



Village of Mount Prospect
Village Board
Regular Meeting Agenda
50 S. Emerson St. Mount Prospect, IL 60056

December 16, 2025

Village Hall - 3rd Floor Board Room

7:00 PM

1. CALL TO ORDER

2. ROLL CALL

2.1. Pledge of Allegiance - Trustee Terri Gens

3. APPROVAL OF MINUTES

3.1. Minutes of the regular meeting of the Village Board - December 2, 2025

4. MAYORS REPORT

4.1. Mayor's Comment

4.2. ACCOLADES: Recognition of the Mount Prospect Youth Super Bowl Champions - Middle Weight Pac Blue Team and Varsity Team

5. COMMUNICATIONS AND PETITIONS - CITIZENS TO BE HEARD

5.1. Individuals wishing to address the Village Board in person regarding issues not on the agenda must register to participate in the Citizens to Be Heard process. You may sign in before the meeting in person or by emailing your intent to speak to publiccomment@mountprospect.org no later than 1:00 p.m. on the day of the meeting.

6. CONSENT AGENDA

6.1. Monthly Financial Report - October 2025

6.2. List of Bills - November 26, 2025 to December 9, 2025 - \$3,647,250.92

6.3. Approval of Closed Session minutes - November 11, 2025 and November 18, 2025

6.4. Motion to Waive the Rules Requiring Two Readings of an Ordinance and Adopt AN ORDINANCE LEVYING THE TAX FOR THE VILLAGE OF MOUNT PROSPECT ELK GROVE TOWNSHIP FIRE AND EMERGENCY MEDICAL ASSISTANCE SPECIAL SERVICE AREA FOR THE TAX YEAR 2025

6.5. A RESOLUTION REGARDING THE APPROVAL AND RELEASE OF CLOSED SESSION MINUTES

6.6. A RESOLUTION AUTHORIZING PAYMENT TO THE MOUNT PROSPECT LIBRARY UNDER THE TERMS OF A GROUND LEASE AGREEMENT

7. OLD BUSINESS

7.1. Motion to approve the Hatlen Heights neighborhood traffic-calming program on Audrey Lane, Hatlen Avenue, Grindel Drive, Connie Lane, and Meier Road.

8. NEW BUSINESS - None

9. VILLAGE MANAGER'S REPORT

9.1. Motion to accept the Suburban Purchasing Cooperative joint bid results for the purchase of three 2026 Ford Explorer all-wheel drive hybrid pursuit vehicles and two non-pursuit rated 2026 Ford Explorers from Currie Motors, and the purchase and installation of any associated emergency lighting and communications equipment for these five vehicles in an amount not to exceed \$335,000.00.

9.2. As submitted

10. ANY OTHER BUSINESS

11. ADJOURNMENT

ANY INDIVIDUAL WHO WOULD LIKE TO ATTEND THIS MEETING BUT BECAUSE OF A DISABILITY OR NEEDS SOME ACCOMMODATION TO PARTICIPATE, SHOULD CONTACT THE VILLAGE MANAGER'S OFFICE AT 847/392-6000, EXTENSION 5327

DRAFT



**Village of Mount Prospect Regular
Meeting of the Village Board
Tuesday, December 2, 2025 / 7:00PM**

CALL TO ORDER

Mayor Paul Hoefert called the regular Village Board meeting to order on Tuesday, December 2, 2025, at 7:08 PM.

ROLL CALL

Members present upon roll call by the Village Clerk:

Mayor Paul Hoefert, Trustee Vincent Dante, Trustee Bill Grossi, Trustee John Matuszak, Trustee Colleen Saccotelli

Absent: Trustee Terri Gens (arrived at 7:43 p.m.)

2.1. Pledge of Allegiance – Led by Trustee Beth DiPrima

APPROVAL OF MINUTES

3.1. Minutes of the regular meeting of the Village Board - November 18, 2025

Motion by Colleen Saccotelli, second by Vincent Dante to approve the minutes of the regular Village Board meeting of November 18, 2025:

Yea: Vincent Dante, Beth DiPrima, Bill Grossi, John Matuszak, Colleen Saccotelli

Nay: None

Absent: Terri Gens

Final Resolution: Motion Passed

MAYORS REPORT

4.1. A RESOLUTION FOR THE HOLIDAY SEASON

Mayor Hoefert presented a resolution for the holiday season, noting that this is the time of year when individuals and the community reflect on relationships, goodwill, and creating a peaceful and safe world. The resolution extended sincere wishes from the Mayor and Board of Trustees to the community for a joyous holiday season.

DRAFT

Motion by John Matuszak, second by Vincent Dante to approve the resolution for the Holiday Season:

Yea: Vincent Dante, Beth DiPrima, Bill Grossi, John Matuszak, Colleen Saccotelli

Nay: None

Absent: Terri Gens

Final Resolution: Motion

Resolution No. 36-25

4.2. PROCLAMATION: Teddy Bear Walk Month-December 2025

Mayor Hoefert presented a proclamation recognizing December 2025 as Mount Prospect Teddy Bear Walk Month, marking the 45th anniversary of this annual event. The Teddy Bear Walk was started in 1980 by the Mount Prospect Public Library and downtown businesses to provide a holiday tradition for children.

Steph Wolferman, Department Head of Youth Services for the Mount Prospect Public Library, thanked the Board for recognizing the event. She noted this year's festivities would feature snowflake crafts, penguin story time, and musical guests, and thanked the Village for being great partners.

4.3. APPOINTMENT TO BOARDS AND COMMISSIONS

Special Events Commission: Jenna Olsen

Motion by Bill Grossi, second by Vincent Dante to ratify the appointment of Jenna Olsen to the Special Events Commission for a term to expire December 2029:

Yea: Vincent Dante, Beth DiPrima, Bill Grossi, John Matuszak, Colleen Saccotelli

Nay: None

Absent: Terri Gens

Final Resolution: Motion

COMMUNICATIONS AND PETITIONS - CITIZENS TO BE HEARD

Jill Friedrichs

Mount Prospect resident

- Thanked the Board for all they do for the community.

Alix Graziano

Mount Prospect resident

- Spoke about disparaging remarks she felt a Trustee had made in a letter to the editor; called for greater accountability and improved listening.

Ronak McFadden

Mount Prospect resident

- Commended the Public Works Department for snow removal efforts
- Raised concerns about Prestige, a business that had caused odor problems for approximately 5 years; questioned what processes allowed this situation to persist and how similar issues would be prevented in the future.

DRAFT

CONSENT AGENDA

Motion by John Matuszak, second by Colleen Saccotelli to approve the consent agenda as presented:

Yea: Vincent Dante, Beth DiPrima, Bill Grossi, John Matuszak, Colleen Saccotelli

Nay: None

Absent: Terri Gens

Final Resolution: Motion

6.1. List of Bills - November 12, 2025 to November 25, 2025 - \$10,353,989.54

6.2. Waive the rules requiring two readings of an ordinance and adopt AN ORDINANCE TO AMEND WATER AND SEWER RATES SET FORTH IN APPENDIX A, DIVISION II, VILLAGE CODE OF MOUNT PROSPECT, ILLINOIS

Ordinance No. 6817

6.3. Waive the rules requiring two readings of an ordinance and adopt AN ORDINANCE TO AMEND SOLID WASTE COLLECTION SERVICE RATES FOR INDIVIDUAL DWELLING UNITS SET FORTH IN CHAPTER 19, SECTION 19.202, VILLAGE CODE OF MOUNT PROSPECT, ILLINOIS

Ordinance No. 6818

6.4. Motion to waive the rule requiring two readings of an ordinance and adopt an ORDINANCE GRANTING A CONDITIONAL USE FOR A MASSAGE THERAPY ESTABLISHMENT AT THE PROPERTY 1699 WALL STREET, SUITE 550-Q, MOUNT PROSPECT, ILLINOIS (PZ-23-25)

Ordinance No. 6819

6.5. Motion to waive the rule requiring two readings of an ordinance and adopt an ORDINANCE GRANTING A CONDITIONAL USE FOR A MASSAGE THERAPY ESTABLISHMENT AT THE PROPERTY 1728 EAST KENSINGTON ROAD, MOUNT PROSPECT, ILLINOIS (PZ-25-25)

Ordinance No. 6820

6.6. Motion to waive the rule requiring two readings of an ordinance and adopt AN ORDINANCE AMENDING CHAPTER 13 (ALCOHOLIC LIQUORS) OF THE VILLAGE CODE OF MOUNT PROSPECT. This Ordinance will decrease the number of Class "F-1" licenses by (1) MI RESTAURANT INC. d/b/a MI RESTAURANT 1742 E Kensington Rd., Mount Prospect, IL; (2) NEW PUSAN RESTAURANT INC. d/b/a NEW PUSAN RESTAURANT 1144 S. Elmhurst Rd., Mount Prospect, IL; Class "F-3" licenses by (3) VAANA GROUP M LLC. d/b/a CHIT CHAAT CAFE located at 1716 E. Kensington, Mount Prospect, IL; (4) PATINA MOUNT PROSPECT LLC d/b/a PATINA WINE BAR located at 133 W. Prospect Ave, Mount Prospect, IL;

Ordinance No. 6821

OLD BUSINESS - None

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NEW BUSINESS

- 8.1. Motion to waive the rule requiring two readings of an ordinance and adopt an ORDINANCE GRANTING A CONDITIONAL USE FOR A REDUCED REAR YARD SETBACK FOR ACCESSORY STRUCTURES, AND VARIATIONS FROM THE LOT COVERAGE REQUIREMENT AND THE ACCESSORY STRUCTURE SIZE, HEIGHT, AND LOCATION REQUIREMENTS FOR PROPERTY LOCATED AT 17 SOUTH MAPLE STREET, MOUNT PROSPECT, ILLINOIS (PZ-26-25)

Motion by Bill Grossi, second by Vincent Dante to continue this item to the January 6, 2026 Village Board meeting:

Yea: Vincent Dante, Beth DiPrima, Bill Grossi, John Matuszak, Colleen Saccotelli

Nay: None

Absent: Terri Gens

Final Resolution: Motion Passed

- 8.2. A RESOLUTION APPROVING (1) A PROPERTY PURCHASE AND SALE AGREEMENT BETWEEN THE VILLAGE OF MOUNT PROSPECT AND ST. MARK LUTHERAN CHURCH AND (2) A POST-CLOSING PARKING USE AGREEMENT

Jason Shallcross, Director of Community and Economic Development, presented the property purchase agreement between the Village and St. Mark Lutheran Church. The purchase includes the church's vacant gymnasium and parsonage on the east side of Wille Street for \$1,450,000. The agreement includes a post-closing parking use agreement that ensures 30 parking stalls will remain available for church use until the Village creates replacement parking within 500 feet of the church. Additionally, 10 church staff members will be allowed to park in the Wille Street lot during weekdays beyond normal hours.

Director Shallcross noted that the property is approximately one acre, and the Village conducted a Phase 1 environmental assessment that came back clean. The Village plans to demolish the structures in the spring to prepare the site for redevelopment.

Board members expressed support for the purchase, noting it was a fair price and would provide needed parking for downtown businesses.

Public Comment:

Resident

- Expressed concern about potentially losing parking spaces if the property is redeveloped.

Mr. Shallcross confirmed that the agreement requires the Village to provide 30 replacement spaces before removing the current parking lot.

Motion by Colleen Saccotelli, second by Bill Grossi to adopt the resolution approving the property Purchase and Sale Agreement with St. Mark Lutheran Church and the post-closing parking use agreement:

Yea: Vincent Dante, Beth DiPrima, Bill Grossi, John Matuszak, Colleen Saccotelli

DRAFT

Nay: None

Absent: Terri Gens

Final Resolution: Motion Passed

Resolution No. 37-25

- 8.3. Motion to approve a traffic-calming project within the Hatlen Heights Subdivision on Audrey Lane, Hatlen Avenue, Grindel Drive, Connie Lane and Meier Road.

Project Engineer Luke Foresman presented a detailed traffic-calming plan for the Hatlen Heights subdivision. The project was initiated after residents on Audrey Lane submitted a petition regarding cut-through traffic and speeding. Mr. Foresman provided historical context dating back to 1994, noting various traffic studies conducted in the neighborhood. Speed feedback signs installed in 2023 had reduced speeding, but residents still wanted additional traffic-calming measures.

Trustee Terri Gens joined the meeting at 7:43 pm.

The Village conducted extensive community engagement including trials of various traffic calming measures. Based on community feedback, the revised proposal included:

- Mini traffic circles at the intersections of Audrey Lane/Grindel Drive and Hatlen Avenue/Grindel Drive
- Four-way stop control at Audrey Lane and Connie Lane
- Relocated speed feedback signs
- Additional pavement markings on Meier Road

Public Comment:

Barbara Kulp
Resident

- Thanked Luke Foresman for his clear communication regarding traffic-calming in her neighborhood
- Expressed concerns about noise issues at the intersection of Audrey Lane and Bonita, particularly from cars idling at corners and racing.

Vito LiRosi
Audrey Lane resident

- Addressed several ongoing concerns
- More action is needed to calm traffic; speed remains a problem
- Requested stop signs instead of the proposed mini traffic circles

Debbie Geavaras
Audrey Lane resident

- Shared personal experiences with speeding and cut-through traffic, including concerns about safety for children playing near the streets
- Requested stop signs

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Mr. Foresman answered questions from the Board. After extensive discussion about the effectiveness of various traffic-calming measures and resident preferences, the Board decided to postpone the decision for two weeks to allow staff to revise the proposal and incorporate resident input.

Motion by Bill Grossi, second by Vincent Dante to continue consideration of the traffic calming project and accompanying ordinance to December 16, 2025, Village Board meeting:

Yea: Vincent Dante, Beth DiPrima, Terri Gens, Bill Grossi, John Matuszak, Colleen Saccotelli

Nay: None

Final Resolution: Motion Passed

- 8.4. Motion to waive the rule requiring two readings of an ordinance and adopt an ORDINANCE AMENDING CHAPTER 18, "TRAFFIC" IN THE VILLAGE CODE OF MOUNT PROSPECT. This ordinance will adopt traffic regulations required for implementing a traffic-calming project in the Hatlen Heights Subdivision.

No action taken; motion continued to the December 16, 2025 meeting of the Village Board.

- 8.5. Motion in support of the Village Response Policy to Federal Law Enforcement Immigration Operations

Mayor Hoefert opened the discussion by addressing what he described as misconceptions about the Village's interactions with undocumented residents. He emphasized that all residents have access to all Village services, regardless of status, and that the Village treats everyone with respect, dignity, and compassion.

Village Attorney Lance Malina explained the legal constraints on local government actions regarding federal immigration enforcement. He noted that under federal law (the Supremacy Clause), local governments cannot interfere with federal law enforcement, while under Illinois state law (the TRUST Act), they cannot aid federal immigration enforcement. This creates a narrow range of possible actions.

Police Chief Mike Eterno described the police department's protocol when residents call 911 regarding immigration enforcement operations. He confirmed that officers will respond, verify the identities of federal agents, and document the interaction, but cannot interfere with lawful federal operations.

All trustees expressed their positions on the policy. While all acknowledged concerns about ICE tactics and expressed compassion for affected residents, they maintained that the Village's policy appropriately balances legal constraints with humanitarian concerns. Several trustees mentioned that the Village offers resources through its Human Services department, including legal aid clinics.

Numerous residents spoke both in support of and against taking stronger action. Those advocating for stronger measures asked the Board to pass an ordinance similar to those in Arlington Heights, Wheeling, and other communities prohibiting ICE from using Village property. Those supporting the Village's position argued that such measures would be unenforceable and potentially expose the Village to legal liability.

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Public comments were made by the following residents: (Clerk's note: 26 residents spoke; some chose not to provide their name)

1. Carmen Melesio
2. Amber Tortorello
3. Sandra
4. Dutch DeGroot
5. Kevin Morrison
6. Dan Robertson
7. Louis Goodman
8. Ronak McFadden
9. Resident
10. Resident
11. Carole Martz
12. Fr. John Dearhammer, St. Clare of Assisi Church
13. Alex
14. Samantha
15. Robin Jennings
16. Resident
17. Jeannie Lee-Mac
18. John Nowak
19. Steve Polit
20. Jen Carbone
21. Resident
21. Jaime Rische Clark
22. Linda Waycie Resident
23. Resident
24. Marta Valdes Revord
25. Resident
26. Rebecca C.

No further discussion.

Motion by Bill Grossi, second by John Matuszak to support the Village Response Policy to Federal Law Enforcement Immigration Operations:

Yea: Vincent Dante, Beth DiPrima, Terri Gens, Bill Grossi, John Matuszak, Colleen Saccotelli

Nay: None

Final Resolution: Motion Passed

VILLAGE MANAGER'S REPORT

- 9.1. Motion to approve waiving the competitive bidding requirements and purchase a Freightliner M2 Ambulance with Power Cot and Power Load at a total not to exceed \$504,283.

Motion by John Matuszak, second by Terri Gens to approve waiving the competitive bidding requirements and purchase a Freightliner M2 Ambulance with Power Cot and Power Load at a total not to exceed \$504,283:

DRAFT

Yea: Vincent Dante, Beth DiPrima, Terri Gens, Bill Grossi, John Matuszak, Colleen Saccotelli

Nay: None

Final Resolution: Motion Passed

9.2. Motion to accept bid for the 2025 New Sidewalk Program for an amount not to exceed \$163,570.

In response to a question from the Board asking why the Village was approving a bid for work to be done next year, Director of Public Works Sean Dorsey explained that the project was delayed due to IDOT permits but the funding was in the current year's budget.

Motion by John Matuszak, second by Terri Gens to accept the bid for the 2025 New Sidewalk Program for an amount not to exceed \$163,570:

Yea: Vincent Dante, Beth DiPrima, Terri Gens, Bill Grossi, John Matuszak, Colleen Saccotelli

Nay: None

Final Resolution: Motion passed

9.3. As submitted

No additional report.

ANY OTHER BUSINESS

Trustee Grossi reminded everyone about the upcoming Mount Prospect Historical Society Housewalk event on Friday, December 5, 2025

ADJOURNMENT

With no additional business to conduct, Mayor Hoefert asked for a motion to adjourn. Trustee Saccotelli seconded by Trustee Matuszak motioned to adjourn the meeting. By unanimous voice vote, the December 2, 2025 Regular Meeting of the Village Board of Trustees adjourned at 11:26p.m.

Respectfully submitted,

Karen M. Agoranos
Village Clerk



Item Cover Page

Subject

Meeting

Fiscal Impact (Y/N)

Dollar Amount

Budget Source

Category

Type

Mayor's Comment

December 16, 2025 - REGULAR MEETING OF THE MOUNT PROSPECT VILLAGE BOARD

MAYORS REPORT

Presentation

Information

Discussion

Alternatives

Staff Recommendation

Attachments

None



Item Cover Page

Subject **ACCOLADES: Recognition of the Mount Prospect Youth Super Bowl Champions - Middle Weight Pac Blue Team and Varsity Team**

Meeting December 16, 2025 - REGULAR MEETING OF THE MOUNT PROSPECT VILLAGE BOARD

Fiscal Impact (Y/N)

Dollar Amount

Budget Source

Category MAYORS REPORT

Type Presentation

Information

Discussion

Alternatives

Staff Recommendation

Attachments

None



Item Cover Page

Subject	Monthly Financial Report - October 2025
Meeting	December 16, 2025 - REGULAR MEETING OF THE MOUNT PROSPECT VILLAGE BOARD
Fiscal Impact (Y/N)	
Dollar Amount	
Budget Source	
Category	CONSENT AGENDA
Type	Action Item

Information

Attached is the Monthly Financial Report for October 2025.

Discussion

Alternatives

1. Accept the attached Monthly Financial Report for October 2025.
2. Action at the discretion of the Village Board.

Staff Recommendation

Staff recommends acceptance of the attached Monthly Financial Report for October 2025.

