approve the record plat of subdivision for two new single family homes and their elevations proposed at 9833 W. 144th Place as shown upon the subdivision plat titled "144th Place Resubdivision" prepared by Geopool Civil Engineering, Land Surveyorsn consisting of one (1) sheet, dated July 9, 2013, Project Number 13-036



125355 LEMONT RD. LEMONT, ILLINOIS 60439
 PHONE: (630) 739-0707 FAX: (630) 739-6080
 CHICAGO METRO AREA:
 PHONE: (773) 581-9477
 E-MAIL: GEOPOOL@COMCAST.COM

144th PLACE RE-SUBDIVISION OF

LOT 11 AND EAST 40 FEET OF LOT 12 IN HUMPHREY'S SUBDIVISION OF THE NORTH 455 FEET OF THE NORTH 30 ACRES AT THE SOUTH 60 ACRES OF THE WEST HALF OF THE NORTHEAST LYING EAST OF WABASH ST. LOUIS AND PACIFIC RAILROAD OF SECTION 9, TOWNSHIP 37 NORTH RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

P.I.N. #27-09-216-050-0000; # 27-09-216-018-0000; #27-09-216-017-0000

MORTGAGE CERTIFICATION
 STATE OF ILLINOIS } SS
 COUNTY OF COOK }
 I, _____, OWNER OF A MORTGAGE ON THE SUBJECT PROPERTY, HEREBY APPROVES THE PLAT OF SUBDIVISION, CONSENTS TO THE EXECUTION AND RECORDING THEREOF, AND AGREES THAT THIS MORTGAGE IS HEREBY SUBORDINATED THERE TO.
 DATED THIS _____ DAY OF _____, 2013
 STANDARD BANK & TRUST / MORTGAGEE
 BY: _____ ATTEST:
 PRINT NAME: _____ PRINT NAME: _____

NOTARY CERTIFICATE
 STATE OF ILLINOIS } SS
 COUNTY OF COOK }
 I, THE UNDERSIGNED, A NOTARY PUBLIC, IN AND FOR SAID COUNTY AND STATE AFORESAID, DO HEREBY CERTIFY, THAT _____ AND _____ OF (INSERT BANK NAME) ARE PERSONALLY KNOWN TO ME TO BE THE SAME PERSONS WHOSE NAMES ARE SUBSCRIBED TO THE ABOVE CERTIFICATE AND WHO APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT AS SUCH SIGNED THE CERTIFICATE AS A FREE AND VOLUNTARY ACT AND AS THEIR FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES SET FORTH.
 GIVEN UNDER MY HAND AND SEAL, THIS _____ DAY OF _____, 2013
 NOTARY PUBLIC: _____
 MY COMMISSION EXPIRES: _____

OWNER'S CERTIFICATE
 STATE OF ILLINOIS } SS
 COUNTY OF COOK }
 THIS IS TO CERTIFY THAT PARK DEVELOPMENT, INC. IS THE OWNER OF THE PROPERTY DESCRIBED HEREON AND THAT THE VILLAGE HAS CAUSED THE SAID PROPERTY TO BE SURVEYED AND SUBDIVIDED AS SHOWN HEREON FOR THE USES AND PURPOSES THEREIN SET FORTH AND DO HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE TITLE HEREON INDICATED.
 TO THE BEST OF MY KNOWLEDGE, THE SCHOOL DISTRICTS IN WHICH EACH TRACT, PARCEL, LOT, OR BLOCK LIES IS: ELEMENTARY DISTRICT 135, HIGH SCHOOL DISTRICT 230, AND COMMUNITY COLLEGE DISTRICT 524.
 DATED THIS 30 DAY OF October, 2013.
 John P. Laub

NOTARY'S CERTIFICATE
 STATE OF ILLINOIS } SS
 COUNTY OF COOK }
 I, THE UNDERSIGNED, A NOTARY PUBLIC, IN AND FOR SAID COUNTY AND STATE AFORESAID, SO HEREBY CERTIFY, THAT _____ PERSONALLY KNOWN TO ME TO BE THE SAME PERSON WHOSE NAME IS SUBSCRIBED TO THE ABOVE CERTIFICATE, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT AS SUCH SIGNED THE CERTIFICATE AS A FREE AND VOLUNTARY ACT AND AS THE FREE AND VOLUNTARY ACT OF THE OWNER LISTED ABOVE, FOR THE USES AND PURPOSES SET FORTH.
 GIVEN UNDER MY HAND AND SEAL, THIS 20th DAY OF October, 2013
 NOTARY PUBLIC: Krystyna Bednarczyk
 MY COMMISSION EXPIRES: 6-19-2017