Attachments

1. Monthly Financial Report Oct 2025
2. 10 October Board Reports for Upload



VILLAGE OF MOUNT PROSPECT
MONTHLY FINANCIAL REPORT

October 31, 2025

Prepared By

Amit Thakkar, CPA
Director of Finance

TO: VILLAGE PRESIDENT, BOARD OF TRUSTEES, AND FINANCE COMMISSION

FROM: AMIT THAKKAR, DIRECTOR OF FINANCE

DATE: DECEMBER 8, 2025

SUBJECT: MONTHLY FINANCIAL REPORT FOR THE MONTH OF OCTOBER 2025

In an effort to provide the most transparent and relevant financial information in a timely manner, we are submitting this report herewith. The report contains relevant data and analytical information for the Village's financial affairs. The report is prepared based on the most recent available financial information (internal and external). The report is divided into five sections, including a) Cash and Investments, b) Revenues, c) Expenses, d) Fund Balance Analysis, and e) Other Items that may contain relevant new issues and items representing and impacting the Village's financial interest and well-being.

a) Cash and Investments

The Village of Mount Prospect maintains a sufficient cash balance at various banking and investment institutions for the smooth operation of the Village's day-to-day activities. The remainder of the cash assets are invested in multiple interest-earning accounts and investment options in accordance with the Village's Investment Policy. As of October 1, 2025, the beginning cash and cash equivalents totaled \$112.1 million. During the month, the Village collected cash receipts totaling \$10.4 million. The investment income for the month totaled \$580,338. The monthly payroll cost was \$2.0 million, and accounts payable were paid in the amount of \$11.3 million. The inter-fund activity decreased the cash position by \$24,762, while other disbursements totaled \$26,903. During the month, investments totaling \$5.0 million matured and the Village invested \$11.3 million in the new investments. As of October 31, 2025, the Village's Cash and Cash Equivalents totaled \$103.4 million.

GOVERNMENTAL AND ENTERPRISE FUNDS

	Cash and Cash Equivalents	Investments	Total Cash and Investments
Balance at October 1, 2025	\$ 112,067,537	\$ 26,343,527	\$ 138,411,063
Cash receipts	\$ 10,418,045	\$ -	10,418,045
Investment income	\$ 580,338	\$ 47,150	627,488
Transfers from investments to cash	\$ 5,000,000	\$ (5,000,000)	-
Transfers to investments from cash	\$ (11,276,011)	\$ 11,276,011	-
Interfund activity	\$ (24,762)	\$ -	(24,762)
Disbursements:			
Accounts payable	\$ (11,318,116)	\$ -	(11,318,116)
Payroll	\$ (1,979,668)	\$ -	(1,979,668)
Other	\$ (26,903)	\$ -	(26,903)
Balance at October 31, 2025	<u>\$ 103,440,458</u>	<u>\$ 32,666,688</u>	<u>\$ 136,107,147</u>

As of October 31, 2025, the Village has \$32.7 million invested in long-term investments, including U.S. Treasury, AAA+ rated money-market funds, and FDIC-insured CDs. The cash, cash equivalents, and investments totaled \$136.1 million as of October 31 2025.

The table below summarizes the cash, cash equivalents, and investments by fund type as of October 31, 2025.

Fund Details	Amount
General Fund	\$ 55,772,853
Special Revenue Funds	21,648,413
Debt Service Funds	1,872,705
Capital Projects Funds	19,125,286
Enterprise Funds	18,663,876
Internal Service Funds	19,024,014
Total Cash and Cash Equivalents	\$ 136,107,147

In addition to the funds summarized above, the Village of Mount Prospect has \$1,382,834 in escrow accounts under the umbrella of Other Trust and Agency Funds.

b) Revenues

The data below summarizes the revenue recognized by the Village through October 2025.

Revenue Category	Budget 2025	Actual YTD Oct 2025	% of Annual Budget	Actual YTD 2025 vs. Actual		
				Actual YTD Oct 2024	YTD 2024	% Change
Property Taxes	24,813,627	13,246,783	53.4%	24,314,774	(11,067,991)	-45.5%
Other Taxes	15,554,350	11,020,445	70.9%	10,076,348	944,096	9.4%
Intergovernmental Revenue	54,857,954	38,197,590	69.6%	34,408,814	3,788,775	11.0%
Licenses, Permits & Fees	1,912,000	1,518,437	79.4%	1,965,463	(447,026)	-22.7%
Charges For Services	47,342,301	40,722,470	86.0%	34,958,337	5,764,132	16.5%
Fines & Forfeits	608,500	504,830	83.0%	469,633	35,198	7.5%
Investment Income	3,933,700	4,629,196	117.7%	5,617,654	(988,458)	-17.6%
Other Financing Sources	16,449,433	2,139,177	13.0%	8,509,559	(6,370,382)	-74.9%
Other Revenue	3,085,500	2,325,311	75.4%	3,472,188	(1,146,877)	-33.0%
Reimbursements	1,086,500	1,798,187	165.5%	760,717	1,037,469	136.4%
Total Revenues	169,643,865	116,102,426	68.4%	124,553,489	(8,451,063)	-6.8%

The above amounts do not represent all the revenues to be recognized for the period under review. Certain state taxes, such as sales tax, home rule sales tax, and a few other taxes, will be received by the Village in November 2025 and later. Additionally, during October 2025, the Village received the following revenues from the State, which relate to a period prior to October 2025. These amounts are distributed after the State administrative fee deduction of \$12,745.

Revenues	Original Revenue Month	Revenue Recognition Month	Received by the Village	Amounts
State Sales Tax	Jul-25	Oct-25	Oct-25	3,835,423
Home Rule Sales Tax	Jul-25	Oct-25	Oct-25	772,099
Business District Tax	Jul-25	Oct-25	Oct-25	31,350
Auto Rental Tax	Jul-25	Oct-25	Oct-25	2,293
Telecom Tax	Jul-25	Oct-25	Oct-25	72,871
Total Revenues				\$4,714,037

The actual revenue recognized by the Village totaled \$116.1 million through October 2025, representing 68.4 percent of the annual budget. The overall recognized revenues are trending lower compared to the 2024 collection for the same period, due to timing issues with property taxes and interfund transfers.

Property Taxes: The Village's total levy for the year is \$18,235,179. The total property tax budget, including TIF increments, is \$24.8 million. The Village collected \$13.2 million in property taxes through October 2025. The property taxes are due in two installments: one in March and one in August. The Village received the first installment of the property taxes during March 2025. Due to the implementation of a new property tax ERP system, the second installment of property taxes is delayed significantly and the same has resulted in an overall reduced collection of property taxes by \$11.1 million compared to 2024. The Village is expected to collect its full levy before the end of the current fiscal year.

Other Taxes: The category of Other Taxes includes all the taxes enacted per local ordinances, including Home Rule Sales Tax, Hotel/Motel, Food and Beverage, Municipal Motor Fuel Tax, Utility Taxes, etc. As the State collects some of these taxes, there is a three-month lag between the actual sales and the tax remittance. In addition, all the local economic activities for October are reported in November or later. The YTD tax collection under this category totals \$11.0 million and it represents 70.9 percent of the annual budget. The reported collection is higher by \$944,096 or 9.4 percent compared to the previous year's collection. The reported amount for 2025 mainly includes \$5.0 million in home-rule sales tax, \$2.0 million in utility taxes, \$3.5 million in use taxes, and \$470,715 in other misc. taxes. The use tax includes \$1.4 million in food & beverage tax, \$1.0 million in real estate transfer tax, \$559,981 in municipal motor-fuel tax, and \$521,722 in other local taxes. The home-rule sales tax reflects a 18.0 percent increase over the 2024 collection for the same period. Due to recent changes in the law, out-of-state businesses selling items in the State of Illinois are now required to pay destination-based sales tax and the same has resulted in a higher amount of home-rule sales tax collections.

Intergovernmental Revenue: This category includes all the State shared taxes, including State Sales Tax, Income Tax, Use Tax, Motor Fuel Tax, and Grants. The Village is vigilantly tracking all intergovernmental revenues. As most of these taxes are collected by the State, there is a three-month lag between the actual sales and the tax remittance. The Village recognized \$38.2 million in intergovernmental revenues through October 2025. The amount does not represent the total revenues to be recognized during the month, as significant revenues will be reported and collected after October 2025. The overall recognized revenues are trending higher by \$3.8 million, or 11.0 percent, compared to the amount recognized last year for the same period. The State income tax revenue is recognized on a cash basis in the month of receipt and represents a 6.3 percent growth compared to the 2024 collections. The sales tax amount for 2025 represents sales tax from January to July 2025, collected through October 2025 (with a three-month lag). The data in the table below represents major intergovernmental revenue line items. Please note that the table reports only selected major items under the category of intergovernmental revenues.

Major State Taxes	Actual YTD Oct 2025	Actual YTD Oct 2024	Actual YTD 2025 vs. Actual YTD 2024	
				% Change
002 - State Income Tax	9,051,396	8,518,888	532,508	6.3%
003 - State Motor Fuel Tax	1,927,188	1,865,708	61,479	3.3%
004 - State Sales Tax	24,047,814	21,049,418	2,998,396	14.2%
005 - State Use Tax	701,987	1,591,259	(889,272)	-55.9%
006 - Video Gaming Tax	293,799	252,209	41,590	16.5%
007 - Cannabis Education Fund	65,791	69,474	(3,683)	-5.3%
008 - Municipal Cannabis Tax	45,824	52,380	(6,556)	-12.5%
Total State Taxes	36,133,797	33,399,335	2,734,462	8.2%

Due to recent changes in the law, a few items previously reported under use tax are now being reported under sales tax and this shift is responsible for the lower use tax and higher sales tax amounts.

Licenses & Permits: The Village collected \$1,518,437 in license and permit fees through October 2025. This amount is trending lower by \$447,026, or 22.7 percent, compared to last year's collection. The overall collection represents 79.4 percent of the annual budget for the category.

Business Licenses & Permits	Actual YTD Oct 2025	Actual YTD Oct 2024	Actual YTD 2025 vs. Actual YTD 2024	
			YTD 2024	% Change
409 - Business Licenses & Permits	679,384	676,331	3,053	0.5%
410 - Nonbusiness Licenses & Permits	839,053	1,289,132	(450,079)	-34.9%
Total Business Licenses & Permits	1,518,437	1,965,463	(447,026)	-22.7%

Charges for Services: The Village collected \$40.7 million in charges for services through October 2025. The amount represents 86.0 percent of the annual budget for the category, and it is trending higher by \$5.7 million, or 16.5 percent, compared to last year's collection. An increase in the water, sewer and refuse rates, along with an increase in the ambulance billing fee has resulted in a higher collection compared to last year's amount.

Investment Income: The Village earned \$4.6 million in investment income through October 2025, which represents 117.7 percent of the category's annual budget. The recognized revenue is trending lower by \$988,458 or 17.6 percent, compared to last year's amount, mainly due to several rate reductions and timing issues (i.e. different maturity dates beyond October 2025).

Other Categories: All other revenue categories collectively generated \$6.8 million through October 2025. The amount mainly includes \$504,830 in fines and forfeitures, \$2.3 million in other revenues, \$2.1 million in other financing sources, and \$1.8 million in reimbursements.

c) Expenditure

The data below recaps the expenditures incurred through October 2025.

Departments	Budget 2025	Actual YTD Oct 2025	% of Annual Budget	Actual YTD 2025 vs. Actual YTD 2024		
				Actual YTD Oct 2024	YTD 2024	% Change
10 Public Representation	779,620	619,689	79.5%	554,004	65,685	11.9%
20 Village Administration	6,687,309	4,561,562	68.2%	4,148,344	413,219	10.0%
30 Finance	3,299,072	1,814,135	55.0%	2,395,893	(581,758)	-24.3%
40 Community Development	15,553,291	11,873,076	76.3%	3,394,250	8,478,826	249.8%
50 Human Services	1,785,465	1,440,610	80.7%	1,227,287	213,322	17.4%
60 Police	28,215,092	21,075,380	74.7%	20,703,754	371,626	1.8%
70 Fire	27,373,238	18,441,762	67.4%	19,227,626	(785,864)	-4.1%
80 Public Works	75,412,437	47,201,241	62.6%	50,392,372	(3,191,131)	-6.3%
00 ND	37,641,104	14,201,245	37.7%	21,031,029	(6,829,784)	-32.5%
Total Expenditures	196,746,627	121,228,700	61.6%	123,074,559	(1,845,859)	-1.5%

The above amounts do not include the expenditure for the Pension Funds, as they are separate entities. The above amounts are unaudited and subject to change with accrual/audit adjustments.

Departments	Budget 2025	Actual YTD	% of Annual	Actual YTD		
		Oct 2025	Budget	Actual YTD Oct 2024	2025 vs. Actual YTD 2024	% Change
Personnel	64,699,724	47,994,481	74.2%	50,625,310	(2,630,829)	-5.2%
Contractual Services	44,256,215	33,871,489	76.5%	31,539,757	2,331,731	7.4%
Commodities & Supplies	2,825,230	1,884,568	66.7%	1,811,671	72,897	4.0%
Capital Improvements	45,343,608	23,643,395	52.1%	25,246,000	(1,602,605)	-6.3%
Debt Service	9,735,249	2,819,398	29.0%	2,557,610	261,788	10.2%
Other Expenditures	13,437,168	9,015,369	67.1%	2,794,211	6,221,158	222.6%
Interfund Transfers	16,449,433	2,000,000	12.2%	8,500,000	(6,500,000)	-76.5%
Total Expenditures	196,746,627	121,228,700	61.6%	123,074,559	(1,845,859)	-1.5%

Personnel Costs: The year-to-date expenditure for Personnel Costs, including benefits, is \$48.0 million, or 74.2 percent of the annual budget for the category. The amount is trending lower by \$2.6 million, or 5.2 percent compared to last year's amount, mainly due to delayed pension contributions resulting from delayed second installment of property taxes. The overtime expense through October 2025 totaled \$2.6 million, marginally trending lower compared to the last year's amount of \$2.7 million.

Contractual Services: This category covers most contractual services, including some large line items, such as JAWA water purchases, budgeted and grant-funded engineering studies, and other contracts. The Village incurred \$33.9 million in contractual services, equating to 76.5 percent of the annual budgeted amount for the category. The expenditure amount is trending higher by \$2.3 million or 7.4 percent, mainly due to the inflationary and timing issues.

Supplies: Through October 2025, the Village spent \$1.9 million on supplies, which totaled 66.7 percent of the annual budget. The commodities and supplies are trending marginally higher by \$72,897 or 4.0 percent.

Capital Improvements: The Village initially had \$32.9 million in approved capital improvement projects for 2025. In March 2025, the Village Board approved a budget amendment to carry over \$11.0 million in unfinished projects from 2024 to 2025. The budget was further amended and the total budget for the category is currently at \$45.3 million. The Village has spent \$23.6 million for capital improvement projects through October 2025. The Village is concluding many yearly projects at this time and will be reporting those projects in November and December.

Debt Service: Per the established debt service schedules, the Village's bond payments are due on June 1 and December 1. The Village processes these debt service payments a few days before due dates and keeps sufficient funds to execute them. So far, the Village has paid its debt service payments in May 2025 (due on June 1, 2025) totaling \$2.2 million. Besides that, the developer's note (Randhurst Mall) has an accrued interest of \$0.6 million through October 2025.

Other Expenditure: This category includes a budget of \$13.4 million and includes various risk management items as well as the TIF incentive amounts to be shared per the redevelopment agreements. The Village recently approved a budget amendment (in July 2025) for acquiring the 111 E Busse property. This budget amendment is reflected in the above numbers. The Village has spent \$5.0 million for the 111 E Busse acquisition and \$4.0 in other expenditures.

Interfund Transfers: The amount represents various interfund transfers budgeted from the General Fund (\$15,749,433) and from the Elk Grove Rural Special Service Area Fund (\$1,000,000). The Village executed interfund transfers totaling \$2.0 million in July. These transfers were made from the General Fund to the Pension Stabilization Fund, to support the public safety pension abatements. The remaining transfers are expected to be executed in December 2025.

d) Fund Balance Analysis:

Fund balance is an essential tool to check the fiscal health of any governmental organization. The data below summarizes the Village's monthly unassigned/unrestricted general fund reserves.

Items/Details	Dec-24	Q1-2025	Q2-2025	Q3-2025	Oct-25	YTD 2025
Revenues - Unaudited	90,532,896	15,232,119	18,588,508	16,499,457	6,419,237	6,419,237
Expenses - Unaudited	(87,415,097)	(18,337,275)	(15,119,549)	(18,663,990)	(4,866,755)	(4,866,755)
Net Monthly Surplus/(Deficit)	3,117,799	(3,105,156)	3,468,959	(2,164,532)	1,552,482	1,552,482

Ending Unrestricted Reserves	46,348,799	43,243,643	46,712,602	44,548,070	46,100,552	46,100,552
As % of General Fund Budget	54.0%	50.4%	54.5%	51.9%	53.8%	53.8%

Unencumbered Cash Balance	(8,498,623)	41,705,474	46,623,754	44,548,070	46,100,552	46,100,552
As % of General Fund Budget	-9.9%	48.6%	54.4%	51.9%	53.8%	53.8%

* Fund Balance is unaudited, and subject to adjustments and other changes. The above analysis includes only unrestricted fund balance for the General Fund.

As of October 31, 2025, the unrestricted fund balance is estimated at \$46.1 million, which equates to 53.8 percent of the annual budget. Not all revenues and expenditures for the fiscal period are recognized. The year-to-date financial activities have resulted in a net surplus of \$1.5 million. The unencumbered cash balance as of October 31, 2025, is \$46.1 million, and it also represents 53.8 percent of the annual budget. The Village fund balance policy recommends maintaining a fund balance between 30 to 50 percent of the annual budget. The current fund balance is in compliance with the fund balance policy.

Economic Emergency Fund

The Village Board authorized the creation of a new Economic Emergency Fund in May 2023 and approved a budget amendment funding \$6.5 million from the General Fund reserves as an initial funding amount. This transfer was executed in May 2023 and invested in June 2023 in a AAA-rated I-prime account. The table below summarizes the Economic Emergency Fund activities for the month. During July 2024, the Village funded the second installment of \$6.5 million. Also, the Economic Emergency Fund earned an interest income of \$49,568 during October 2025. As of October 31, 2025, the Economic Emergency Fund reported an ending fund balance of \$14,181,815, which comprises \$13.0 million in Village Contributions from the General Fund and \$1,181,815 in Investment Income.

Economic Emergency Fund	FY 2023	FY 2024	Q1-2025	Q2-2025	Q3-2025	Oct-25	Total Since Inception
Village Contribution	6,500,000	6,500,000	-	-	-	-	13,000,000
Investment Income	195,690	495,944	118,134	172,874	149,604	49,568	1,181,815
Net Monthly Surplus/Deficit	6,695,690	6,995,944	118,134	172,874	149,604	49,568	14,181,815
Beginning Fund Balance	-	6,695,690	13,691,634	13,809,768	13,982,643	14,132,246	-
Ending Fund Balance	6,695,690	13,691,634	13,809,768	13,982,643	14,132,246	14,181,815	14,181,815

e) **Other Items:**

- a. During October 2025, the Village issued 99 real estate transfer tax stamps, of which 48 were exempt and 51 were non-exempt. During the month under review, the Village collected \$61,728 in real estate transfer taxes. The average real estate selling price was \$403,414. At the same time last year (October 2024), the Village sold 89 transfer tax stamps, of which 39 were exempt and 50 were non-exempt. In the same month last year, the Village collected real estate transfer tax totaling \$62,436, and the average selling price was \$416,191.