CERTIFICATE AS TO SPECIAL ASSESSMENTS
 STATE OF ILLINOIS } SS
 COUNTY OF COOK }
 I, _____ VILLAGE TREASURER OF THE VILLAGE OF ORLAND PARK, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT OR UNPAID CURRENT OR FORECLOSED SPECIAL ASSESSMENTS OR ANY DEFERRED INSTALLMENTS THEREOF THAT HAVE BEEN APPORTIONED AGAINST THE TRACT OF LAND INCLUDED IN THE PLAT.
 DATED AT ORLAND PARK, COOK COUNTY, ILLINOIS, THIS _____ DAY OF _____, 2013 A.D.
 _____ VILLAGE TREASURER

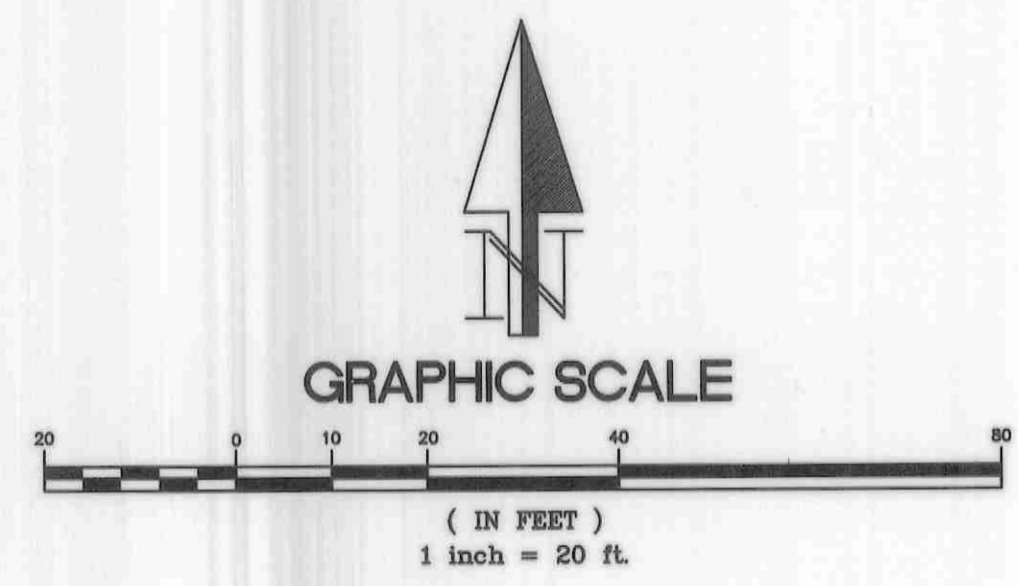
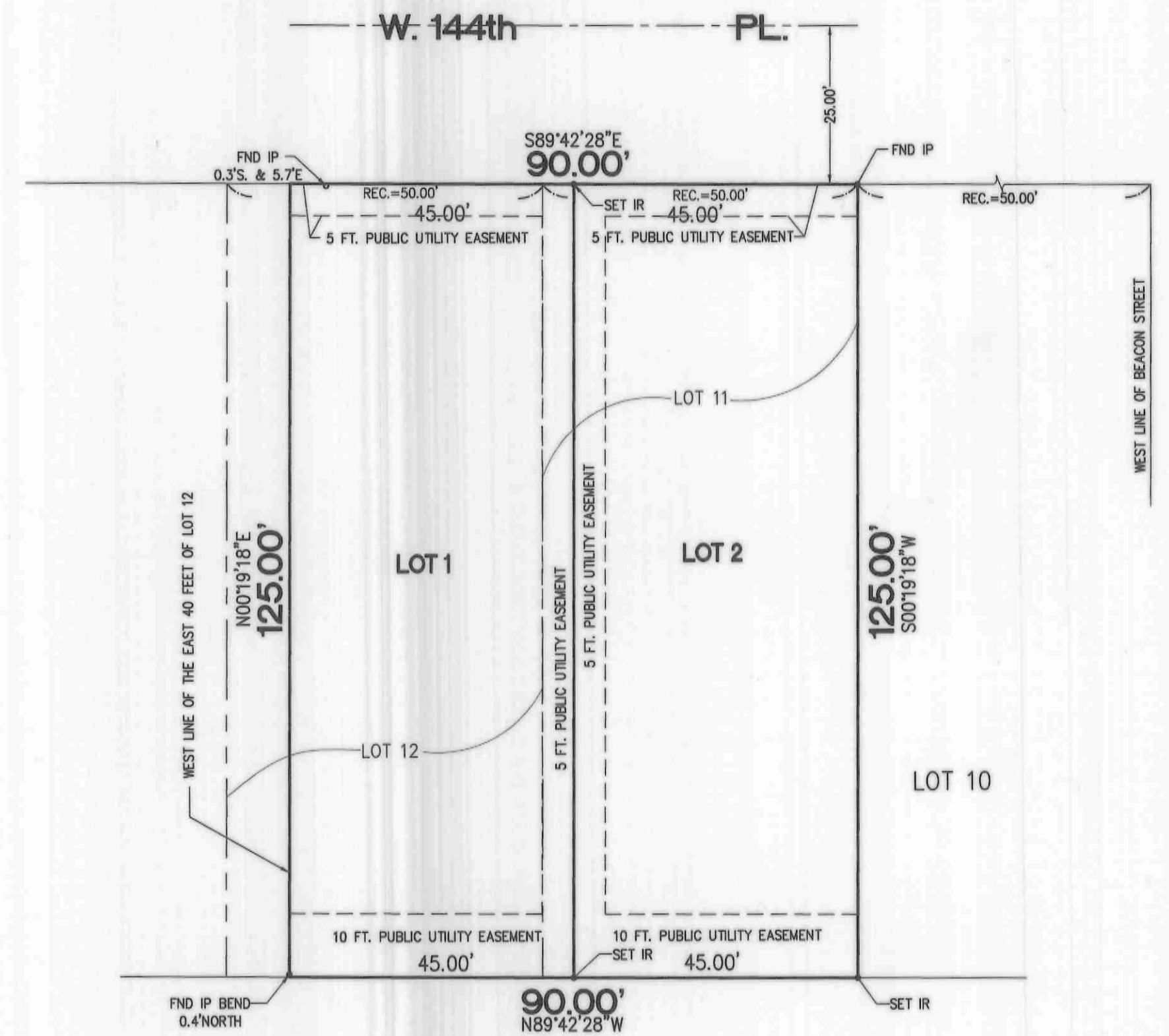
VILLAGE CERTIFICATE
 STATE OF ILLINOIS } SS
 COUNTY OF COOK }
 APPROVED AND ACCEPTED THIS _____ DAY OF _____, 2013 A.D., BY THE VILLAGE BOARD OF TRUSTEES OF THE VILLAGE OF ORLAND PARK, ILLINOIS.
 _____ ATTEST: _____ VILLAGE CLERK

DRAINAGE CERTIFICATION
 I HEREBY DECLARE THAT TO THE BEST OF MY KNOWLEDGE AND BELIEF, THE DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY THE CONSTRUCTION OF SUCH IMPROVEMENTS ON ANY PART THEREOF, OR THAT IF SUCH SURFACE WATER DRAINAGE WILL BE CHANGED, REASONABLE PROVISION HAS BEEN MADE FOR COLLECTION AND DIVERSION OF SUCH SURFACE WATERS INTO PUBLIC AREAS OR DRAINS WHICH THE DEVELOPER HAS A RIGHT TO USE, AND THAT SUCH SURFACE WATERS WILL BE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES SO AS TO REDUCE THE LIKELIHOOD OF DAMAGE TO ADJOINING PROPERTY DUE TO THE CONSTRUCTION OF THE DEVELOPMENT.
 THE LAND FALLS WITHIN ZONE X PER FLOOD INSURANCE RATE MAP PANEL NUMBER 17031C0813J WITH AN EFFECTIVE DATE OF AUGUST 19, 2008 AS PUBLISHED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY.
 Eric R. Gerald 10/29/2013
 ENGINEER OR SURVEYOR



PUBLIC UTILITIES AND DRAINAGE EASEMENT PROVISIONS.
 EASEMENTS ARE HEREBY RESERVED FOR AND GRANTED TO THE VILLAGE OF ORLAND PARK, ILLINOIS, AND TO THOSE PUBLIC UTILITY COMPANIES OPERATING UNDER FRANCHISE FROM THE VILLAGE OF ORLAND PARK, INCLUDING BUT NOT LIMITED TO: COMED, NICOR, AT&T, COMCAST COMPANY AND THEIR SUCCESSORS AND ASSIGNS, OVER ALL OF THE AREAS MARKED "PUBLIC UTILITIES AND DRAINAGE EASEMENTS" OR "P.U. AND D.E." ON THE PLAT FOR THE PERPETUAL RIGHT, PRIVILEGE, AND AUTHORITY TO SURVEY, CONSTRUCT, RECONSTRUCT, REPAIR, INSPECT, MAINTAIN AND OPERATE VARIOUS UTILITY TRANSMISSION SYSTEMS AND INCLUDING STORM AND/OR SANITARY SEWERS, TOGETHER WITH ANY AND ALL NECESSARY MANHOLES, CATCH BASINS, CONNECTIONS, APPLIANCES AND OTHER STRUCTURES AND APPURTENANCES AS MAY BE DEEMED NECESSARY BY SAID VILLAGE, OVER, UPON, UNDER AND THROUGH SAID INDICATED EASEMENTS, TOGETHER WITH RIGHT OF ACCESS ACROSS THE GRANTOR'S PROPERTY FOR NECESSARY MEN AND EQUIPMENT TO DO ANY OF THE ABOVE WORK.
 THE RIGHT IS ALSO GRANTED TO TRIM OR REMOVE ANY TREES, SHRUBS OR OTHER PLANTS ON THE EASEMENT THAT INTERFERE WITH THE OPERATION OF THE SAID SEWERS OR OTHER UTILITIES. NO PERMANENT BUILDINGS SHALL BE PLACED ON SAID EASEMENTS, BUT SAME MAY BE USED FOR GARDENS, SHRUBS, LANDSCAPING AND OTHER PURPOSES THAT DO NOT TRIM OR LATER INTERFERE WITH THE AFORESAID USES OR RIGHTS. WHEN AN EASEMENT IS USED BOTH FOR SEWERS AND OTHER UTILITIES, THE OTHER UTILITY INSTALLATION SHALL BE SUBJECT TO THE ORDINANCES OF THE VILLAGE OF ORLAND PARK.
 EASEMENTS ARE HEREBY RESERVED FOR AND GRANTED TO THE VILLAGE OF ORLAND PARK AND OTHER GOVERNMENTAL AUTHORITIES HAVING JURISDICTION OF THE LAND SUBDIVIDED HEREBY, OVER THE ENTIRE EASEMENT AREA FOR INGRESS, EGRESS AND THE PERFORMANCE OF MUNICIPAL AND OTHER GOVERNMENTAL SERVICES, INCLUDING WATER, STORM AND SANITARY SEWER SERVICE AND MAINTENANCE.