Respectfully Submitted,
Amit Thakkar
Director of Finance

VILLAGE OF MOUNT PROSPECT

BUDGET REVENUE & EXPENDITURE SUMMARIES

October 1 – October 31, 2025



Revenue Budget by Account Classification Report

Through 10/31/25
Prior Fiscal Year Activity Included
Summary Listing

Account Classification	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 001 - General Fund									
REVENUE									
Property Taxes	17,781,260.00	.00	17,781,260.00	(4,921.47)	.00	10,243,448.22	7,537,811.78	58	17,868,752.54
Other Taxes	13,702,200.00	.00	13,702,200.00	1,181,582.49	.00	9,567,308.91	4,134,891.09	70	8,680,298.83
Licenses, Permits & Fees	1,911,500.00	.00	1,911,500.00	80,719.85	.00	1,518,436.92	393,063.08	79	1,965,462.69
Intergovernmental Revenue	41,833,082.00	.00	41,833,082.00	4,198,047.11	.00	28,177,161.61	13,655,920.39	67	28,260,537.56
Charges For Services	4,154,046.00	.00	4,154,046.00	503,320.19	.00	3,196,075.37	957,970.63	77	1,589,145.71
Fines & Forfeits	353,500.00	.00	353,500.00	26,772.00	.00	310,347.06	43,152.94	88	275,803.20
Investment Income	2,112,000.00	.00	2,112,000.00	384,423.61	.00	2,022,966.51	89,033.49	96	2,736,813.40
Reimbursements	378,500.00	.00	378,500.00	11,354.50	.00	1,314,529.43	(936,029.43)	347	255,014.22
Other Revenue	428,300.00	.00	428,300.00	37,938.67	.00	389,047.17	39,252.83	91	428,117.32
Other Financing Sources	1,000,000.00	.00	1,000,000.00	.00	.00	.00	1,000,000.00	0	.00
REVENUE TOTALS	\$83,654,388.00	\$0.00	\$83,654,388.00	\$6,419,236.95	\$0.00	\$56,739,321.20	\$26,915,066.80	68%	\$62,059,945.47
Fund 001 - General Fund Totals	\$83,654,388.00	\$0.00	\$83,654,388.00	\$6,419,236.95	\$0.00	\$56,739,321.20	\$26,915,066.80		\$62,059,945.47



Revenue Budget by Account Classification Report

Through 10/31/25
Prior Fiscal Year Activity Included
Summary Listing

Account Classification	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 002 - Debt Service Fund									
REVENUE									
Property Taxes	221,367.00	.00	221,367.00	.00	.00	150,406.46	70,960.54	68	1,234,925.00
Other Taxes	.00	.00	.00	.00	.00	.00	.00	+++	.00
Intergovernmental Revenue	1,178,480.00	.00	1,178,480.00	34,731.07	.00	1,172,278.54	6,201.46	99	1,134,448.76
Investment Income	26,250.00	.00	26,250.00	6,256.95	.00	49,833.64	(23,583.64)	190	52,481.22
Other Revenue	.00	.00	.00	.00	.00	.00	.00	+++	.00
Other Financing Sources	3,099,433.00	.00	3,099,433.00	.00	.00	.00	3,099,433.00	0	.00
REVENUE TOTALS	\$4,525,530.00	\$0.00	\$4,525,530.00	\$40,988.02	\$0.00	\$1,372,518.64	\$3,153,011.36	30%	\$2,421,854.98
Fund 002 - Debt Service Fund Totals	\$4,525,530.00	\$0.00	\$4,525,530.00	\$40,988.02	\$0.00	\$1,372,518.64	\$3,153,011.36		\$2,421,854.98



Revenue Budget by Account Classification Report

Through 10/31/25
Prior Fiscal Year Activity Included
Summary Listing

Account Classification	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 020 - Capital Improvement Fund									
REVENUE									
Other Taxes	.00	.00	.00	.00	.00	.00	.00	+++	.00
Intergovernmental Revenue	3,399,392.00	.00	3,399,392.00	320,000.00	.00	2,411,477.71	987,914.29	71	1,400,000.00
Investment Income	210,000.00	.00	210,000.00	25,398.62	.00	239,930.83	(29,930.83)	114	293,891.42
Reimbursements	.00	.00	.00	.00	.00	.00	.00	+++	.00
Other Revenue	.00	.00	.00	.00	.00	.00	.00	+++	.00
Other Financing Sources	1,500,000.00	.00	1,500,000.00	.00	.00	.00	1,500,000.00	0	.00
REVENUE TOTALS	\$5,109,392.00	\$0.00	\$5,109,392.00	\$345,398.62	\$0.00	\$2,651,408.54	\$2,457,983.46	52%	\$1,693,891.42
Fund 020 - Capital Improvement Fund Totals	\$5,109,392.00	\$0.00	\$5,109,392.00	\$345,398.62	\$0.00	\$2,651,408.54	\$2,457,983.46		\$1,693,891.42



Revenue Budget by Account Classification Report

Through 10/31/25
Prior Fiscal Year Activity Included
Summary Listing

Account Classification	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 023 - Street Improvement Construc Fund									
REVENUE									
Other Taxes	732,250.00	.00	732,250.00	61,375.00	.00	559,980.93	172,269.07	76	561,524.28
Licenses, Permits & Fees	.00	.00	.00	.00	.00	.00	.00	+++	.00
Intergovernmental Revenue	4,197,000.00	.00	4,197,000.00	380,000.00	.00	2,660,000.00	1,537,000.00	63	1,400,000.00
Fines & Forfeits	.00	.00	.00	.00	.00	.00	.00	+++	.00
Investment Income	146,250.00	.00	146,250.00	23,601.17	.00	182,388.30	(36,138.30)	125	202,860.64
Reimbursements	.00	.00	.00	.00	.00	.00	.00	+++	.00
Other Revenue	22,500.00	.00	22,500.00	905.16	.00	40,154.59	(17,654.59)	178	21,333.04
Other Financing Sources	.00	.00	.00	.00	.00	.00	.00	+++	.00
REVENUE TOTALS	\$5,098,000.00	\$0.00	\$5,098,000.00	\$465,881.33	\$0.00	\$3,442,523.82	\$1,655,476.18	68%	\$2,185,717.96
Fund 023 - Street Improvement Construc Fund Totals	\$5,098,000.00	\$0.00	\$5,098,000.00	\$465,881.33	\$0.00	\$3,442,523.82	\$1,655,476.18		\$2,185,717.96



Revenue Budget by Account Classification Report

Through 10/31/25
Prior Fiscal Year Activity Included
Summary Listing

Account Classification	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 024 - Flood Control Construction Fund									
REVENUE									
Other Taxes	.00	.00	.00	.00	.00	.00	.00	+++	.00
Intergovernmental Revenue	.00	.00	.00	.00	.00	.00	.00	+++	.00
Charges For Services	10,000.00	.00	10,000.00	.00	.00	7,108.00	2,892.00	71	6,631.00
Investment Income	82,800.00	.00	82,800.00	14,005.81	.00	120,677.97	(37,877.97)	146	108,225.39
Reimbursements	5,000.00	.00	5,000.00	.00	.00	.00	5,000.00	0	8,500.00
Other Financing Sources	.00	.00	.00	.00	.00	.00	.00	+++	.00
REVENUE TOTALS	\$97,800.00	\$0.00	\$97,800.00	\$14,005.81	\$0.00	\$127,785.97	(\$29,985.97)	131%	\$123,356.39
Fund 024 - Flood Control Construction Fund Totals	\$97,800.00	\$0.00	\$97,800.00	\$14,005.81	\$0.00	\$127,785.97	(\$29,985.97)		\$123,356.39



Revenue Budget by Account Classification Report

Through 10/31/25
Prior Fiscal Year Activity Included
Summary Listing

Account Classification	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 036 - Rural Special Service Area Fund									
REVENUE									
Property Taxes	1,000,000.00	.00	1,000,000.00	.00	.00	.00	1,000,000.00	0	.00
REVENUE TOTALS	\$1,000,000.00	\$0.00	\$1,000,000.00	\$0.00	\$0.00	\$0.00	\$1,000,000.00	0%	\$0.00
Fund 036 - Rural Special Service Area Fund Totals	\$1,000,000.00	\$0.00	\$1,000,000.00	\$0.00	\$0.00	\$0.00	\$1,000,000.00		\$0.00



Revenue Budget by Account Classification Report

Through 10/31/25
Prior Fiscal Year Activity Included
Summary Listing

Account Classification	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 037 - SMP TIF Fund									
REVENUE									
Property Taxes	800,000.00	.00	800,000.00	.00	.00	429,501.56	370,498.44	54	822,721.70
Investment Income	.00	.00	.00	3,691.87	.00	29,037.54	(29,037.54)	+++	11,711.18
Other Revenue	.00	.00	.00	.00	.00	.00	.00	+++	.00
Other Financing Sources	.00	.00	.00	.00	.00	.00	.00	+++	.00
REVENUE TOTALS	\$800,000.00	\$0.00	\$800,000.00	\$3,691.87	\$0.00	\$458,539.10	\$341,460.90	57%	\$834,432.88
Fund 037 - SMP TIF Fund Totals	\$800,000.00	\$0.00	\$800,000.00	\$3,691.87	\$0.00	\$458,539.10	\$341,460.90		\$834,432.88



Revenue Budget by Account Classification Report

Through 10/31/25
Prior Fiscal Year Activity Included
Summary Listing

Account Classification	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 038 - Economic Emergency Fund									
REVENUE									
Investment Income	363,750.00	.00	363,750.00	49,568.48	.00	490,180.85	(126,430.85)	135	392,683.59
Other Financing Sources	.00	.00	.00	.00	.00	.00	.00	+++	6,500,000.00
REVENUE TOTALS	\$363,750.00	\$0.00	\$363,750.00	\$49,568.48	\$0.00	\$490,180.85	(\$126,430.85)	135%	\$6,892,683.59
Fund 038 - Economic Emergency Fund Totals	\$363,750.00	\$0.00	\$363,750.00	\$49,568.48	\$0.00	\$490,180.85	(\$126,430.85)		\$6,892,683.59



Revenue Budget by Account Classification Report

Through 10/31/25
Prior Fiscal Year Activity Included
Summary Listing

Account Classification	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 039 - Pension Stabilization Fund									
REVENUE									
Other Taxes	.00	.00	.00	.00	.00	.00	.00	+++	.00
Investment Income	.00	.00	.00	1,385.39	.00	7,479.06	(7,479.06)	+++	2,162.39
Other Financing Sources	2,000,000.00	.00	2,000,000.00	.00	.00	2,000,000.00	.00	100	2,000,000.00
REVENUE TOTALS	\$2,000,000.00	\$0.00	\$2,000,000.00	\$1,385.39	\$0.00	\$2,007,479.06	(\$7,479.06)	100%	\$2,002,162.39
Fund 039 - Pension Stabilization Fund Totals	\$2,000,000.00	\$0.00	\$2,000,000.00	\$1,385.39	\$0.00	\$2,007,479.06	(\$7,479.06)		\$2,002,162.39



Revenue Budget by Account Classification Report

Through 10/31/25
Prior Fiscal Year Activity Included
Summary Listing

Account Classification	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 040 - Refuse Disposal Fund									
REVENUE									
Property Taxes	.00	.00	.00	.00	.00	.00	.00	+++	.00
Charges For Services	5,275,800.00	.00	5,275,800.00	365,421.60	.00	4,386,983.03	888,816.97	83	4,226,373.07
Fines & Forfeits	43,000.00	.00	43,000.00	5,749.62	.00	35,118.65	7,881.35	82	31,980.98
Investment Income	31,800.00	.00	31,800.00	5,238.42	.00	37,878.79	(6,078.79)	119	38,314.25
Reimbursements	155,000.00	.00	155,000.00	182.31	.00	62,201.51	92,798.49	40	60,654.48
Other Revenue	143,200.00	.00	143,200.00	10,853.64	.00	118,512.28	24,687.72	83	109,757.04
REVENUE TOTALS	\$5,648,800.00	\$0.00	\$5,648,800.00	\$387,445.59	\$0.00	\$4,640,694.26	\$1,008,105.74	82%	\$4,467,079.82
Fund 040 - Refuse Disposal Fund Totals	\$5,648,800.00	\$0.00	\$5,648,800.00	\$387,445.59	\$0.00	\$4,640,694.26	\$1,008,105.74		\$4,467,079.82



Revenue Budget by Account Classification Report

Through 10/31/25
Prior Fiscal Year Activity Included
Summary Listing

Account Classification	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 041 - Motor Fuel Tax Fund									
REVENUE									
Intergovernmental Revenue	2,420,000.00	.00	2,420,000.00	227,403.70	.00	1,927,187.57	492,812.43	80	1,938,432.00
Investment Income	96,400.00	.00	96,400.00	11,927.76	.00	140,364.88	(43,964.88)	146	137,580.77
Reimbursements	8,000.00	.00	8,000.00	742.50	.00	8,393.42	(393.42)	105	13,226.99
Other Revenue	.00	.00	.00	.00	.00	.00	.00	+++	.00
REVENUE TOTALS	\$2,524,400.00	\$0.00	\$2,524,400.00	\$240,073.96	\$0.00	\$2,075,945.87	\$448,454.13	82%	\$2,089,239.76
Fund 041 - Motor Fuel Tax Fund Totals	\$2,524,400.00	\$0.00	\$2,524,400.00	\$240,073.96	\$0.00	\$2,075,945.87	\$448,454.13		\$2,089,239.76



Revenue Budget by Account Classification Report

Through 10/31/25
Prior Fiscal Year Activity Included
Summary Listing

Account Classification	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 042 - CDBG									
REVENUE									
Intergovernmental Revenue	295,000.00	.00	295,000.00	.00	.00	349,484.08	(54,484.08)	118	84,903.33
Investment Income	.00	.00	.00	.00	.00	.00	.00	+++	.00
Other Revenue	30,000.00	.00	30,000.00	.00	.00	65,786.36	(35,786.36)	219	40,219.00
REVENUE TOTALS	\$325,000.00	\$0.00	\$325,000.00	\$0.00	\$0.00	\$415,270.44	(\$90,270.44)	128%	\$125,122.33
Fund 042 - CDBG Totals	\$325,000.00	\$0.00	\$325,000.00	\$0.00	\$0.00	\$415,270.44	(\$90,270.44)		\$125,122.33



Revenue Budget by Account Classification Report

Through 10/31/25
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Account Classification	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 043 - Asset Seizure Fund									
REVENUE									
Fines & Forfeits	20,000.00	.00	20,000.00	5,234.75	.00	10,003.16	9,996.84	50	35,110.27
Investment Income	1,800.00	.00	1,800.00	273.84	.00	2,333.48	(533.48)	130	2,588.00
REVENUE TOTALS	\$21,800.00	\$0.00	\$21,800.00	\$5,508.59	\$0.00	\$12,336.64	\$9,463.36	57%	\$37,698.27
Fund 043 - Asset Seizure Fund Totals	\$21,800.00	\$0.00	\$21,800.00	\$5,508.59	\$0.00	\$12,336.64	\$9,463.36		\$37,698.27



Revenue Budget by Account Classification Report

Through 10/31/25
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Account Classification	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 044 - Federal Equitable Share Funds									
REVENUE									
Fines & Forfeits	16,000.00	.00	16,000.00	.00	.00	26,193.73	(10,193.73)	164	14,914.20
Investment Income	5,200.00	.00	5,200.00	421.84	.00	4,435.37	764.63	85	5,761.26
REVENUE TOTALS	\$21,200.00	\$0.00	\$21,200.00	\$421.84	\$0.00	\$30,629.10	(\$9,429.10)	144%	\$20,675.46
Fund 044 - Federal Equitable Share Funds Totals	\$21,200.00	\$0.00	\$21,200.00	\$421.84	\$0.00	\$30,629.10	(\$9,429.10)		\$20,675.46



Revenue Budget by Account Classification Report

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Prior Fiscal Year Activity Included
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Account Classification	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 045 - DUI Fine Fund									
REVENUE									
Fines & Forfeits	1,000.00	.00	1,000.00	.00	.00	.00	1,000.00	0	.00
Investment Income	2,250.00	.00	2,250.00	221.03	.00	1,333.80	916.20	59	2,117.50
REVENUE TOTALS	\$3,250.00	\$0.00	\$3,250.00	\$221.03	\$0.00	\$1,333.80	\$1,916.20	41%	\$2,117.50
Fund 045 - DUI Fine Fund Totals	\$3,250.00	\$0.00	\$3,250.00	\$221.03	\$0.00	\$1,333.80	\$1,916.20		\$2,117.50



Revenue Budget by Account Classification Report

Through 10/31/25
Prior Fiscal Year Activity Included
Summary Listing

Account Classification	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 046 - Foreign Fire Tax Board Fund									
REVENUE									
Other Taxes	122,400.00	.00	122,400.00	17,161.57	.00	164,473.88	(42,073.88)	134	143,419.77
Investment Income	14,000.00	.00	14,000.00	1,775.74	.00	13,461.63	538.37	96	16,054.23
Other Revenue	.00	.00	.00	.00	.00	.00	.00	+++	.00
Other Financing Sources	.00	.00	.00	.00	.00	.00	.00	+++	.00
REVENUE TOTALS	\$136,400.00	\$0.00	\$136,400.00	\$18,937.31	\$0.00	\$177,935.51	(\$41,535.51)	130%	\$159,474.00
Fund 046 - Foreign Fire Tax Board Fund Totals	\$136,400.00	\$0.00	\$136,400.00	\$18,937.31	\$0.00	\$177,935.51	(\$41,535.51)		\$159,474.00



Revenue Budget by Account Classification Report

Through 10/31/25
Prior Fiscal Year Activity Included
Summary Listing

Account Classification	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 048 - Business District Fund									
REVENUE									
Other Taxes	997,500.00	.00	997,500.00	88,778.57	.00	728,681.00	268,819.00	73	691,105.61
Intergovernmental Revenue	1,000,000.00	.00	1,000,000.00	200,000.00	.00	600,000.00	400,000.00	60	190,492.80
Investment Income	30,000.00	.00	30,000.00	2,894.01	.00	24,813.57	5,186.43	83	26,568.78
Other Financing Sources	.00	.00	.00	.00	.00	.00	.00	+++	.00
REVENUE TOTALS	\$2,027,500.00	\$0.00	\$2,027,500.00	\$291,672.58	\$0.00	\$1,353,494.57	\$674,005.43	67%	\$908,167.19
Fund 048 - Business District Fund Totals	\$2,027,500.00	\$0.00	\$2,027,500.00	\$291,672.58	\$0.00	\$1,353,494.57	\$674,005.43		\$908,167.19



Revenue Budget by Account Classification Report

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Prior Fiscal Year Activity Included
Summary Listing

Account Classification	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 049 - Prospect and Main TIF District									
REVENUE									
Property Taxes	5,011,000.00	.00	5,011,000.00	.00	.00	2,423,428.59	2,587,571.41	48	4,388,635.57
Investment Income	30,000.00	.00	30,000.00	383.67	.00	21,976.67	8,023.33	73	52,205.49
Other Revenue	1,500.00	.00	1,500.00	.00	.00	.00	1,500.00	0	.00
Other Financing Sources	.00	8,700,000.00	8,700,000.00	.00	.00	.00	8,700,000.00	0	.00
REVENUE TOTALS	\$5,042,500.00	\$8,700,000.00	\$13,742,500.00	\$383.67	\$0.00	\$2,445,405.26	\$11,297,094.74	18%	\$4,440,841.06
Fund 049 - Prospect and Main TIF District Totals	\$5,042,500.00	\$8,700,000.00	\$13,742,500.00	\$383.67	\$0.00	\$2,445,405.26	\$11,297,094.74		\$4,440,841.06



Revenue Budget by Account Classification Report

Through 10/31/25
Prior Fiscal Year Activity Included
Summary Listing

Account Classification	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 050 - Water and Sewer Fund									
REVENUE									
Property Taxes	.00	.00	.00	.00	.00	(1.39)	1.39	+++	(260.41)
Licenses, Permits & Fees	500.00	.00	500.00	.00	.00	.00	500.00	0	.00
Intergovernmental Revenue	535,000.00	.00	535,000.00	.00	.00	900,000.00	(365,000.00)	168	.00
Charges For Services	21,790,870.00	.00	21,790,870.00	1,957,038.62	.00	19,347,741.10	2,443,128.90	89	17,924,487.34
Fines & Forfeits	175,000.00	.00	175,000.00	14,160.29	.00	123,167.87	51,832.13	70	111,824.10
Investment Income	425,000.00	.00	425,000.00	67,932.20	.00	683,963.00	(258,963.00)	161	881,870.56
Reimbursements	.00	.00	.00	.00	.00	.00	.00	+++	.00
Other Revenue	85,000.00	.00	85,000.00	7,700.00	.00	116,208.59	(31,208.59)	137	1,239,436.27
Other Financing Sources	.00	.00	.00	.00	.00	.00	.00	+++	.00
REVENUE TOTALS	\$23,011,370.00	\$0.00	\$23,011,370.00	\$2,046,831.11	\$0.00	\$21,171,079.17	\$1,840,290.83	92%	\$20,157,357.86
Fund 050 - Water and Sewer Fund Totals	\$23,011,370.00	\$0.00	\$23,011,370.00	\$2,046,831.11	\$0.00	\$21,171,079.17	\$1,840,290.83		\$20,157,357.86