EASEMENT PROVISIONS
 A NON-EXCLUSIVE EASEMENT FOR SERVING THE SUBDIVISION AND OTHER PROPERTY WITH ELECTRIC, COMMUNICATIONS, SEWER, WATER, GAS, AND DRAINAGE SERVICE IS HEREBY RESERVED FOR AND GRANTED TO THE VILLAGE OF ORLAND PARK, ILLINOIS; COMMONWEALTH EDISON COMPANY; AMERITECH ILLINOIS A.K.A. ILLINOIS BELL TELEPHONE COMPANY A.K.A. AT&T COMMUNICATIONS, INC.; NICOR GAS; AND CABLE TV; AS WELL AS THEIR RESPECTIVE LICENSEES, SUCCESSORS AND ASSIGNS, JOINTLY AND SEVERALLY TO CONSTRUCT, OPERATE, REPAIR, MAINTAIN, MODIFY, RECONSTRUCT, REPLACE, SUPPLEMENT, RELOCATE AND REMOVE FROM TIME TO TIME, POLES, GUYS, ANCHORS, WIRES, CABLES, CONDUITS, MANHOLES, TRANSFORMERS, PEDESTALS, EQUIPMENT, CABINETS OR OTHER FACILITIES USED IN CONNECTION WITH OVERHEAD AND UNDERGROUND TRANSMISSION AND DISTRIBUTION OF ELECTRICITY, COMMUNICATIONS, SOUNDS AND SIGNALS ("FACILITIES") IN, OVER, UNDER, ACROSS, ALONG AND UPON THE SURFACE OF THE PROPERTY SHOWN WITHIN THE DASHED OR DOTTED LINES (OR SIMILAR DESIGNATION) ON THE PLAT AND MARKED "EASEMENT," "UTILITY EASEMENT," "PUBLIC UTILITY EASEMENT," "P.U.E." (OR SIMILAR DESIGNATION), AND THE PROPERTY DESIGNATED ON THE PLAT FOR STREETS, WHETHER PRIVATE OR PUBLIC, TOGETHER WITH THE RIGHTS TO INSTALL REQUIRED SERVICE CONNECTIONS OVER OR UNDER THE SURFACE OF EACH LOT TO SERVE IMPROVEMENTS THEREON, OR ON ADJACENT LOTS, THE RIGHT TO CUT, TRIM OR REMOVE TREES, BUSHES, ROOTS AND SAPLINGS AND TO CLEAR OBSTRUCTIONS FROM THE SURFACE AND SUBSURFACE AS MAY BE REASONABLY REQUIRED INCIDENT TO THE RIGHTS HEREIN GIVEN AND THE RIGHT TO ENTER UPON THE SUBDIVIDED PROPERTY FOR ALL SUCH PURPOSES. OBSTRUCTIONS SHALL NOT BE PLACED WITHIN THE DASHED OR DOTTED LINES (OR SIMILAR DESIGNATION) MARKED "EASEMENT," "UTILITY EASEMENT," "PUBLIC UTILITY EASEMENT," "P.U.E." (OR SIMILAR DESIGNATION) WITHOUT THE PRIOR WRITTEN CONSENT OF GRANTEE. AFTER INSTALLATION OF ANY SUCH FACILITIES, THE GRADE OF THE SUBDIVIDED PROPERTY SHALL NOT BE ALTERED IN A MANNER SO AS TO INTERFERE WITH THE PROPER OPERATION AND MAINTENANCE THEREOF.
 RELOCATION OF FACILITIES WILL BE DONE BY GRANTEEES AT COST OF THE GRANTOR/LOT OWNER, UPON WRITTEN REQUEST.
 ANYTHING TO THE CONTRARY CONTAINED HEREIN NOT WITHSTANDING THE EASEMENTS RESERVED AND GRANTED UNDER THESE EASEMENT PROVISIONS SHALL NOT AFFECT AND ARE SPECIFICALLY NOT RESERVED OR GRANTED OVER THE LOTS AS SHOWN ON THIS PLAT.



SURVEYOR'S CERTIFICATE
 STATE OF ILLINOIS } SS
 COUNTY OF DuPAGE }
 I, KENNETH A. KENNEDY, AN ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003403 DO HEREBY CERTIFY THAT I HAVE SURVEYED AND/OR SUBDIVIDED THE PROPERTY DESCRIBED HEREON UNDER THE DIRECTION OF THE OWNER AND IN THE MANNER REPRESENTED ON THE PLAT HEREON DRAWN AND DESCRIBED AS FOLLOWS:
 LOT 11 AND EAST 40 FEET OF LOT 12 IN HUMPHREY'S SUBDIVISION OF THE NORTH 455 FEET OF THE NORTH 30 ACRES AT THE SOUTH 60 ACRES OF THE WEST HALF OF THE NORTHEAST LYING EAST OF WABASH ST. LOUIS AND PACIFIC RAILROAD OF SECTION 9, TOWNSHIP 36 NORTH RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.
 CONTAINING 0.258 ACRE MORE OR LESS.
 I DO FURTHER CERTIFY THAT:
 THIS SUBDIVISION IS WITHIN THE CORPORATE LIMITS OF THE CITY OF ORLAND PARK.
 THE LAND IN THE ANNEXED LEGAL DESCRIPTION FALLS WITHIN ZONE X PER FLOOD INSURANCE RATE MAP PANEL NUMBER 17031C0813J WITH AN EFFECTIVE DATE OF AUGUST 19, 2008 AS PUBLISHED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY.
 THE ATTACHED PLAT IS A CORRECT REPRESENTATION OF SAID SURVEY AND SUBDIVISION.
 DATED AT LEMONT, ILLINOIS, THIS 29th DAY OF OCTOBER, 2013 A.D.
 Kenneth A. Kennedy
 ILLINOIS PROFESSIONAL LAND SURVEYOR
 MY LICENSE EXPIRES ON 11/30/2014



DATE: November 4, 2013

REQUEST FOR ACTION REPORT

File Number: **2013-0638**
Orig. Department: **Officials**
File Name: **Increase Number of Liquor Licenses - Title 7 Chapter 4 - Ordinance**

BACKGROUND:

Increase number of Class C liquor licenses from eleven (11) to twelve (12) for Pronto Pizza Kitchen, 15222 South LaGrange Road.

BUDGET IMPACT:

REQUESTED ACTION:

I move to pass Ordinance Number _____, entitled: AN ORDINANCE AMENDING TITLE 7 CHAPTER 4 OF THE ORLAND PARK MUNICIPAL CODE REGARDING THE AVAILABLE NUMBER OF CLASS C LIQUOR LICENSES ISSUED BY THE VILLAGE OF ORLAND PARK, COOK AND WILL COUNTIES, ILLINOIS

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AN ORDINANCE AMENDING TITLE 7 CHAPTER 4 OF THE ORLAND PARK MUNICIPAL CODE, REGARDING THE AVAILABLE NUMBER OF CLASS C LIQUOR LICENSES ISSUED BY THE VILLAGE OF ORLAND PARK, COOK AND WILL COUNTIES, ILLINOIS

.. B

Be It Ordained by the President and Board of Trustees of the Village of Orland Park, Cook and Will Counties, Illinois, as follows:

SECTION 1

Section 7-4-6 (3) of the Orland Park Municipal Code is hereby amended to increase the number of Class C licenses issued to make sales at retail of wine and beer only from the premises specified, for use or consumption on or off the premises where sold, from eleven (11) to twelve (12).

SECTION 2

All Ordinances or parts of Ordinances in conflict with the provisions of this Ordinance are hereby repealed insofar as they conflict herewith.

SECTION 3

This Ordinance shall be effective immediately upon its passage and approval in the manner provided by law.

REQUEST FOR ACTION REPORT

File Number: **2013-0643**
Orig. Department: **Village Manager**
File Name: **University of Illinois Extension - Master Gardener Lease Agreement Extension
2013 - 2015**

BACKGROUND:

As you know, the University of Illinois Cooperative Extension Services Master Gardener Program is currently leasing 618 square feet of space in the Cultural Center building, located at 14750 Park Lane. The lease period is from November 1, 2011 thru October 31, 2013 at an annual rent rate of twelve dollars (\$12.00). The Master Gardener program is requesting a two year extension on the lease agreement. At any time during the Lease Term, the Village may terminate this Lease Agreement effective three (3) months following written notice form Landlord to Tenant.

As a reminder, the Master Gardener program has agreed, in exchange for the space, to partner with the Village to expand access to research based information through the Master Gardener Volunteer program; answer homeowner gardening questions; participate in potential workshops for residents; contribute to village publications, as well as provide additional benefits to our residents. This has been a wonderful partnership over the past several years. Residents have received their assistance and enjoyed the benefits of having this resource in our community.

BUDGET IMPACT:

Revenue of \$12.00 per year for two (2) years.

REQUESTED ACTION:

I move to approve a two (2) year lease agreement extension with the Board of Trustees of the University of Illinois.

Lease Amendment
THE BOARD OF TRUSTEES
OF
THE UNIVERSITY OF ILLINOIS
Commercial Lease Amendment Abstract

Campus Unit for which the space is leased:	University of Illinois Extension – Cook County_
Campus funding source (CFOAPAL)	1-631947-384712-157300-191200
Campus Unit point of contact:	Wayne Mosser (217) 333-5062
Address of property under lease:	14750 Park Lane Orland Park, Illinois
Landlord's Name, Address & Telephone No:	Village of Orland Park 14700 S. Ravinia Avenue Orland Park, Illinois 60462
Lease Period:	November 1, 2013 through October 31, 2015
Options w/cost & date of extensions:	N/A
Rental - Monthly/Annually:	Annual Rent - \$12.00
Sq. Ft. Leased/Rent per Sq. Ft.:	618 square foot
Cost of Tenant Improvements:	N/A _____
Comments (project/property description):	_____

This cover sheet is for information purposes and is not a part of the following Lease Agreement.