Revenue Budget by Account Classification Report

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Account Classification	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 051 - Village Parking System Fund									
REVENUE									
Other Taxes	.00	.00	.00	.00	.00	.00	.00	+++	.00
Charges For Services	46,100.00	.00	46,100.00	9,417.85	.00	73,150.07	(27,050.07)	159	42,334.06
Investment Income	1,200.00	.00	1,200.00	373.80	.00	3,125.48	(1,925.48)	260	1,741.78
Other Revenue	1,500.00	.00	1,500.00	400.75	.00	2,628.85	(1,128.85)	175	1,555.05
Other Financing Sources	150,000.00	.00	150,000.00	.00	.00	.00	150,000.00	0	.00
REVENUE TOTALS	\$198,800.00	\$0.00	\$198,800.00	\$10,192.40	\$0.00	\$78,904.40	\$119,895.60	40%	\$45,630.89
Fund 051 - Village Parking System Fund Totals	\$198,800.00	\$0.00	\$198,800.00	\$10,192.40	\$0.00	\$78,904.40	\$119,895.60		\$45,630.89



Revenue Budget by Account Classification Report

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Account Classification	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 052 - Parking System Revenue Fund									
REVENUE									
Other Taxes	.00	.00	.00	.00	.00	.00	.00	+++	.00
Intergovernmental Revenue	.00	.00	.00	.00	.00	.00	.00	+++	.00
Charges For Services	128,500.00	.00	128,500.00	12,592.35	.00	116,760.15	11,739.85	91	108,938.00
Investment Income	3,500.00	.00	3,500.00	790.48	.00	6,153.02	(2,653.02)	176	6,572.24
Other Revenue	8,000.00	.00	8,000.00	830.90	.00	7,297.50	702.50	91	7,033.60
Other Financing Sources	.00	.00	.00	.00	.00	.00	.00	+++	.00
REVENUE TOTALS	\$140,000.00	\$0.00	\$140,000.00	\$14,213.73	\$0.00	\$130,210.67	\$9,789.33	93%	\$122,543.84
Fund 052 - Parking System Revenue Fund Totals	\$140,000.00	\$0.00	\$140,000.00	\$14,213.73	\$0.00	\$130,210.67	\$9,789.33		\$122,543.84



Revenue Budget by Account Classification Report

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Summary Listing

Account Classification	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 060 - Vehicle Maintenance Fund									
REVENUE									
Charges For Services	2,727,148.00	.00	2,727,148.00	227,262.35	.00	2,272,623.50	454,524.50	83	2,167,727.60
Investment Income	39,000.00	.00	39,000.00	5,229.22	.00	38,479.68	520.32	99	39,067.49
Other Revenue	.00	.00	.00	.00	.00	.00	.00	+++	.00
Other Financing Sources	.00	.00	.00	.00	.00	.00	.00	+++	.00
REVENUE TOTALS	\$2,766,148.00	\$0.00	\$2,766,148.00	\$232,491.57	\$0.00	\$2,311,103.18	\$455,044.82	84%	\$2,206,795.09
Fund 060 - Vehicle Maintenance Fund Totals	\$2,766,148.00	\$0.00	\$2,766,148.00	\$232,491.57	\$0.00	\$2,311,103.18	\$455,044.82		\$2,206,795.09



Revenue Budget by Account Classification Report

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Summary Listing

Account Classification	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 061 - Vehicle Replacement Fund									
REVENUE									
Charges For Services	2,023,030.00	.00	2,023,030.00	168,585.85	.00	1,685,858.50	337,171.50	83	1,369,058.30
Fines & Forfeits	.00	.00	.00	.00	.00	.00	.00	+++	.00
Investment Income	300,000.00	.00	300,000.00	35,945.49	.00	472,962.40	(172,962.40)	158	577,504.79
Reimbursements	.00	.00	.00	.00	.00	.00	.00	+++	.00
Other Revenue	25,000.00	.00	25,000.00	.00	.00	.00	25,000.00	0	43,862.00
Other Financing Sources	.00	.00	.00	3,750.00	.00	139,177.00	(139,177.00)	+++	9,559.00
REVENUE TOTALS	\$2,348,030.00	\$0.00	\$2,348,030.00	\$208,281.34	\$0.00	\$2,297,997.90	\$50,032.10	98%	\$1,999,984.09
Fund 061 - Vehicle Replacement Fund Totals	\$2,348,030.00	\$0.00	\$2,348,030.00	\$208,281.34	\$0.00	\$2,297,997.90	\$50,032.10		\$1,999,984.09



Revenue Budget by Account Classification Report

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Prior Fiscal Year Activity Included
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Account Classification	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 062 - Computer Replacement Fund									
REVENUE									
Charges For Services	995,443.00	.00	995,443.00	82,953.58	.00	829,535.80	165,907.20	83	190,833.40
Investment Income	.00	.00	.00	3,290.06	.00	19,643.21	(19,643.21)	+++	13,555.77
Other Financing Sources	.00	.00	.00	.00	.00	.00	.00	+++	.00
REVENUE TOTALS	\$995,443.00	\$0.00	\$995,443.00	\$86,243.64	\$0.00	\$849,179.01	\$146,263.99	85%	\$204,389.17
Fund 062 - Computer Replacement Fund Totals	\$995,443.00	\$0.00	\$995,443.00	\$86,243.64	\$0.00	\$849,179.01	\$146,263.99		\$204,389.17



Revenue Budget by Account Classification Report

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Account Classification	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 063 - Risk Management Fund									
REVENUE									
Charges For Services	8,601,189.00	.00	8,601,189.00	841,961.66	.00	7,481,488.36	1,119,700.64	87	7,332,808.98
Investment Income	12,500.00	.00	12,500.00	206.25	.00	7,335.77	5,164.23	59	12,501.96
Reimbursements	540,000.00	.00	540,000.00	1,953.83	.00	413,062.51	126,937.49	76	423,321.80
Other Revenue	2,340,500.00	.00	2,340,500.00	153,318.80	.00	1,585,676.05	754,823.95	68	1,580,874.98
REVENUE TOTALS	\$11,494,189.00	\$0.00	\$11,494,189.00	\$997,440.54	\$0.00	\$9,487,562.69	\$2,006,626.31	83%	\$9,349,507.72
Fund 063 - Risk Management Fund Totals	\$11,494,189.00	\$0.00	\$11,494,189.00	\$997,440.54	\$0.00	\$9,487,562.69	\$2,006,626.31		\$9,349,507.72



Revenue Budget by Account Classification Report

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Summary Listing

Account Classification	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 064 - Building Improvement Fund									
REVENUE									
Charges For Services	1,590,175.00	.00	1,590,175.00	132,514.59	.00	1,325,145.90	265,029.10	83	.00
Investment Income	.00	.00	.00	2,183.95	.00	7,054.78	(7,054.78)	+++	.00
REVENUE TOTALS	\$1,590,175.00	\$0.00	\$1,590,175.00	\$134,698.54	\$0.00	\$1,332,200.68	\$257,974.32	84%	\$0.00
Fund 064 - Building Improvement Fund Totals	\$1,590,175.00	\$0.00	\$1,590,175.00	\$134,698.54	\$0.00	\$1,332,200.68	\$257,974.32		\$0.00



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Account Classification	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 073 - Escrow Deposit Fund									
REVENUE									
Investment Income	.00	.00	.00	415.82	.00	1,385.77	(1,385.77)	+++	2,819.77
REVENUE TOTALS	\$0.00	\$0.00	\$0.00	\$415.82	\$0.00	\$1,385.77	(\$1,385.77)	+++	\$2,819.77
Fund 073 - Escrow Deposit Fund Totals	\$0.00	\$0.00	\$0.00	\$415.82	\$0.00	\$1,385.77	(\$1,385.77)		\$2,819.77
Grand Totals	\$160,943,865.00	\$8,700,000.00	\$169,643,865.00	\$12,015,629.73	\$0.00	\$116,102,426.10	\$53,541,438.90		\$124,553,488.90



Expense Budget by Account Classification Report

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Summary Listing

Account Classification	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 001 - General Fund									
EXPENSE									
Personal Services, Salaries & Wages	37,468,387.00	.00	37,468,387.00	2,854,326.96	.00	28,834,540.00	8,633,847.00	77	28,028,727.08
Employee Benefits	18,414,427.00	.00	18,414,427.00	775,307.75	.00	12,218,175.59	6,196,251.41	66	15,759,349.67
Other Employee Costs	642,612.00	(300.00)	642,312.00	44,572.97	17,033.21	390,172.47	235,106.32	63	433,441.95
Pension Benefits	7,147.00	.00	7,147.00	596.35	.00	5,963.50	1,183.50	83	5,789.80
Contractual Services	14,315,168.00	261,778.74	14,576,946.74	970,237.43	438,277.18	10,457,830.84	3,680,838.72	75	8,245,708.47
Utilities	385,093.00	5,880.00	390,973.00	30,266.96	.00	271,363.38	119,609.62	69	86,998.48
Insurance	655,485.00	.00	655,485.00	54,734.91	.00	547,359.30	108,125.70	84	677,026.22
Commodities & Supplies	1,456,317.00	25,352.92	1,481,669.92	104,026.14	205,006.25	928,679.40	347,984.27	77	645,469.00
Other Expenditures	373,471.00	.00	373,471.00	.00	.00	59,768.27	313,702.73	16	974,655.19
Building Improvements	67,500.00	.00	67,500.00	.00	30,418.00	1,807.78	35,274.22	48	1,805.49
Office Equipment	61,750.00	.00	61,750.00	2,505.87	.00	19,459.66	42,290.34	32	14,712.30
Other Equipment	271,361.00	7,100.00	278,461.00	17,412.73	70,880.32	159,559.12	48,021.56	83	217,635.08
Distribution Systems	.00	.00	.00	.00	.00	.00	.00	+++	.00
Infrastructure	2,786,237.00	1,843,397.41	4,629,634.41	12,767.08	741,265.83	1,092,889.13	2,795,479.45	40	589,314.54
Interfund Transfers	6,749,433.00	8,700,000.00	15,449,433.00	.00	.00	2,000,000.00	13,449,433.00	13	8,500,000.00
EXPENSE TOTALS	\$83,654,388.00	\$10,843,209.07	\$94,497,597.07	\$4,866,755.15	\$1,502,880.79	\$56,987,568.44	\$36,007,147.84	62%	\$64,180,633.27
Fund 001 - General Fund Totals	\$83,654,388.00	\$10,843,209.07	\$94,497,597.07	\$4,866,755.15	\$1,502,880.79	\$56,987,568.44	\$36,007,147.84		\$64,180,633.27



Expense Budget by Account Classification Report

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Prior Fiscal Year Activity Included
Summary Listing

Account Classification	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 002 - Debt Service Fund									
EXPENSE									
Contractual Services	.00	.00	.00	.00	.00	.00	.00	+++	.00
Other Expenditures	.00	.00	.00	.00	.00	.00	.00	+++	.00
Bond Principal	2,580,000.00	.00	2,580,000.00	.00	.00	.00	2,580,000.00	0	.00
Interest Expense	1,942,280.00	.00	1,942,280.00	.00	.00	970,879.45	971,400.55	50	1,015,568.89
Bank & Fiscal Fees	1,900.00	.00	1,900.00	.00	.00	900.00	1,000.00	47	900.00
Interfund Transfers	.00	.00	.00	.00	.00	.00	.00	+++	.00
Other Financing Uses	.00	.00	.00	.00	.00	.00	.00	+++	.00
EXPENSE TOTALS	\$4,524,180.00	\$0.00	\$4,524,180.00	\$0.00	\$0.00	\$971,779.45	\$3,552,400.55	21%	\$1,016,468.89
Fund 002 - Debt Service Fund Totals	\$4,524,180.00	\$0.00	\$4,524,180.00	\$0.00	\$0.00	\$971,779.45	\$3,552,400.55		\$1,016,468.89



Expense Budget by Account Classification Report

Through 10/31/25
Prior Fiscal Year Activity Included
Summary Listing

Account Classification	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 020 - Capital Improvement Fund									
EXPENSE									
Contractual Services	.00	.00	.00	.00	.00	.00	.00	+++	.00
Commodities & Supplies	55,000.00	.00	55,000.00	9,933.50	.00	53,613.50	1,386.50	97	.00
Other Expenditures	800,000.00	388,696.57	1,188,696.57	.00	300,372.48	92,702.35	795,621.74	33	468,345.63
Land Improvements	.00	.00	.00	.00	.00	.00	.00	+++	.00
Building Improvements	623,075.00	386,919.00	1,009,994.00	41,663.72	120,207.32	87,411.12	802,375.56	21	1,813,542.01
Office Equipment	.00	.00	.00	.00	.00	.00	.00	+++	86,569.00
Motor Equipment	.00	.00	.00	.00	.00	.00	.00	+++	.00
Other Equipment	1,316,708.00	296,939.53	1,613,647.53	17,042.25	.00	1,499,909.52	113,738.01	93	5,597.92
Infrastructure	2,189,480.00	1,471,844.94	3,661,324.94	99,407.86	221,535.47	979,420.65	2,460,368.82	33	976,169.61
Interfund Transfers	.00	.00	.00	.00	.00	.00	.00	+++	.00
EXPENSE TOTALS	\$4,984,263.00	\$2,544,400.04	\$7,528,663.04	\$168,047.33	\$642,115.27	\$2,713,057.14	\$4,173,490.63	45%	\$3,350,224.17
Fund 020 - Capital Improvement Fund Totals	\$4,984,263.00	\$2,544,400.04	\$7,528,663.04	\$168,047.33	\$642,115.27	\$2,713,057.14	\$4,173,490.63		\$3,350,224.17



Expense Budget by Account Classification Report

Through 10/31/25
Prior Fiscal Year Activity Included
Summary Listing

Account Classification	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 023 - Street Improvement Construc Fund									
EXPENSE									
Contractual Services	95,000.00	.00	95,000.00	2,679.50	50,456.00	29,410.00	15,134.00	84	6,942.50
Other Expenditures	.00	.00	.00	.00	.00	.00	.00	+++	.00
Land Improvements	.00	.00	.00	.00	.00	.00	.00	+++	.00
Infrastructure	4,492,922.00	1,841,227.02	6,334,149.02	730,086.23	1,321,035.07	3,375,070.98	1,638,042.97	74	3,064,940.95
Interfund Transfers	.00	.00	.00	.00	.00	.00	.00	+++	.00
EXPENSE TOTALS	\$4,587,922.00	\$1,841,227.02	\$6,429,149.02	\$732,765.73	\$1,371,491.07	\$3,404,480.98	\$1,653,176.97	74%	\$3,071,883.45
Fund 023 - Street Improvement Construc Fund Totals	\$4,587,922.00	\$1,841,227.02	\$6,429,149.02	\$732,765.73	\$1,371,491.07	\$3,404,480.98	\$1,653,176.97		\$3,071,883.45



Expense Budget by Account Classification Report

Through 10/31/25
Prior Fiscal Year Activity Included
Summary Listing

Account Classification	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 024 - Flood Control Construction Fund									
EXPENSE									
Contractual Services	115,310.00	211,660.75	326,970.75	17,226.24	176,020.04	142,459.99	8,490.72	97	170,851.87
Utilities	8,090.00	.00	8,090.00	.00	.00	4,927.12	3,162.88	61	4,337.93
Commodities & Supplies	5,739.00	.00	5,739.00	.00	.00	3,846.00	1,893.00	67	.00
Other Expenditures	.00	.00	.00	.00	.00	.00	.00	+++	.00
Other Equipment	.00	.00	.00	.00	.00	.00	.00	+++	.00
Distribution Systems	.00	.00	.00	.00	.00	.00	.00	+++	.00
Infrastructure	885,570.00	890,691.31	1,776,261.31	800,478.78	322,592.10	823,897.02	629,772.19	65	524,359.54
EXPENSE TOTALS	\$1,014,709.00	\$1,102,352.06	\$2,117,061.06	\$817,705.02	\$498,612.14	\$975,130.13	\$643,318.79	70%	\$699,549.34
Fund 024 - Flood Control Construction Fund Totals	\$1,014,709.00	\$1,102,352.06	\$2,117,061.06	\$817,705.02	\$498,612.14	\$975,130.13	\$643,318.79		\$699,549.34



Expense Budget by Account Classification Report

Through 10/31/25
Prior Fiscal Year Activity Included
Summary Listing

Account Classification	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 036 - Rural Special Service Area Fund									
EXPENSE									
Interfund Transfers	1,000,000.00	.00	1,000,000.00	.00	.00	.00	1,000,000.00	0	.00
EXPENSE TOTALS	\$1,000,000.00	\$0.00	\$1,000,000.00	\$0.00	\$0.00	\$0.00	\$1,000,000.00	0%	\$0.00
Fund 036 - Rural Special Service Area Fund Totals	\$1,000,000.00	\$0.00	\$1,000,000.00	\$0.00	\$0.00	\$0.00	\$1,000,000.00		\$0.00



Expense Budget by Account Classification Report

Through 10/31/25
Prior Fiscal Year Activity Included
Summary Listing

Account Classification	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 037 - SMP TIF Fund									
EXPENSE									
Other Employee Costs	.00	.00	.00	.00	.00	.00	.00	+++	.00
Contractual Services	95,000.00	.00	95,000.00	.00	.00	30,576.84	64,423.16	32	55,785.59
Commodities & Supplies	.00	.00	.00	.00	.00	.00	.00	+++	.00
Other Expenditures	50,000.00	.00	50,000.00	.00	.00	.00	50,000.00	0	.00
Distribution Systems	750,000.00	1,410,000.00	2,160,000.00	.00	960,536.53	1,312,552.20	(113,088.73)	105	.00
EXPENSE TOTALS	\$895,000.00	\$1,410,000.00	\$2,305,000.00	\$0.00	\$960,536.53	\$1,343,129.04	\$1,334.43	100%	\$55,785.59
Fund 037 - SMP TIF Fund Totals	\$895,000.00	\$1,410,000.00	\$2,305,000.00	\$0.00	\$960,536.53	\$1,343,129.04	\$1,334.43		\$55,785.59



Expense Budget by Account Classification Report

Through 10/31/25
Prior Fiscal Year Activity Included
Summary Listing

Account Classification	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 039 - Pension Stabilization Fund									
EXPENSE									
Employee Benefits	2,000,000.00	.00	2,000,000.00	.00	.00	2,000,000.00	.00	100	2,000,000.00
Interfund Transfers	.00	.00	.00	.00	.00	.00	.00	+++	.00
EXPENSE TOTALS	\$2,000,000.00	\$0.00	\$2,000,000.00	\$0.00	\$0.00	\$2,000,000.00	\$0.00	100%	\$2,000,000.00
Fund 039 - Pension Stabilization Fund Totals	\$2,000,000.00	\$0.00	\$2,000,000.00	\$0.00	\$0.00	\$2,000,000.00	\$0.00		\$2,000,000.00



Expense Budget by Account Classification Report

Through 10/31/25
Prior Fiscal Year Activity Included
Summary Listing

Account Classification	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 040 - Refuse Disposal Fund									
EXPENSE									
Personal Services, Salaries & Wages	397,225.00	.00	397,225.00	30,156.64	.00	292,609.73	104,615.27	74	271,089.10
Employee Benefits	143,068.00	.00	143,068.00	10,122.90	.00	106,127.45	36,940.55	74	106,407.78
Other Employee Costs	1,636.00	.00	1,636.00	.00	.00	.00	1,636.00	0	135.61
Contractual Services	4,724,888.00	.00	4,724,888.00	386,188.06	.00	3,601,008.04	1,123,879.96	76	3,727,248.05
Utilities	.00	.00	.00	.00	.00	.00	.00	+++	.00
Insurance	16,380.00	.00	16,380.00	1,365.00	.00	13,650.00	2,730.00	83	15,524.20
Commodities & Supplies	28,770.00	.00	28,770.00	6,237.12	.00	7,121.67	21,648.33	25	6,226.99
EXPENSE TOTALS	\$5,311,967.00	\$0.00	\$5,311,967.00	\$434,069.72	\$0.00	\$4,020,516.89	\$1,291,450.11	76%	\$4,126,631.73
Fund 040 - Refuse Disposal Fund Totals	\$5,311,967.00	\$0.00	\$5,311,967.00	\$434,069.72	\$0.00	\$4,020,516.89	\$1,291,450.11		\$4,126,631.73