LEASE AMENDMENT AGREEMENT – No. 2

THIS AGREEMENT is made and is effective as of October 31, 2013, by and between THE VILLAGE OF ORLAND PARK, located at 14700 South Ravinia Avenue, Orland Park, Illinois, (hereinafter referred to as “Landlord”) and THE BOARD OF TRUSTEES OF THE UNIVERSITY OF ILLINOIS, a body corporate and politic of the State of Illinois, with its principal office in Urbana, Illinois 61801 (hereinafter referred to as “Tenant”).

WITNESSETH:

WHEREAS, Landlord has by Lease Agreement dated September 9, 2010 and Lease Amendment Agreement – No. 1 dated October 26, 2011 (hereinafter collectively “Lease”) leased to Tenant premises, consisting of 618 square feet, known as the First Floor Northeast Exhibition Hall Office Area (hereinafter “Premises”) within the Cultural Center building, as further designated on the attached Exhibit A; and

WHEREAS, the Lease granted to Tenant the right and option to extend the Lease as provided therein; and

WHEREAS, Tenant now desires to extend the Lease for a second two-year period, beginning November 1, 2013 and ending October 31, 2015; and

WHEREAS, the parties wish to set forth these matters in writing.

NOW, THEREFORE, in consideration of the mutual covenants contained herein and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Landlord and Tenant agree to amend the Lease as follows:

1. **ARTICLE II – TERM** of the Lease shall be and hereby is amended to extend the Lease Term for the period from November 1, 2013 through October 31, 2015 in accordance with Article III of the Lease.
2. All other terms and conditions of said Lease, except as specifically modified herein, shall remain in full force and effect during the extended term of the Lease.
3. This Agreement will be binding upon the heirs, devisees, legatees, administrators, successors, beneficiaries, and assigns of the parties hereto, as the case may be.
4. Each individual signing this Agreement represents that he/she is authorized to sign on behalf of their respective entity and that the entity is bound by the terms hereof.

SIGNATURES ON FOLLOWING PAGE

IN WITNESS WHEREOF, Landlord and Tenant have caused these presents to be executed in the manner appropriate to each, all as and of the date and year first hereinabove set forth.

LANDLORD: VILLAGE OF ORLAND PARK

TENANT: THE BOARD OF TRUSTEES OF
THE UNIVERSITY OF ILLINOIS

By: _____

By: _____

Title: _____

Comptroller Date

Attest: _____

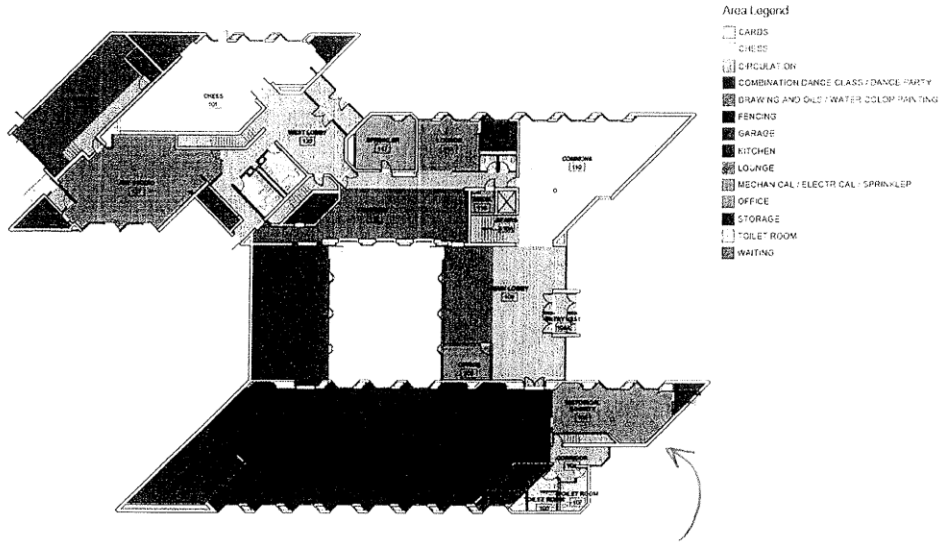
Title: _____

APPROVED:

Regional Director-UI Extension

Associate Dean or designee

EXHIBIT A
(see Excel file/ or attach plan)



Space marked "Historical Society" is the leased space.