Expense Budget by Account Classification Report

Through 10/31/25
Prior Fiscal Year Activity Included
Summary Listing

Account Classification	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 041 - Motor Fuel Tax Fund									
EXPENSE									
Contractual Services	.00	.00	.00	.00	.00	.00	.00	+++	336,578.20
Utilities	.00	.00	.00	.00	.00	.00	.00	+++	167,926.93
Commodities & Supplies	.00	.00	.00	.00	.00	.00	.00	+++	274,060.28
Building Improvements	.00	.00	.00	.00	.00	.00	.00	+++	.00
Infrastructure	2,524,400.00	.00	2,524,400.00	213,166.35	.00	2,424,400.00	100,000.00	96	1,449,872.15
EXPENSE TOTALS	\$2,524,400.00	\$0.00	\$2,524,400.00	\$213,166.35	\$0.00	\$2,424,400.00	\$100,000.00	96%	\$2,228,437.56
Fund 041 - Motor Fuel Tax Fund Totals	\$2,524,400.00	\$0.00	\$2,524,400.00	\$213,166.35	\$0.00	\$2,424,400.00	\$100,000.00		\$2,228,437.56



Expense Budget by Account Classification Report

Through 10/31/25
Prior Fiscal Year Activity Included
Summary Listing

Account Classification	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 042 - CDBG									
EXPENSE									
Personal Services, Salaries & Wages	.00	.00	.00	.00	.00	.00	.00	+++	.00
Employee Benefits	.00	.00	.00	.00	.00	.00	.00	+++	.00
Other Employee Costs	.00	.00	.00	.00	.00	.00	.00	+++	.00
Contractual Services	283,285.00	.00	283,285.00	.00	.00	415,270.44	(131,985.44)	147	107,798.81
Commodities & Supplies	.00	.00	.00	.00	.00	.00	.00	+++	.00
Other Expenditures	.00	.00	.00	.00	.00	.00	.00	+++	.00
Land Improvements	.00	.00	.00	.00	.00	.00	.00	+++	.00
Building Improvements	.00	.00	.00	.00	.00	.00	.00	+++	.00
Infrastructure	.00	.00	.00	.00	.00	.00	.00	+++	.00
EXPENSE TOTALS	\$283,285.00	\$0.00	\$283,285.00	\$0.00	\$0.00	\$415,270.44	(\$131,985.44)	147%	\$107,798.81
Fund 042 - CDBG Totals	\$283,285.00	\$0.00	\$283,285.00	\$0.00	\$0.00	\$415,270.44	(\$131,985.44)		\$107,798.81



Expense Budget by Account Classification Report

Through 10/31/25
Prior Fiscal Year Activity Included
Summary Listing

Account Classification	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 043 - Asset Seizure Fund									
EXPENSE									
Other Employee Costs	1,000.00	.00	1,000.00	.00	.00	.00	1,000.00	0	.00
Contractual Services	2,000.00	.00	2,000.00	.00	.00	.00	2,000.00	0	.00
Commodities & Supplies	.00	.00	.00	.00	.00	.00	.00	+++	.00
Motor Equipment	64,000.00	.00	64,000.00	.00	.00	.00	64,000.00	0	.00
Other Equipment	.00	.00	.00	.00	.00	19,102.90	(19,102.90)	+++	4,690.10
EXPENSE TOTALS	\$67,000.00	\$0.00	\$67,000.00	\$0.00	\$0.00	\$19,102.90	\$47,897.10	29%	\$4,690.10
Fund 043 - Asset Seizure Fund Totals	\$67,000.00	\$0.00	\$67,000.00	\$0.00	\$0.00	\$19,102.90	\$47,897.10		\$4,690.10



Expense Budget by Account Classification Report

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Prior Fiscal Year Activity Included
Summary Listing

Account Classification	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 044 - Federal Equitable Share Funds									
EXPENSE									
Contractual Services	500.00	.00	500.00	.00	.00	10,000.00	(9,500.00)	2000	.00
Building Improvements	.00	.00	.00	.00	.00	.00	.00	+++	.00
Other Equipment	1,000.00	.00	1,000.00	.00	.00	22,342.50	(21,342.50)	2234	31,584.18
EXPENSE TOTALS	\$1,500.00	\$0.00	\$1,500.00	\$0.00	\$0.00	\$32,342.50	(\$30,842.50)	2156%	\$31,584.18
Fund 044 - Federal Equitable Share Funds Totals	\$1,500.00	\$0.00	\$1,500.00	\$0.00	\$0.00	\$32,342.50	(\$30,842.50)		\$31,584.18



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Account Classification	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 045 - DUI Fine Fund									
EXPENSE									
Other Employee Costs	.00	.00	.00	.00	.00	8,550.00	(8,550.00)	+++	.00
Contractual Services	1,000.00	.00	1,000.00	.00	.00	.00	1,000.00	0	.00
Motor Equipment	.00	.00	.00	.00	.00	.00	.00	+++	.00
Other Equipment	1,000.00	.00	1,000.00	.00	.00	2,290.00	(1,290.00)	229	12,800.00
Interfund Transfers	.00	.00	.00	.00	.00	.00	.00	+++	.00
EXPENSE TOTALS	\$2,000.00	\$0.00	\$2,000.00	\$0.00	\$0.00	\$10,840.00	(\$8,840.00)	542%	\$12,800.00
Fund 045 - DUI Fine Fund Totals	\$2,000.00	\$0.00	\$2,000.00	\$0.00	\$0.00	\$10,840.00	(\$8,840.00)		\$12,800.00



Expense Budget by Account Classification Report

Through 10/31/25
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Summary Listing

Account Classification	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 046 - Foreign Fire Tax Board Fund									
EXPENSE									
Other Employee Costs	20,000.00	9,000.00	29,000.00	14,357.81	.00	18,332.90	10,667.10	63	12,857.61
Contractual Services	11,000.00	.00	11,000.00	662.53	.00	17,650.28	(6,650.28)	160	12,806.44
Insurance	.00	.00	.00	.00	.00	.00	.00	+++	.00
Commodities & Supplies	90,000.00	(9,000.00)	81,000.00	19,796.99	.00	75,276.49	5,723.51	93	47,960.95
Building Improvements	.00	.00	.00	.00	.00	.00	.00	+++	.00
Other Equipment	30,000.00	.00	30,000.00	.00	6,686.00	7,740.34	15,573.66	48	65,760.54
EXPENSE TOTALS	\$151,000.00	\$0.00	\$151,000.00	\$34,817.33	\$6,686.00	\$119,000.01	\$25,313.99	83%	\$139,385.54
Fund 046 - Foreign Fire Tax Board Fund Totals	\$151,000.00	\$0.00	\$151,000.00	\$34,817.33	\$6,686.00	\$119,000.01	\$25,313.99		\$139,385.54



Expense Budget by Account Classification Report

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Summary Listing

Account Classification	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 048 - Business District Fund									
EXPENSE									
Bond Principal	.00	.00	.00	.00	.00	.00	.00	+++	.00
Interest Expense	2,027,500.00	.00	2,027,500.00	571,626.00	.00	1,123,284.21	904,215.79	55	779,056.79
EXPENSE TOTALS	\$2,027,500.00	\$0.00	\$2,027,500.00	\$571,626.00	\$0.00	\$1,123,284.21	\$904,215.79	55%	\$779,056.79
Fund 048 - Business District Fund Totals	\$2,027,500.00	\$0.00	\$2,027,500.00	\$571,626.00	\$0.00	\$1,123,284.21	\$904,215.79		\$779,056.79



Expense Budget by Account Classification Report

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Account Classification	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 049 - Prospect and Main TIF District									
EXPENSE									
Other Employee Costs	.00	.00	.00	.00	.00	.00	.00	+++	.00
Contractual Services	165,000.00	.00	165,000.00	7,756.70	.00	100,262.61	64,737.39	61	80,760.86
Commodities & Supplies	.00	.00	.00	.00	.00	.00	.00	+++	.00
Other Expenditures	2,580,000.00	9,080,000.00	11,660,000.00	3,700,000.00	.00	8,862,898.69	2,797,101.31	76	1,351,210.66
Land Improvements	1,425,000.00	.00	1,425,000.00	414,379.20	439,760.24	844,099.62	141,140.14	90	.00
Building Improvements	.00	.00	.00	.00	.00	.00	.00	+++	.00
Infrastructure	200,000.00	.00	200,000.00	12,372.54	50,469.37	149,529.38	1.25	100	.00
Bond Principal	740,000.00	.00	740,000.00	.00	.00	.00	740,000.00	0	.00
Interest Expense	606,838.00	.00	606,838.00	.00	.00	303,418.89	303,419.11	50	319,243.88
Bank & Fiscal Fees	900.00	.00	900.00	.00	.00	900.00	.00	100	900.00
Interfund Transfers	.00	.00	.00	.00	.00	.00	.00	+++	.00
EXPENSE TOTALS	\$5,717,738.00	\$9,080,000.00	\$14,797,738.00	\$4,134,508.44	\$490,229.61	\$10,261,109.19	\$4,046,399.20	73%	\$1,752,115.40
Fund 049 - Prospect and Main TIF District Totals	\$5,717,738.00	\$9,080,000.00	\$14,797,738.00	\$4,134,508.44	\$490,229.61	\$10,261,109.19	\$4,046,399.20		\$1,752,115.40



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Account Classification	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 050 - Water and Sewer Fund									
EXPENSE									
Personal Services, Salaries & Wages	2,920,018.00	.00	2,920,018.00	208,157.60	.00	2,191,987.85	728,030.15	75	2,059,604.71
Employee Benefits	907,955.00	.00	907,955.00	67,857.00	.00	748,394.80	159,560.20	82	702,604.51
Other Employee Costs	50,106.00	.00	50,106.00	2,230.27	.00	38,832.89	11,273.11	78	35,895.40
Contractual Services	10,714,066.00	45,000.00	10,759,066.00	911,964.32	184,792.02	8,316,707.33	2,257,566.65	79	8,108,054.29
Utilities	131,793.00	.00	131,793.00	11,730.61	.00	114,983.27	16,809.73	87	97,885.52
Insurance	181,111.00	.00	181,111.00	15,092.67	.00	150,926.70	30,184.30	83	195,928.30
Commodities & Supplies	329,994.00	.00	329,994.00	20,550.06	14,719.88	238,636.85	76,637.27	77	186,646.93
Other Expenditures	.00	.00	.00	.00	.00	.00	.00	+++	.00
Buildings	.00	.00	.00	.00	.00	.00	.00	+++	.00
Building Improvements	.00	.00	.00	.00	373,396.81	.00	(373,396.81)	+++	5,260,726.56
Office Equipment	1,241.00	.00	1,241.00	.00	.00	.00	1,241.00	0	.00
Other Equipment	429,614.00	.00	429,614.00	.00	24,460.00	83,525.97	321,628.03	25	148,732.95
Distribution Systems	9,556,436.00	3,391,499.58	12,947,935.58	1,821,324.48	2,181,358.94	8,608,390.30	2,158,186.34	83	9,328,787.06
Infrastructure	.00	.00	.00	.00	.00	.00	.00	+++	.00
Bond Principal	995,000.00	.00	995,000.00	.00	.00	.00	995,000.00	0	.00
Interest Expense	843,631.00	.00	843,631.00	.00	.00	421,815.50	421,815.50	50	443,740.51
Bank & Fiscal Fees	1,575.00	.00	1,575.00	.00	.00	1,350.00	225.00	86	1,350.00
Interfund Transfers	.00	.00	.00	.00	.00	.00	.00	+++	.00
Long Term Debt	.00	.00	.00	.00	.00	.00	.00	+++	.00
EXPENSE TOTALS	\$27,062,540.00	\$3,436,499.58	\$30,499,039.58	\$3,058,907.01	\$2,778,727.65	\$20,915,551.46	\$6,804,760.47	78%	\$26,569,956.74
Fund 050 - Water and Sewer Fund Totals	\$27,062,540.00	\$3,436,499.58	\$30,499,039.58	\$3,058,907.01	\$2,778,727.65	\$20,915,551.46	\$6,804,760.47		\$26,569,956.74



Expense Budget by Account Classification Report

Through 10/31/25
Prior Fiscal Year Activity Included
Summary Listing

Account Classification	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 051 - Village Parking System Fund									
EXPENSE									
Personal Services, Salaries & Wages	.00	.00	.00	.00	.00	.00	.00	+++	.00
Employee Benefits	.00	.00	.00	.00	.00	.00	.00	+++	.00
Contractual Services	54,302.00	.00	54,302.00	4,580.14	1,931.24	51,235.95	1,134.81	98	44,368.56
Utilities	11,033.00	.00	11,033.00	806.93	.00	8,170.04	2,862.96	74	6,977.32
Insurance	1,456.00	.00	1,456.00	121.33	.00	1,213.30	242.70	83	4,369.20
Commodities & Supplies	645.00	.00	645.00	.00	.00	577.30	67.70	90	625.97
Other Expenditures	.00	.00	.00	.00	.00	.00	.00	+++	.00
Buildings	.00	.00	.00	.00	.00	.00	.00	+++	.00
Building Improvements	.00	.00	.00	.00	.00	.00	.00	+++	.00
Infrastructure	111,000.00	37,201.00	148,201.00	1,070.01	112,074.00	19,419.74	16,707.26	89	47,310.41
Interfund Transfers	.00	.00	.00	.00	.00	.00	.00	+++	.00
EXPENSE TOTALS	\$178,436.00	\$37,201.00	\$215,637.00	\$6,578.41	\$114,005.24	\$80,616.33	\$21,015.43	90%	\$103,651.46
Fund 051 - Village Parking System Fund Totals	\$178,436.00	\$37,201.00	\$215,637.00	\$6,578.41	\$114,005.24	\$80,616.33	\$21,015.43		\$103,651.46



Expense Budget by Account Classification Report

Through 10/31/25
Prior Fiscal Year Activity Included
Summary Listing

Account Classification	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 052 - Parking System Revenue Fund									
EXPENSE									
Personal Services, Salaries & Wages	.00	.00	.00	.00	.00	.00	.00	+++	.00
Employee Benefits	.00	.00	.00	.00	.00	.00	.00	+++	.00
Contractual Services	54,777.00	67,000.00	121,777.00	1,415.52	650.09	64,671.39	56,455.52	54	60,062.21
Utilities	6,837.00	.00	6,837.00	.00	.00	1,245.72	5,591.28	18	1,283.84
Insurance	1,187.00	.00	1,187.00	98.92	.00	989.20	197.80	83	1,114.20
Commodities & Supplies	12,394.00	.00	12,394.00	55.08	.00	7,419.68	4,974.32	60	8,280.53
Other Expenditures	.00	.00	.00	.00	.00	.00	.00	+++	.00
Buildings	.00	.00	.00	.00	.00	.00	.00	+++	.00
Building Improvements	.00	.00	.00	.00	.00	.00	.00	+++	.00
Interfund Transfers	.00	.00	.00	.00	.00	.00	.00	+++	.00
EXPENSE TOTALS	\$75,195.00	\$67,000.00	\$142,195.00	\$1,569.52	\$650.09	\$74,325.99	\$67,218.92	53%	\$70,740.78
Fund 052 - Parking System Revenue Fund Totals	\$75,195.00	\$67,000.00	\$142,195.00	\$1,569.52	\$650.09	\$74,325.99	\$67,218.92		\$70,740.78



Expense Budget by Account Classification Report

Through 10/31/25
Prior Fiscal Year Activity Included
Summary Listing

Account Classification	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 060 - Vehicle Maintenance Fund									
EXPENSE									
Personal Services, Salaries & Wages	1,293,034.00	.00	1,293,034.00	79,088.30	.00	825,226.20	467,807.80	64	888,750.37
Employee Benefits	417,014.00	.00	417,014.00	26,492.35	.00	311,364.05	105,649.95	75	311,813.28
Other Employee Costs	7,395.00	.00	7,395.00	.00	.00	4,203.07	3,191.93	57	8,842.75
Contractual Services	139,861.00	7,000.00	146,861.00	18,243.16	16,855.24	122,453.71	7,552.05	95	98,639.63
Utilities	5,063.00	.00	5,063.00	244.32	.00	2,487.22	2,575.78	49	2,579.67
Insurance	22,503.00	.00	22,503.00	1,875.25	.00	18,752.50	3,750.50	83	46,152.50
Commodities & Supplies	799,918.00	(7,000.00)	792,918.00	79,788.10	197,230.60	545,923.44	49,763.96	94	625,179.81
Other Expenditures	.00	.00	.00	.00	.00	.00	.00	+++	.00
Office Equipment	705.00	.00	705.00	.00	.00	.00	705.00	0	.00
Other Equipment	2,655.00	.00	2,655.00	.00	.00	1,157.92	1,497.08	44	25,313.00
EXPENSE TOTALS	\$2,688,148.00	\$0.00	\$2,688,148.00	\$205,731.48	\$214,085.84	\$1,831,568.11	\$642,494.05	76%	\$2,007,271.01
Fund 060 - Vehicle Maintenance Fund Totals	\$2,688,148.00	\$0.00	\$2,688,148.00	\$205,731.48	\$214,085.84	\$1,831,568.11	\$642,494.05		\$2,007,271.01



Expense Budget by Account Classification Report

Through 10/31/25
Prior Fiscal Year Activity Included
Summary Listing

Account Classification	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 061 - Vehicle Replacement Fund									
EXPENSE									
Other Expenditures	.00	.00	.00	.00	.00	.00	.00	+++	.00
Motor Equipment	4,981,000.00	335,134.00	5,316,134.00	83,331.98	763,425.06	1,687,682.48	2,865,026.46	46	1,510,976.41
Interfund Transfers	.00	.00	.00	.00	.00	.00	.00	+++	.00
EXPENSE TOTALS	\$4,981,000.00	\$335,134.00	\$5,316,134.00	\$83,331.98	\$763,425.06	\$1,687,682.48	\$2,865,026.46	46%	\$1,510,976.41
Fund 061 - Vehicle Replacement Fund Totals	\$4,981,000.00	\$335,134.00	\$5,316,134.00	\$83,331.98	\$763,425.06	\$1,687,682.48	\$2,865,026.46		\$1,510,976.41



Expense Budget by Account Classification Report

Through 10/31/25
Prior Fiscal Year Activity Included
Summary Listing

Account Classification	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 062 - Computer Replacement Fund									
EXPENSE									
Other Expenditures	.00	.00	.00	.00	.00	.00	.00	+++	.00
Building Improvements	.00	.00	.00	.00	.00	.00	.00	+++	.00
Office Equipment	211,500.00	.00	211,500.00	22,640.95	.00	73,265.21	138,234.79	35	64,799.89
Other Equipment	.00	.00	.00	16,499.60	.00	16,499.60	(16,499.60)	+++	.00
EXPENSE TOTALS	\$211,500.00	\$0.00	\$211,500.00	\$39,140.55	\$0.00	\$89,764.81	\$121,735.19	42%	\$64,799.89
Fund 062 - Computer Replacement Fund Totals	\$211,500.00	\$0.00	\$211,500.00	\$39,140.55	\$0.00	\$89,764.81	\$121,735.19		\$64,799.89



Expense Budget by Account Classification Report

Through 10/31/25
Prior Fiscal Year Activity Included
Summary Listing

Account Classification	Adopted Budget	Budget Amendments	Amended Budget	Current Month Transactions	YTD Encumbrances	YTD Transactions	Budget - YTD Transactions	% Used/ Rec'd	Prior Year YTD
Fund 063 - Risk Management Fund									
EXPENSE									
Contractual Services	11,033.00	.00	11,033.00	.00	11,000.00	5,227.50	(5,194.50)	147	9,750.00
Insurance	11,444,900.00	.00	11,444,900.00	806,060.09	.00	9,367,506.03	2,077,393.97	82	9,163,147.53
Commodities & Supplies	37,500.00	.00	37,500.00	.00	.00	23,473.81	14,026.19	63	17,220.35
Building Improvements	.00	447,500.00	447,500.00	24,398.90	13,313.04	331,971.84	102,215.12	77	.00
Other Equipment	.00	.00	.00	.00	.00	.00	.00	+++	.00
Interfund Transfers	.00	.00	.00	.00	.00	.00	.00	+++	.00
EXPENSE TOTALS	\$11,493,433.00	\$447,500.00	\$11,940,933.00	\$830,458.99	\$24,313.04	\$9,728,179.18	\$2,188,440.78	82%	\$9,190,117.88
Fund 063 - Risk Management Fund Totals	\$11,493,433.00	\$447,500.00	\$11,940,933.00	\$830,458.99	\$24,313.04	\$9,728,179.18	\$2,188,440.78		\$9,190,117.88
Grand Totals	\$165,437,104.00	\$31,144,522.77	\$196,581,626.77	\$16,199,179.01	\$9,367,758.33	\$121,228,699.68	\$65,985,168.76		\$123,074,558.99



Item Cover Page

Subject **List of Bills - November 26, 2025 to December 9, 2025 - \$3,647,250.92**

Meeting December 16, 2025 - REGULAR MEETING OF THE MOUNT PROSPECT VILLAGE BOARD

Fiscal Impact (Y/N)

Dollar Amount

Budget Source

Category CONSENT AGENDA

Type Action Item

Information

Attached is the List of Bills for November 2026, 2025, to December 9, 2025 - \$3,647,250.92

Discussion

Alternatives

1. Approve the attached List of Bills for November 2026, 2025, to December 9, 2025 - \$3,647,250.92
2. Action at the discretion of the Village Board.

Staff Recommendation

Staff recommends approval of the attached List of Bills for November 2026, 2025, to December 9, 2025 - \$3,647,250.92.

Attachments

1. List of Bills - November 26, 2025 - December 9, 2025

VILLAGE OF MOUNT PROSPECT
List of Bills
November 26, 2025 - December 9, 2025

Fund	Vendor Name	Invoice Description	Amount
001 General Fund			
	ACS State & Local Government Solutions	Illinois State Disbursement Unit 12.04.25	\$ 3,614.31
	Adorama Inc	New Dept. drone with batteries 10/01/25	2,999.55
	Alvarez, Inc.	Salt protection sod for medians 11/20/25	2,025.00
	Amazon Capital Services	Binders and dividers for Company Officer Development	211.72
		11/22/25 Holiday supplies for Dept.	16.79
		11/21/25 Dept. cell phone accessories	14.28
		11/28/25 Credit for returned item	(16.79)
		Replacement chain tensioner kit to repair chainsaw	29.49
		Desktop Tape Dispensers	23.65
		Frames for wall maps	1,854.98
		11/22/25 Prisoner supplies	112.22
		11/25/25 Holiday supplies for Dept.	25.40
		Door access system starter kit for PD	159.80
		Thermometer gun, hygrometers and step stool - St 13	39.82
		Thermometer gun, hygrometers and step stool - St 13	35.92
		Walls clocks and expo markers	82.57
		Scotch tape and water filter for Admin refrigerator	46.19
		Pre rolled silverware sets	41.59
		3 ring binders, note pads, paper clips, manila folders	57.98
	Avanti Cafe & Sandwich Bar, Inc.	12/10/25 Food for Dept. holiday luncheon	563.00
		Food for the village holiday luncheon 2025	322.00
	Bond Conway Law Firm	November 2025 Administrative Adjudication	432.00
		Administrative Adjudication Services - November 2025	504.00
	Brownells, Inc.	11/21/25 Range supplies	98.70
	Builders Asphalt LLC	Patching material 11/24/25	302.40
		Patching material 11/25/25/25	149.16
	Busse Automotive Inc	11/24/25 Cleaning of P-21	210.00
	Carioti, Francis	Edit Mount Prospect Update for 11/21/2025	144.00
	Cash	Shop with the Cops program Funds 12/16/25	5,500.00
	Cedar Mountain Fence Company	Refund Permit Fee #RB25-001960 (2234 Lincoln)	75.00
	Clerk of the Circuit Court of McHenry County	Garnishment 12.04.2025	547.85
	Comcast	12/1-12/31/2025 Internet 21 S Emerson	174.90
		11/18-12/17/25 1700 W Central cable	37.71
	Conrad Polygraph, Incorporated	Candidate Polygraph 11/13/25	225.00
	Constellation NewEnergy, Inc.	9/4-10/15/25 Electricity pump st	62.81
		10/13-11/11/25 21 S Emerson electricity	70.24
		10/15-11/13/25 1901 1/2 E Seminole electricity	64.75
	Cook County Government	2024 Second Install Property Tax Bill (10 S Pine)	6,115.50
		2024 Second Install Property Tax Bill (310 Northwest Hwy)	17,263.77
	Cooper, Nicole	Fruit for Senior Connections	74.99
		Digital seminar- Functional Nutrition Certification for Nurse	299.99
	Dennison Leafblad, Deborah	Camera Operator for Tree Lighting Ceremony	250.00
	Digicom Inc	Message Remote 2 (US Digital/Honeywell)	1,597.38
	DLT Solutions, LLC	AutoCAD Subscription CD and PW 12/5/25-12/4/26	7,082.40
	Dogteampro Inc	10/29/25-10/28/26 Annual K-9 subscription	499.00
	Endeavor Health Medical Group	11/19/25 Pre-employment physical	905.00
	Equipment Simulations LLC	Fire simulation training program 11/07/25 - 11/06/26	74.95
	Experian	11/01/25-11/28/25 Background checks	100.00
	Fire Pension Fund	Fire Pension 12.04.25	45,437.78
	Five Star Valet	Valet Services Restaurant Row 11/06/25-11/29/25	3,720.00
	G & J Associates, Inc.	Emerson Deck Illuminated Signage 10/29/25	18,875.00
	Gambino Landscaping and Brick Paving, Inc.	Irrigation System end of season shutdown 10/19-11/18/25	3,717.50
	Gordon Flesch Company, Inc.	Leasing Contract M204292 11/22/25-12/21/25	3,186.49
		Leasing Contract M204292 -12/22/25-1/21/26	3,186.49
	Grzeskowiak, Eric	Reimburse PE License Renewal Nov 2025-Oct 2027	127.81
	Home Depot USA Inc	Parts and Supplies	541.18
		Fire Dept Supplies 10/22/25 - 11/21/25	3,967.04
	Hull, David	IL Arborist Conference 11/19/25	73.72
	ICMA Retirement Trust - 457	MissionSquare 12.04.25	58,415.26
	Illinois American Water Company	Water Service - 2000 E Kensington 10/10-11/7/25	433.06
		Water Service - 1313 N Burning Bush 10/11-11/7/25	968.40

VILLAGE OF MOUNT PROSPECT
List of Bills
November 26, 2025 - December 9, 2025

Fund	Vendor Name	Invoice Description	Amount
001 General Fund (continued)			
	Illinois American Water Company (continued)	Sewer Service - 1415 E Algonquin 10/3-11/3/25	66.09
		Water Service - 1313 N Burning Bush 11/8-11/11/25	112.72
	Illinois City Management	Job Ad Posting for Engineering Technician	50.00
	Illinois Department of Revenue	IL State Withholding 12.04.25	68,682.11
		Illinois Tax Levy 12.04.25	651.71
	Illinois Law Enforcement Admin Professionals	1/1/26-12/31/26 Membership renewal	75.00
		1/1/26-12/31/26 Membership renewal	75.00
		1/1/26-12/31/26 Membership renewal	75.00
	Illinois State Police	Business License Background Check 10/01/25-10/13/25	54.00
	Imaging Essentials Inc	KIP Plotter Maintenance 11/1-11/30/25	66.00
	Intergovernmental Per.ben.coop	IPBC - December 2025	497.50
	Internal Revenue Service	Federal Tax Liability 12.04.25	323,411.09
	International Union of Operating Engineers	IUOE PW Dues 12.04.25	1,995.67
	Keating, John	Rand-83-Kensington Intersection Project Land Acquisition	1,500.00
	Kedzi Construction Group LLC	Refund Permit Fee #RB25-001995 (2018 Hopi)	500.00
	Klein, Thorpe and Jenkins, LTD	Reimbursement of other professional services	27,700.00
		Legal Services - October 2025	35,752.97
	Laner Muchin, LTD	Legal Services thru 10/20/25	52.50
		Legal Services thru 10/20/25	262.50
	Lexipol LLC	1/1/26-12/31/26 Annual policy manual and daily	24,003.25
		1/1/26-12/31/26 Leadership training series	815.73
	Lula Randhurst U LLC	Refund Alarm License #BL25-000113 (114 Kensington)	25.00
	Mac Strategies Group Inc	Legislative Consulting services through December 2025	5,000.00
	Maxx Contractors Corp	Debris Hauling and Aggregate Material Delivery 11/19-11/20/25	498.79
		Debris Hauling and Aggregate Material Delivery 11/21/25	86.54
	Meltzer, Purtill, & Stelle LLC	Legal Services for period ending 10/31/25	2,842.00
	Menards Inc	8/14/25 Office equipment	184.00
		9/10/25 Training supplies	29.88
		White lights supplies	26.85
		11/18/25 Holiday supplies for Dept.	151.79
		White lights supplies	47.94
	Metro Federal Credit Union	MP Fire Local 4119 Dues 12.04.25	3,029.10
	Metropolitan Alliance - Police	MAP Dues 12.04.25	1,856.50
	MGT Impact Solutions LLC	Classification & Compensation Study	26,355.00
	Morton Suggestion Co.	11/19/25 Supplies for Shop with the Cops	370.36
		Clothing supplies 11/25/25	90.14
	Mount Prospect Historical Society	2025 Budget Allocation - December 2025	4,166.74
	National Public Employer Labor Relations Assc	2026 Illinois Active Membership	230.00
	Nationwide Mutual Insurance Company	Nationwide 12.04.25	25,940.39
	Neopost USA Inc.	Postage Machine Replenishment 12/1/25	3,000.00
		Neopost Annual ACH Maintenance Fee 11/3/25	50.00
	Nicolosi, Angela	Senior Services- Yoga 11/21/2025	75.00
	North East Multi Regional Training Inc	Training registrations 11/07/25	200.00
	Optimum Roofing Inc	Refund Permit Fee #RB25-001990 (1705 Freedom)	75.00
	Pacific Biomedical Inc	Ambu Spur BVM-1 case	255.40
	Penn Care Inc	Portable Suction Amb 12	1,126.09
	Pesche's Flower Shop	Front office plants for holiday decoration	291.89
	Petty Cash	VMO Petty Cash October/November 2025	122.34
	Police Pension Fund	Police Pension 12.04.25	47,653.51
	Prestige Distribution Inc	Refund Contractor License #CL25-000819	200.00
	Quicket Solutions Inc	11/19/25 Thermal paper for electronic ticketing	2,700.00
	Quill Corporation	iPhone case	29.37
		Pocket sleeve inserts	8.11
		Calendars, journals, folders, coffee	291.61
	Radiotronics Inc	02/2026-02/2027 AceWatchDog service	168.00
	Ray O'Herron Co Inc	Vest cover	228.40
		07/18/25 Body armor and vest cover	1,051.02
		Body armor and vest cover	1,051.02
		07/18/25 Body armor and vest cover	1,050.40
		07/18/25 Body armor and vest cover	1,050.40
		07/21/25 Vest cover	218.53

VILLAGE OF MOUNT PROSPECT
List of Bills
November 26, 2025 - December 9, 2025

Fund	Vendor Name	Invoice Description	Amount
001 General Fund (continued)			
	Reliance Standard Life Insurance Co.	Reliance Inv Pmt Nov 2025	3,558.92
	Roe, Alexander	Reimburse expenses for K-9 and training 10/19-23/25	353.96
	Sadikovic, Sam	Rand-83-Kensington Intersection Conveyance documents	43,300.00
	Secretary of State	License Plate Registration 2006 Toyota I-64	151.00
		Title and Registration for Unit 4533	173.00
	Sirchie Acquisition Company LLC	ET supplies 11/21/25	140.75
	St Mark Lutheran Church	Lease 40 parking spaces at 200 S Wille Dec 2025	2,000.00
	State of Illinois	Emergency Transport Services GMET 7/1/25-9/30/25	241,523.68
	Stericycle, Inc.	Steri-Safe Select monthly December 2025	222.70
	Stryker Sales Corporation	LUCAS Suction Cups	519.06
	Teevan, Alison	Reimburse expenses for Armed robbery investigation 11/21/25	65.97
	Terrace Supply Company	Oxygen	136.26
		Oxygen	75.10
	Thomas H Hooper Chapter 13 Trustee	Bankruptcy 12.04.25	354.00
	T-Mobile USA Inc	10/21/25-11/20/25 Charges for increased data lines	67.60
	Today's Uniforms Inc	Uniform promotion Initial Issue	109.95
		Uniform Initial Issue	111.90
	TransUnion Risk and Alternative Data Solutions Inc	Background checks - November 2025	322.95
	Uline Inc.	ET supplies 11/14/25	153.01
		Cut resistant gloves and safety glasses	378.37
	UniFirst Corporation	Uniform Rental Services 11/26/25	285.71
	UniFirst First Aid Corp	1700 W Central 11/24/25 AED Inspection/First aid refill	215.58
		50 S Emerson 11/24/25 AED Inspection	78.70
		111 E Rand 11/24/25 AED Inspection	26.46
		911 Kensington 11/24/25 AED inspection	66.15
		2000 Kensington 11/24/25 AED Inspection	13.23
		1415 E Algonquin 11/24/25 AED inspection	13.23
		1711 W Algonquin 11/24/25 AED inspection	13.23
		1601 W Golf 11/24/25 AED Inspection	13.23
	United States Postal Service	EPS Postage - November 2025	6,901.63
	Verizon Wireless Services LLC	Cell & Equipment Charges 10/20/25-11/19/25	5,057.83
	Village of Mount Prospect	Flex Sec 125 Deds 12.04.25	12,196.12
		Fringe Benefit Auto 12.04.25	410.45
	Village of Romeoville	Instructor II 11/17/25 - 11/21/25	425.00
	Vision Marketing Passport System, LTD.	Passport helmet tags new hires	38.95
	W. W. Grainger, Inc.	Lockout station filled with components	393.64
		Fuses	54.30
	West Central Municipal Conference	Trees for replacement/reforestation throughout VOMP Fall 2025	102,453.30
	Wisconsin Department of Revenue	WI State Withholding NOV 2025	929.85
	Wolf, Lisa	On Camera for MP Update 12/05/2025	200.00
	Wolin Law Group LLC	Rand-83-Kensington Intersection Project Land Acquisition	775.00
	ZBP Enterprises Inc	Mailing envelopes business license Dec 2025	719.00
001 General Fund Total			\$ 1,240,995.42
020 Capital Improvement Fund			
	Chastain & Associates	Central Road & Weller Lane Crosswalk Modifications 8/31-9/27/25	\$ 1,844.85
	Christopher B. Burke Engineering Ltd	Algonquin Rd Path & Lighting Ph II Eng 9/28-10/25/25	41,391.78
	Graybar Electric Co.	Lumec LED fixtures for stock	2,191.84
	Home Depot USA Inc	Parts and supplies	584.15
	Prospect Restaurant & Bar Inc	Facade/Int Buildout Grant 1702 Algonquin 11/24/25	10,000.00
020 Capital Improvement Fund Total			\$ 56,012.62
023 Street Improvement Construction Fund			
	Patriot Pavement Maintenance	Wolf Road joint/crack sealing 11/20/25	\$ 75,000.00
023 Street Improvement Construction Fund Total			\$ 75,000.00
024 Flood Control Construction Fund			
	Constellation NewEnergy, Inc.	9/4-10/15/25 Electricity pump st	\$ 400.93
024 Flood Control Construction Fund Total			\$ 400.93

VILLAGE OF MOUNT PROSPECT
List of Bills
November 26, 2025 - December 9, 2025

Fund	Vendor Name	Invoice Description	Amount
040 Refuse Disposal Fund			
	Carol Keshan	Utility Refund - 1311 Nutmeg Ct # A	\$ 17.81
	ICMA Retirement Trust - 457	MissionSquare 12.04.25	146.40
	Illinois Department of Revenue	IL State Withholding 12.04.25	754.65
	Internal Revenue Service	Federal Tax Liability 12.04.25	4,867.28
	International Union of Operating Engineers	IUOE PW Dues 12.04.25	156.90
	Nationwide Mutual Insurance Company	Nationwide 12.04.25	741.89
	Third Millennium Associates Inc	E-Bill Server & Transaction Fees November 2025	71.82
	Village of Mount Prospect	Flex Sec 125 Deds 12.04.25	192.90
040 Refuse Disposal Fund Total			\$ 6,949.65
044 Federal Equitable Share Funds			
	Adorama Inc	New Dept. drone with batteries 10/01/25	\$ 8,093.45
044 Federal Equitable Share Funds Total			\$ 8,093.45
046 Foreign Fire Tax Board Fund			
	Comcast	12/1/25 - 12/31/25 Cable 2000 E Kensington Rd	\$ 105.40
		11/26/25 - 12/25/25 Cable 1415 Algonquin Rd	286.32
046 Foreign Fire Tax Board Fund Total			\$ 391.72
049 Prospect and Main TIF District			
	Cook County Government	2024 Second Install Property Tax Bill (111 E Busse)	\$ 287,197.96
		2023 TIF Surplus per IGA for Prospect & Main	803,891.03
	Excel Ltd Inc	Power control cabinet for Clock tower Park	9,850.00
	Graybar Electric Co.	Lighting for Gateway project	2,400.00
		Lighting for Gateway project	6,400.00
	Home Depot USA Inc	Parts and supplies	554.47
	Klein, Thorpe and Jenkins, LTD	Legal Services - October 2025	7,720.60
049 Prospect and Main TIF District Total			\$ 1,118,014.06
050 Water and Sewer Fund			
	ACS State & Local Government Solutions	Illinois State Disbursement Unit 12.04.25	\$ 11.54
	Amazon Capital Services	Office supplies	186.88
	Backflow Solutions Inc	Cross Connection Surveys mailing 11/13/25	17,850.00
	Badger Meter Inc	Orion Endpoints	2,765.86
		Monthly endpoints charges Nov/25	2,145.57
	Baxter & Woodman, Inc.	SCADA Services expenses 11/14/25	1,481.01
	Constellation NewEnergy, Inc.	9/4-10/15/25 Electricity pump st	11,373.37
	Core & Main LP	Sewer pipe	603.20
		Emergency repair parts valve replacement on Wall St	3,889.50
	Gordon Flesch Company, Inc.	Leasing Contract M204292 11/22/25-12/21/25	159.83
		Leasing Contract M204292 -12/22/25-01/21/26	159.83
		CW elimination inspection 11/6-11/12/25	169.00
	HBK Water Meter Service	Parts and supplies	1,021.12
	Home Depot USA Inc	MissionSquare 12.04.25	2,569.40
	ICMA Retirement Trust - 457	IL State Withholding 12.04.25	5,772.37
	Illinois Department of Revenue	Federal Tax Liability 12.04.25	36,442.78
	Internal Revenue Service	IUOE PW Dues 12.04.25	1,659.90
	International Union of Operating Engineers	Safety Shoe Reimbursement 11/24/25	225.00
	LaCoppola, Joseph	Garnishment II 12.04.25	1,419.57
	Mandarich Law Group LLP	Debris Hauling and Aggregate Material Delivery 11/19-11/20/25	2,555.61
	Maxx Contractors Corp	Debris Hauling and Aggregate Material Delivery 11/21/25	443.38
	Menards Inc	Screw extractor set	41.26
		Outlet covers	53.70
		Cable snake	22.99
	Midwest Power Industry Inc	Generator Maintenance Program 11/18/25	8,850.00
		Generator Maintenance Program 11/4-11/5/25	1,587.25
		Generator Maintenance Program 11/18/25	7,825.00

VILLAGE OF MOUNT PROSPECT
List of Bills
November 26, 2025 - December 9, 2025

Fund	Vendor Name	Invoice Description	Amount
050 Water and Sewer Fund (continued)			
	Nationwide Mutual Insurance Company	Nationwide 12.04.25	1,713.64
	NICOR	10/21-11/19/25 117 N Waverly natural gas	158.60
		10/22-11/20/25 112 E Highland natural gas	137.82
		10/22-11/20/25 1 W WaPella natural gas	167.85
	Purple Rose Florist Inc.	Sympathy Arrangements 11/26-11/28/25	310.00
	Reliance Standard Life Insurance Co.	Reliance Inv Pmt Nov 2025	272.52
	Republic Services, Inc.	Refuse disposal 11/30/25	2,509.15
	RJN Group Inc	Dempster Sewer Redesign 10/24/25	19,985.70
	Third Millennium Associates Inc	E-Bill Server & Transaction Fees November 2025	587.86
	UniFirst Corporation	Uniform Rental Services 11/26/25	100.02
	United States Postal Service	EPS Postage - November 2025	6,574.50
	Verizon Wireless Services LLC	Cell & Equipment Charges 10/20/25-11/19/25	671.67
	Village of Mount Prospect	Flex Sec 125 Deds 12.04.25	579.67
	W. W. Grainger, Inc.	Electrical shrink tubing	151.11
	Warehouse Direct	Keyboard and mouse set	61.21
		Appointment calendar book	24.94
	Ziebell Water Service Products	Hymax coupling for water main	1,200.00
	Zwick, Jerome	Overhead sewer rebate 11 S Hatlen 10/6/25	7,500.00
050 Water and Sewer Fund Total			\$ 153,991.18
051 Village Parking System Fund			
	Western Waterproofing Company Inc	Village parking garage maintenance 11/24/25	\$ 82,239.00
051 Village Parking System Fund Total			\$ 82,239.00
060 Vehicle Maintenance Fund			
	Advance Stores Company, Inc.	530 belt	\$ 48.25
		4569 Tail lamp	48.77
		4547 Belts	55.46
	Amazon Capital Services	Grease gun hose	24.69
	Arlington Heights Ford	606 Outside mirror	400.84
		Intake gasket for stock	94.48
	Busse Automotive Inc	Old P-39 Detail 11/19/25	200.00
	Chicago Parts & Sound LLC	Stock filters	191.99
		Trans fluid for stock	149.76
		Wipers for stock	159.80
		604 brakes	270.60
		Police rotors for stock	257.40
		Batteries stock and cores	642.92
	Federal Signal Corporation	4502 Auto lube injectors	312.06
	Garcia, Mario	Tool reimbursement 11/7/25	1,140.00
	ICMA Retirement Trust - 457	MissionSquare 12.04.25	1,738.85
	Illinois Department of Revenue	IL State Withholding 12.04.25	1,937.07
	Internal Revenue Service	Federal Tax Liability 12.04.25	11,772.08
	International Union of Operating Engineers	IUOE PW Dues 12.04.25	652.61
	JX Enterprises Inc.	Water pump window switch DPF Sensor	1,114.22
	McMaster-Carr Supply Co	Oil pump for Hydraulic fluid	98.13
	Nationwide Mutual Insurance Company	Nationwide 12.04.25	22.50
	Pomp's Tire Service, Inc.	530 Front Tires	1,463.12
	PreCise MRM LLC	AVL Monthly Data Charges Oct 2025	520.00
	Reliance Standard Life Insurance Co.	Reliance Inv Pmt Nov 2025	353.68
	Rush Truck Centers of Illinois, Inc.	Leaf truck filters	970.36
		Leaf truck filters	266.30
	Verizon Wireless Services LLC	Cell & Equipment Charges 10/20/25-11/19/25	244.32
	Village of Mount Prospect	Flex Sec 125 Deds 12.04.25	208.13
060 Vehicle Maintenance Fund Total			\$ 25,358.39
061 Vehicle Replacement Fund			
	Suburban Accents Inc	11/24/25 Squad conversion of P2	\$ 995.00
061 Vehicle Replacement Fund Total			\$ 995.00

VILLAGE OF MOUNT PROSPECT
List of Bills
November 26, 2025 - December 9, 2025

Fund	Vendor Name	Invoice Description	Amount
063 Risk Management Fund			
	Intergovernmental Per.ben.coop	IPBC - December 2025	\$ 784,895.50
	Mount Prospect Park District	Employee Wellness August - November 2025	207.00
	Ricker, Jeffrey	PSEBA Reimbursement - November 2025	606.00
063 Risk Management Fund Total			\$ 785,708.50
073 Escrow Deposit Fund			
	CBC Development Inc	Refund Escrow Permit #RB240157 (2006 Celtic Glen)	\$ 500.00
		Refund Escrow Cert of Occupancy #RB240157 (2006 Celtic Glen)	2,000.00
	Copper Wolf Solutions	Refund Escrow Permit #RB251687 (1724 Burning Bush)	100.00
	Current Electrical Contractors	Refund Escrow Permit #RB251576 (2011 Celtic)	100.00
	Custable, Dominic	Refund Escrow Permit #RB242065 (1917 Hopi)	100.00
	FCL Builders	Refund Escrow Permit #CB2410201 (1305 Algonquin)	1,000.00
		Refund Nuisance Abatement #CB24-000201 (1305 Algonquin)	83,826.00
		Refund Escrow Permit #CB250102 (1305 Algonquin)	300.00
	Hoff, Christopher	Refund Escrow Permit #RB250260 (105 Kenilworth)	100.00
	Illinois Sewer and Drain Inc	Refund Escrow Permit #CB250293 (1505 Canford Cliffs)	125.00
	J&J Pavement Repairs Inc	Refund Escrow Permit #RB250596 (619 Louis)	100.00
		Refund Escrow Permit #RB250663 (1768 Azalea)	100.00
	JDS Concrete and Asphalt	Refund Escrow Permit #CB250207 (500 Huntington Com)	1,000.00
	Jeon, Shinae	Refund Escrow Permit #RB251129 (411 Garwood)	100.00
	JRC Design Build	Refund Escrow Permit #RB250917 (1719 Magnolia)	150.00
	Kedzi Construction Group	Refund Escrow Permit #RB251995 (2018 Hopi)	250.00
	Krumtinger, Anna	Refund Escrow Permit #RB251038 (206 Eastwood)	100.00
	LMV Electric Corp	Refund Escrow Permit #RB251913 (520 Maple)	100.00
	Mach 1 Inc	Refund Escrow Permit #RB251054 (509 Albert)	150.00
	Matheson, Milan	Refund Escrow Permit #RB251055 (202 Stevenson)	100.00
	Milieu Design LLC	Refund Escrow Permit #RB251382 (900 Owen)	100.00
	Nisar, Ahmed	Refund Escrow Permit #RB251604 (1100 Cherrywood)	100.00
	Pinnacle Construction	Refund Escrow Permit #CB250026 (124 Wimbolton)	500.00
	Plewa, Boguslaw	Refund Escrow Permit #RB241523 (903 Sumac)	100.00
	Prime Crete Construction	Refund Escrow Permit #RB251727 (309 Louis)	100.00
	Ralf K Construction Inc	Refund Escrow Permit #RB250627 (500 Fairview)	100.00
	Ricks Sewer & Drain	Refund Escrow Permit #RB251931 (718 Pine)	100.00
		Refund Escrow Permit #RB251944 (19 Lancaster)	100.00
	Skor Construction Inc	Refund Escrow Permit #RB251224 (1304 Lama)	100.00
	Sunrun Installation Services	Refund Escrow Deposits - Reissue stale dated checks 2025	900.00
		Refund Escrow Permit #RB251569 (1205 Robin)	100.00
		Refund Escrow Permit #RB251640 (1724 Burning Bush)	100.00
	Synergy Builders	Refund Escrow Permit #RB251007 (720 Creekside)	150.00
	TMW Enterprises Paving	Refund Escrow Permit #RB251690 (819 See Gwun)	100.00
	Ward Winning Homes	Refund Escrow Permit #RB251585 (403 Forest)	150.00
073 Escrow Deposit Fund Total			\$ 93,101.00
Grand Total			\$ 3,647,250.92



Item Cover Page

Subject **Approval of Closed Session minutes - November 11, 2025 and November 18, 2025**

Meeting December 16, 2025 - REGULAR MEETING OF THE MOUNT PROSPECT VILLAGE BOARD

Fiscal Impact (Y/N)

Dollar Amount

Budget Source

Category CONSENT AGENDA

Type Action Item

Information

Discussion

Alternatives

Staff Recommendation

Attachments

None



Item Cover Page

Subject	Motion to Waive the Rules Requiring Two Readings of an Ordinance and Adopt AN ORDINANCE LEVYING THE TAX FOR THE VILLAGE OF MOUNT PROSPECT ELK GROVE TOWNSHIP FIRE AND EMERGENCY MEDICAL ASSISTANCE SPECIAL SERVICE AREA FOR THE TAX YEAR 2025
Meeting	December 16, 2025 - REGULAR MEETING OF THE MOUNT PROSPECT VILLAGE BOARD
Fiscal Impact (Y/N)	
Dollar Amount	
Budget Source	
Category	CONSENT AGENDA
Type	Ordinance

Information

The Village of Mount Prospect Fire Department began serving unincorporated Cook County residents and businesses in October 2023, when the Elk Grove Rural Fire Protection District ceased operations due to structural deficits. The Village of Mount Prospect entered into an intergovernmental agreement through a court settlement order with Elk Grove Township and Elk Grove Rural Fire Protection District to provide fire and emergency medical services.

Discussion

Per the settlement agreement, the Village provides the fire and emergency medical services. The Village has hired nine firefighters/paramedics, primarily to staff Station 11 (previously operated by the Elk Grove Rural Fire Protection District), and has also developed a four-station response, with an ambulance and an engine at each station, staffed with a minimum of five firefighters/paramedics. The Village also invested \$1.75 million in 2024 to rehab Fire Station 11. This step has improved fire and emergency medical services not only for the residents of the unincorporated area but also for the residents and businesses in south Mount Prospect. Per the agreement, the Elk Grove Rural Fire Protection District dissolved legislatively in July 2024.

Per the intergovernmental agreement, the Village also received residue assets from the Elk Grove Fire Protection District, totaling \$1,031,945 in 2025. The Village also received ownership of Fire Station 11 in 2024.

Per the settlement agreement, the Village has created a special service area in 2024, whereby the unincorporated area properties pay a collective tax levy of \$1.0 million. The first levy year was 2024, payable in 2025. The Village fulfilled all the legal and compliance requirements, including approval from the Cook County Board and the Cook County Clerk's Office. The legislation that dissolved the Elk Grove Rural Fire Protection District also supported the creation of a special service area to serve residents of the unincorporated areas.

The special service area is in its second year and the Village can now levy 5% over last year's property tax extension amount per the agreement. The year 1 levy (2024, payable in 2025) was \$1,000,000, and with a 5% allowed increase, the levy for 2025 (payable in 2026) will be \$1,050,000. The Village will also ask to add 2% to cover unpaid tax losses and costs. With that, the final levy amount will be \$1,071,000, which does not exceed 105% of last year's extension amount (\$1,020,000, with 2% loss and costs). Since the increases do not exceed 5%, no public hearing is required. The current rate for this SSA is 1.8408% per \$100 of equalized assessed value. The tax levy rate for the next year is expected to be around 1.9328% per \$100 of equalized assessed value.

Normally, the establishment ordinance authorizes the collection and levy of taxes for subsequent years. However, the County has requested a formal ordinance for the tax year 2025, and it must be filed before the last Tuesday of December. In light of the same, staff asks for a waiver of the rules requiring two readings of the ordinance and approval of the attached ordinance. The taxes will be transferred from the SSA Fund to the General Fund and used for Fire Department operations. The 2026 budget already includes \$1.05 million in SSA taxes and abated \$1.0 million in the Fire Department Operating Levy in anticipation of these taxes. This levy allows the Village to pay salaries and other expenditures for newly added firefighters/paramedics.

Alternatives

1. Waive the rules requiring two readings of an Ordinance and approve the attached special service area levy ordinance for the year 2025 for \$1,050,000.
2. Action at the discretion of the Village Board.

Staff Recommendation

Staff recommends waiving the rules requiring two readings of an Ordinance and approving the attached special service area levy ordinance for the year 2025 for \$1,050,000.

Attachments

1. SSA Tax Ordinance

ORDINANCE NO. _____

**AN ORDINANCE LEVYING THE TAX FOR THE VILLAGE OF MOUNT PROSPECT ELK GROVE
TOWNSHIP FIRE AND EMERGENCY MEDICAL ASSISTANCE SPECIAL SERVICE AREA FOR
THE TAX YEAR 2025**

WHEREAS, the Village of Mount Prospect (“Village”), Cook County, Illinois, pursuant to Article VII, Section 7(6) of the Illinois Constitution of 1970 and the Special Service Area Tax Law, 35 ILCS 200/27-5 et seq., is authorized to establish special service areas and to levy taxes for the provision of special services within such areas; and

WHEREAS, the Village previously established THE VILLAGE OF MOUNT PROSPECT ELK GROVE TOWNSHIP FIRE AND EMERGENCY MEDICAL ASSISTANCE SPECIAL SERVICE AREA for the purpose of providing fire protection and emergency medical services to properties located within Elk Grove Township as legally described in the establishing ordinance, ordinance no. 6718, approved on January 9, 2025; and

WHEREAS, the establishment of the SSA followed all statutory requirements, including a public hearing and the absence of a valid petition objecting to the formation of the SSA; and

WHEREAS, in accordance with 35 ILCS 200/27-75, a public hearing is not required for the levy of taxes for subsequent years after the initial levy; and

WHEREAS, the Village Board of Trustees desires to levy the annual tax for the SSA to provide the special services for the tax year 2025, collectible in 2026.

NOW, THEREFORE, BE IT ORDAINED by the President and Board of Trustees of the Village of Mount Prospect, Cook County, Illinois, as follows:

SECTION 1. – LEVY OF TAX

There is hereby levied upon all taxable property within the established boundaries of THE VILLAGE OF MOUNT PROSPECT ELK GROVE TOWNSHIP FIRE AND EMERGENCY MEDICAL ASSISTANCE SPECIAL SERVICE AREA, as established in Village Ordinance No. 6718, a special tax for the purpose of providing and funding fire protection and emergency medical services, in the amount of:

\$1,050,000 for Tax Year 2025, collectible in 2026.

This amount is within the maximum rate authorized for the SSA under Illinois law and the establishing ordinance.

SECTION 2. – The Village Clerk is hereby directed to file a certified copy of this Ordinance with the Cook County Clerk on or before the statutory deadline for the extension of taxes for Tax Year 2025.

SECTION 3. – The County Clerk is directed to add 2% to the requested tax levy as a provision for loss and costs.

SECTION 4. – EFFECTIVE DATE

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

SECTION 5. – SEVERABILITY

If any section, paragraph, clause, or provision of this Ordinance shall be held invalid, the invalidity of such part shall not affect the validity of the remaining provisions.

PASSED AND APPROVED by the President and Board of Trustees of the Village of Mount Prospect, Cook County, Illinois, this ____ day of _____, 2025.

AYES: _____

NAYS: _____

ABSENT: _____

Paul Wm. Hoefert, Mayor

Attest:

Karen Agoranos, Village Clerk



Item Cover Page

Subject **A RESOLUTION REGARDING THE APPROVAL AND RELEASE OF
CLOSED SESSION MINUTES**

Meeting December 16, 2025 - REGULAR MEETING OF THE MOUNT
PROSPECT VILLAGE BOARD

Fiscal Impact (Y/N)

Dollar Amount

Budget Source

Category CONSENT AGENDA

Type Action Item

Information

The purpose of the review is to determine whether the need for confidentiality of closed-session minutes remains for the period May 2025 through December 2025. Village attorneys have reviewed the closed-session minutes and have determined that they are to remain confidential. The next 6-month review will occur in June 2026. This resolution approves the closed-session minutes and authorizes their confidentiality at this time.

Discussion

Alternatives

Staff Recommendation

Attachments

1. Resolution closed minutes Dec 2025

RESOLUTION NO.

A RESOLUTION REGARDING THE APPROVAL AND RELEASE
OF CLOSED SESSION MINUTES

WHEREAS, the Mayor and Board of Trustees of the Village of Mount Prospect have, from time to time, met in Closed Session for purposes authorized by the Illinois Open Meetings Act; and

WHEREAS, as required by the Act, the Village Board has kept written minutes of all such Closed Sessions; and

WHEREAS, pursuant to the requirements of Illinois State Statute, 5 ILCS 120/2.06, the Mayor and Board of Trustees have reviewed and hereby approve the minutes of Closed Session set forth on Schedule A attached hereto; and

WHEREAS, the Mayor and Board of Trustees have determined that a need for confidentiality still exists as to the Closed Session minutes for the meetings as set forth on Schedule A; and

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND BOARD OF TRUSTEES OF THE VILLAGE OF MOUNT PROSPECT, COOK COUNTY, ILLINOIS:

SECTION ONE: That the Mayor and Board of Trustees of the Village of Mount Prospect do hereby determine that no additional release of the Closed Session minutes occur at this time.

SECTION TWO: That this Resolution shall be in full force and effect from and after its passage and approval in the manner provided by law.

AYES:

NAYS:

ABSENT:

PASSED and APPROVED this 16th day of December 2025

ATTEST:

Paul Wm. Hoefert, Mayor

Karen M. Agoranos, Village Clerk

SCHEDULE A

Closed Sessions of the President and Board of Trustees of the Village of Mount Prospect were held as listed below. The minutes that have been determined to remain as confidential are indicated "Not For Release":

Not For Release

January 14, 2025	January 21, 2025
February 18, 2025	March 4, 2025
March 18, 2025	April 2, 2025
April 8, 2025	April 15, 2025
May 6, 2025	May 20, 2025
June 3, 2025	July 15, 2025
August 6, 2025	August 19, 2025
September 16, 2025	October 7, 2025
October 14, 2025	November 11, 2025
November 18, 2025	



Item Cover Page

Subject **A RESOLUTION AUTHORIZING PAYMENT TO THE MOUNT PROSPECT LIBRARY UNDER THE TERMS OF A GROUND LEASE AGREEMENT**

Meeting December 16, 2025 - REGULAR MEETING OF THE MOUNT PROSPECT VILLAGE BOARD

Fiscal Impact (Y/N)

Dollar Amount

Budget Source

Category CONSENT AGENDA

Type Action Item

Information

In December 2002, the Village entered into a ground lease with the Mount Prospect Public Library to facilitate construction of the Emerson Street Parking Deck multi-level parking structure. The parking structure was built partially on library property and partially on Village property. The structure benefits both the Library and the Village, as well as the downtown business district. On March 5, 2023, the Village exercised the option to renew the Ground Lease Agreement for a second, twenty-year term to expire in December 2042. This resolution authorizes the payment to the Mount Prospect Public Library for the annual lease amount pursuant to the agreement and reports on compliance of both the Village and Library with all material terms of the lease. The annual lease payment is \$1.00.

Discussion

Alternatives

1. Pass a resolution authorizing the annual lease payment of \$1.00 to the Mount Prospect Public Library for property used for the Municipal Parking Garage (Emerson Street Parking Deck).
2. Action at the discretion of the Village Board.

Staff Recommendation

Pass the accompanying resolution authorizing the annual lease payment to the Mount Prospect Public Library.

Attachments

1. Library Ground Lease Agreement

2. Ground Lease Agreement with Library 2025

RENEWED GROUND LEASE
BETWEEN
THE BOARD OF TRUSTEES OF
THE MOUNT PROSPECT PUBLIC LIBRARY
LANDLORD
AND
THE VILLAGE OF MOUNT PROSPECT TENANT
MARCH __, 2023

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GROUND LEASE

THIS RENEWED GROUND LEASE (the "Ground Lease") is made as of the day of January 2023 (the "Effective Date") by and between the Board of Trustees of the Mount Prospect Public Library (the "Landlord"), having a principal business address at 10 South Emerson Street, Mount Prospect, Illinois 60056, and the Village of Mount Prospect (the "Tenant"), having a principal business address at 50 South Emerson Street, Mount Prospect, Illinois 60056.

RECITALS

A. Landlord is the owner of fee title to certain land and improvements commonly known as 30 South Emerson Street, Mount Prospect, Illinois ["Emerson Street Parking Deck"] and legally described in Exhibit A attached hereto (the "Land"); and

B. The parties hereto desire to enter into a ground lease pursuant to which Landlord will lease the Land to Tenant and Tenant will accept the same from Landlord.

In consideration of the Recitals and the mutual covenants hereinafter contained, and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged by the parties, Landlord and Tenant hereby agree as follows:

ARTICLE I

GRANT

1.01 Grant. Landlord hereby leases to Tenant the Land and all easements and appurtenances belonging to or in any way pertaining to the Land, and Tenant hereby accepts the same, in accordance with the terms and conditions hereinafter set forth.

ARTICLE II

CONDITION

2.01 Condition of Land and Improvements. The Land is leased to Tenant in its "as is" "where is" condition. Landlord shall have no obligation to perform any improvements, alterations, additions, repairs or replacements thereto or to obtain any other licenses or permits.

2.02 Condition of Title and Survey. Landlord shall furnish to Tenant upon or before execution and delivery of this Agreement by Tenant copies of any surveys, title policies or other title evidence in its possession covering the Land. Tenant may in its sole discretion, order a title commitment for an ALTA leasehold title insurance policy insuring Tenant's leasehold interest in the Land with extended coverage over the printed general exceptions and an endorsement insuring any access easement that may be necessary to use the Land as contemplated by this Agreement. The title commitment and policy shall be subject only to normal and customary exceptions, and

such other exceptions as Tenant may approve in writing (all of which are herein referred to as the "Permitted Exceptions"). Tenant shall pay the cost of such title commitment and policy.

ARTICLE III

TERM

3.01 Term. The term of this Ground Lease shall commence on the Lease Commencement Date set forth in Section 3.02 and shall continue for a term of twenty (20) years (the "Term"), unless sooner terminated as provided herein.

3.02 Option to Extend. Provided that no Material Event of Default has occurred and is continuing, Tenant shall have the option to extend the Term for up to five (5) additional consecutive periods of twenty (20) years each. Tenant shall exercise the option to extend, if at all in Tenant's sole and absolute discretion, by sending written notice to Landlord not less than 90 days prior to the then-current expiration date.

3.03 Lease Commencement Date. The Ground Lease shall commence on the Effective Date (the "Lease Commencement Date").

ARTICLE IV

RENT

4.01 Annual Base Rent. Commencing on the Lease Commencement Date, and on each anniversary thereafter throughout the Term, Tenant shall pay to Landlord, in cash or cash equivalents, at the address provided for notice to Landlord, or at such other place as Landlord may from time to time hereinafter designate to Tenant in writing, annual base rent of One Dollar and No/100 (\$1.00) ("Rent"), it being understood and agreed that Tenant shall not charge any of Landlord's patrons and staff for the use of the Parking Facility. Payment of Rent shall be in the form of a resolution and shall appear on the agendas of both Landlord and Tenant annually. Notwithstanding the foregoing, in the event that Tenant shall institute any charge, fee or other required payment to patrons using the Parking Facility on a pay per park basis, Tenant shall pay to Landlord, on a quarterly basis, fifty percent (50%) of the net receipts (as hereinafter defined) with respect to the portion of the Parking Facility located on the Land as measured by square footage. Net Receipts shall be defined as the dollar amount of actual receipts, whether by cash, check, credit card, charge account for access to or services rendered with respect to the Parking Facility on a pay per park basis, less annual life cycle and maintenance costs ("Life Cycle Costs") set forth on Exhibit B attached hereto and made a part hereof.

4.02 Net Lease. Rent payable hereunder shall be net to Landlord, so as to yield to Landlord the Rent specified herein during the Term, and all costs, expenses and obligations of every kind and nature whatsoever relating to the Land (including, without limitation, Life Cycle Costs and Impositions as defined in Section 7.01) or are imposed upon or are to be performed by Tenant as provided hereunder shall be paid by Tenant. Tenant shall also pay, without notice or demand, and without abatement, deduction or set-off, in addition to Rent, all sums, taxes, assessments, utility expenses, costs and other payments which Tenant in any of the provisions of this Ground Lease agrees to pay, and in the event of any non-payment thereof, such non-payment shall be deemed a non-payment of

Rent due hereunder, and Landlord shall have all the rights and remedies provided for herein or by law in the case of non-payment of Rent.

ARTICLE V

USE AND OCCUPANCY

5.01 Quiet Enjoyment. Subject to Section 13.01. Landlord agrees that, so long as this Ground Lease remains in effect and Tenant is not in default of its obligations hereunder, Tenant shall quietly hold, occupy and enjoy the Land throughout the Term without any hindrance, ejection or molestation by Landlord or anyone claiming by, under or through Landlord.

5.02 Use. Tenant shall use the Land solely as a multi-level parking facility ("Parking Facility") as permitted by applicable Legal Requirements (defined in Section 6.05). The Parking Facility shall consist of a reasonable number of parking spaces, including handicapped parking spaces in numbers and locations required by applicable legal requirements. Landlord and Tenant shall work together in good faith to periodically review and, if necessary or advisable in the reasonable judgment of Landlord and Tenant, revise accordingly the number or location of spaces for Landlord's use and employee parking. Other than those spaces leased to commuters or downtown residents pursuant to Section 4.01, and the spaces dedicated to employee parking, the Landlord's patrons shall have access to all other parking spaces in the Parking Facility on a first come - first served basis. Landlord and Tenant shall review, on a periodic basis, the feasibility of lifting restrictions governing exclusive parking for Landlord's and Tenant's employees during evenings and weekends so as to maximize general public parking. The total number of parking spaces, including handicapped spaces, available to Landlord shall at all times be deemed to satisfy Landlord's parking requirements with respect to any zoning ordinance applicable to Landlord's Facility. In the event that Tenant shall desire to hold any special event in the Parking Facility which would disrupt or in any way interfere with access to the Parking Facility for Landlord's patrons or employees, such special event shall require Landlord's prior written consent, which consent shall not be unreasonably withheld, conditioned or delayed.

ARTICLE VI

IMPROVEMENTS: PERFORMANCE STANDARDS: LIENS: MAINTENANCE: COMPLIANCE: SURRENDER

6.01 Improvements. Subject to Landlord's prior written consent, which consent shall not be unreasonably withheld conditioned or delayed, Tenant shall have the right, at any time and from time to time; to (i) erect, construct, and install on the Land improvements and equipment; (ii) make alterations, additions to any improvements, or any part thereof hereafter erected, constructed or installed on the Land; and (iii) repair, replace or remove improvements, equipment and structures; provided that none of the foregoing actions shall materially reduce the fair market value of the Land or have a material adverse effect on Landlord's Facility. All costs incurred by Landlord in employing Landlord's Consultants in connection with any review of the foregoing plans, specifications and permits with respect to Integration With and Impact on Landlord's Facility (not including scheduled, routine or emergency maintenance and repairs to the Parking Facility) shall be reimbursed to Landlord by Tenant promptly following presentation of an invoice therefor. The cost of Landlord's Consultants' review shall not exceed Two Thousand Five Hundred and No/100 Dollars (\$2,500.00), to be adjusted in accordance with the CPI for Chicago as annually published by the U. S.

Department of Labor, Bureau of Labor Statistics. In addition, Tenant shall not remove or demolish any of the improvements which would have a material adverse effect on Landlord's Facility unless Tenant (1) replaces such improvements with other improvements of equal or greater quality and value; (2) notifies Landlord of its intent to do so at least thirty days prior to commencement of such construction; (3) delivers all exterior plans, specifications and elevations showing the general placement of the improvements, with setbacks from all lots lines, location and dimension of parking areas, driveways and service areas to Landlord with the notice of intent; and (4) delivers to Landlord copies of all permits required with respect to the improvements. Any and all improvements to the Land and any and all alterations, modifications, enlargements, additions, substitutions or replacements thereof or thereto made by Tenant during the Term shall be and remain the property of Tenant throughout the Term, and Tenant is entitled to all depreciation, deductions, amortization, and tax credits, if any, arising from ownership thereof. Upon expiration of the Term or termination of the Ground Lease; (i) title to the improvements constructed by Tenant and located on the Land shall be and become the sole and absolute property of Landlord and shall be surrendered to Landlord at that time, free and clear of the liens of any mortgages, deeds of trust, mechanics, laborers or materialmen and all other liens and encumbrances, other than any such liens and encumbrances incurred by Landlord; (ii) upon Landlord's request, Tenant shall promptly execute, acknowledge and deliver to Landlord in recordable form a quitclaim deed conveying to Landlord all right, title and interest of Tenant in and to the Land; and (iii) pursuant to any such conveyance Landlord and Tenant shall each be prohibited from taking any action that would adversely impact the other's interest in that portion of the Parking Facility located on such party's land.

6.02 Performance Standards. All improvements constructed by Tenant shall be constructed with materials approved for such use by industry standards, in a good and workmanlike manner, and in accordance with all Legal Requirements.

6.03 Liens. Tenant shall not cause or permit any liens to attach to, be placed on or filed against the Landlord's interest in the Land under this Ground Lease in connection with any construction, alteration, demolition, repair or restoration work Tenant performs or causes or permits to be performed on the Land. If, however, at any time, in connection with the planning, construction, alteration, demolition, repair or restoration work Tenant performs or causes to be performed on the Land, any liens of mechanics, laborers or materialmen shall be filed against, attached to or placed on the Land under this Ground Lease, Tenant shall, at its expense, cause the same to be discharged, by payment, bonding or otherwise provided by law within thirty (30) days after Tenant receives notice that the lien was filed, except for such liens that may have been incurred by Landlord or arisen from Landlord's actions. Nothing herein contained shall in any way prejudice the rights of Tenant to contest in good faith to final judgment or decree any such lien prior to payment thereof, provided that, Tenant shall (a) cause a title insurer to "insure over" such lien or (b) furnish and keep in effect a surety bond of a responsible and substantial surety company in an amount sufficient to pay 150% of the amount of such contested lien claim with all interest thereon and costs and expenses incurred with respect thereto. Upon final determination of the validity of any such contested lien or claim, Tenant shall immediately pay the amount finally determined to be due thereon including any the amount of judgment or decree rendered in connection therewith with all proper costs and charges and shall cause any such lien to be released of record without cost to Landlord, and during the pendency of any such contest, Tenant shall save and keep Landlord harmless from any claim or loss by reason thereof.

6.04 Maintenance. Tenant shall, throughout the Term, at no expense to Landlord, keep the Land in good repair and in a safe, clean, sightly and sanitary condition, in conformity with all

Legal Requirements including, without limitation, all landscaping, maintenance, groundskeeping and snow and ice removal. Landlord shall have no obligation to maintain or repair the Land whatsoever. Except as specifically set forth herein, Tenant shall have no obligation to perform landscaping, maintenance, groundskeeping and snow and ice removal on Landlord's Facility.

6.05 Compliance with Legal Requirements. Tenant shall, throughout the Term, at no expense to Landlord, promptly comply with all (i) applicable laws, ordinances, regulations and orders of federal, state or municipal governmental entities or agencies having jurisdiction over the Land or over Tenant's existence including, without limitation, certificates of occupancy, (ii) policies of insurance applicable to the Land, and (iii) all covenants, conditions or restrictions affecting the Land (collectively, the "Legal Requirements,."). Landlord shall not enter into any additional covenants, conditions or restrictions affecting the Land after the Effective Date without the prior written consent of Tenant, which consent shall not be unreasonably withheld. Tenant may by appropriate proceedings conducted promptly at Tenant's expense, in Tenant's name, or, wherever necessary, in Landlord's name, contest in good faith the validity or enforcement of any Legal Requirements, and Tenant may defer compliance with the same during such contest, provided Tenant diligently prosecutes such contest to a final determination by the authority having jurisdiction thereof, and providing such contest and deferment do not subject Landlord to any fine, penalty or other civil or criminal liability. Tenant shall not conduct or permit any person to conduct any unlawful activity on the Land or any use or activity in violation of (a) any Legal Requirements including, but not limited to, zoning or other real estate use laws or ordinances, or (b) any private restrictive covenants applicable to the Land. Furthermore, Tenant shall not cause or allow any activity which would violate any Legal Requirements or which would otherwise constitute a nuisance, or reasonably objectionable intrusion into or interference with the use of any surrounding property.

6.06 Surrender. Except as provided in Article IX or XIII, Tenant shall, upon termination of this Ground Lease, following good faith discussions with Landlord at once surrender and deliver up the Land and the portion of the Parking Facility located on the Land to Landlord. Pursuant to any such surrender, Landlord and Tenant shall each be prohibited from taking any action that would adversely impact the other's interest in that portion of the Parking Facility located on such party's land.

ARTICLE VII

IMPOSITIONS AND UTILITIES

7.01 Impositions Defined. As used herein, "Impositions" shall mean real estate taxes, ad valorem property taxes, assessments, rent taxes, transfer taxes, leasehold taxes, water and sewer rates and charges and other governmental charges, general and special, ordinary and extraordinary, if any, which are assessed, levied, confirmed or imposed during the Term on the Land. The parties acknowledge that as of the date hereof, the Land is not subject to any impositions. However, if, at any time during the Term, the method of taxation prevailing at the commencement of the Term shall be altered so that any new tax, assessment, levy, imposition or charge, or any part thereof, shall be measured by or be based in whole or in part upon the Ground Lease, the Land, or the rent, additional rent or other income therefrom and shall be imposed upon the Landlord, then all such taxes, assessments, levies, impositions, or charges, or the part thereof, to the extent that they are

so measured or based, shall be deemed to be included within the term "Impositions" for the purposes hereof to the extent that such Impositions would be payable if the Land were the only property of Landlord subject to such Impositions, and Tenant shall pay and discharge the same as herein provided with respect to the payment of Impositions.

7.02 Payment of Impositions.

(a) Obligation to Pay. Commencing with the Lease Commencement Date, all Impositions which relate to the Land or Tenant's leasehold estate and which shall thereafter be made, levied, assessed or imposed by a governmental authority, if any (regardless of when same may be payable) shall be the responsibility of, and paid by, Tenant. Payment of Impositions shall be made directly to the taxing authority making such levy, and if Impositions may be paid in installments, Tenant may do so. Tenant shall deliver to Landlord copies of the official receipts of such taxing authorities and other proof evidencing timely satisfaction of Tenant's obligation to pay Impositions, promptly after the receipt thereof by Tenant. Impositions attributable to the Land for the periods prior to the Lease Commencement Date and after the Term (regardless of when same may be payable) shall be the sole responsibility of Landlord.

(b) Right to Contest Impositions. Tenant may, at any time, in good faith and upon reasonable grounds, dispute or contest, by appropriate proceedings, the validity or amount of any Impositions for which Tenant is liable hereunder. If the notice required hereunder is so given by Tenant to Landlord and such contest is conducted in good faith by Tenant, and if, during any such contest, Tenant shall also take whatever action is necessary to prevent (i) any foreclosure or divesting of Tenant's interest in the Land, (ii) the public sale or foreclosure of any lien for any Impositions, (iii) Landlord from incurring or being exposed to any criminal or civil liability pursuant to this Ground Lease, and (iv) the collection of any Impositions not paid during such contest, then Landlord shall not, pending the termination of such legal proceedings, pay, remove or discharge such tax, assessment or other charge. Provided that Tenant has complied with this Section 7.02(b). Tenant shall not, in the event of and during the bona fide and diligent prosecution of such proceeding, be deemed to be in default in respect to the subject matter of such proceeding. Tenant further agrees that any such contest shall be prosecuted to a final conclusion as speedily as is reasonably possible. Landlord agrees to render to Tenant any and all reasonable assistance, at no cost to Landlord, in contesting the validity or amount of any such Impositions, including (if required) joining in the signing of any protests or pleadings which Tenant may reasonably deem advisable to file. As to any Impositions not assessed to a separate and distinct tax lot, and as to which each party shall have liability hereunder, Landlord and Tenant shall, in good faith, coordinate any efforts to contest such Impositions.

7.03 Landlord's Right to Pay Taxes. If Tenant has not complied with the terms governing its right to contest set forth in Section 7.02(b), or if Tenant fails to comply with any other provision of Section 7.02. Landlord may (a) pay any Impositions or other charges made a lien upon the Land after such Impositions or other charges become delinquent or (b) subject to applicable Legal Requirements, redeem the Land from any sale that may be made of the same for such Impositions. Landlord need not inquire into the validity of such Impositions or other charges or any tax sale before making payment as provided in this Section. In the event Landlord makes any payments in accordance with this Section. Landlord shall have the remedies set forth in Article XIII.

7.04 Utility Payments. Commencing with the Lease Commencement Date and continuing throughout the Term, Tenant shall pay or cause to be paid all charges, assessments or truces for gas, electricity, water, sewer, telephone, rail and other utility services incurred in connection with Tenant's use and occupancy of the Land.

7.05 Interruption of Utilities. Landlord shall have no liability or responsibility for any loss or damage occasioned 'by any interruption or failure in the supply of any utility services to the Land or occasioned by any required termination of such utility services necessary to effect repairs or improvements or occasioned by any other cessation of such utility services for any cause or reason other than any interruptions or failures wholly caused by the intentional acts of Landlord or its employees, agents and contractors. Landlord makes no representations or warranties with respect to the availability of electrical power to the Land provided, however, Landlord and Tenant shall work together in good faith to coordinate with respect to electrical power requirements. No such interruption, termination or cessation of utility services shall relieve Tenant of any of its duties and obligations pursuant to this Lease, including, without limitation, its obligation to pay all Rent as and when the same shall be due.

ARTICLE VIII

INSURANCE AND DAMAGE AND DESTRUCTION

8.01 Public Liability And Worker's Compensation Insurance. Tenant shall maintain, at its cost, general liability insurance including contractual liability insurance insuring as "named insureds, Landlord and Landlord's trustees, officers, directors, agents and employees (the "Landlord Protected Parties") and Tenant from all claims, demands or actions made by or on behalf of any person or persons, firm or corporation and arising from, related to or connected with the Land, for bodily injury to or personal injury to or death of any person or more than one person or for damage to property in an amount and in forms currently carried by Tenant or other similarly situated municipal corporations. Said insurance shall be written on an "occurrence" basis and not on a "claims made" basis.

8.02 Property Insurance. Tenant shall procure and maintain policies of insurance, at its own cost and expense, insuring the improvements and the personal property at any time situated on the Land against loss or damage by fire, lightning, wind storm, hail storm, aircraft vehicles, smoke, explosion, riot or civil commotion as provided by the Standard Fire and Extended Coverage Policy and all other risks of direct physical loss as insured against under Special Form "all risk" coverage. The insurance coverage shall be for not less than 100% of the full replacement cost of the improvements and not less than 90% of the replacement cost of the personal property, all subject only to such deductibles as Tenant shall reasonably determine. Landlord and Tenant shall be jointly named as the insureds and loss payees with respect to any improvements located on the Land.

8.03 Form and Amount of Insurance. All of the aforesaid insurance shall be in companies or organizations customarily providing insurance to municipal corporations. A copy of Tenant's insurance or binder together with satisfactory evidence of payment of the premiums thereon shall

be deposited with Landlord prior to the Lease Commencement Date, and annually prior to each expiration of such insurance policies required to be maintained hereunder. Tenant and Landlord shall, at Landlord's written request, annually review in good faith the insurance maintained under Section 8.01 hereof as to its adequacy. In addition, but not more frequently than once every five years during the Term, Landlord may at its expense obtain the opinion of an insurance consultant as to whether or not the insurance being maintained is customary with respect to similar uses by municipal corporations and is adequate (when considered together with applicable deductibles) to protect the personal property and the Land. The Landlord and Tenant shall in good faith discuss the need for any additional insurance recommended by such consultant.

8.04 Damage or Destruction. If any part of the Improvements shall be damaged or destroyed by fire or any other casualty, Tenant shall, within a reasonable time after the date of the damage or destruction, which shall not exceed ninety (90) days, at its cost, commence necessary repair or restorations of the Improvements to a state equal to or better than the condition of the same immediately prior to the damage or destruction. Net insurance proceeds received by Tenant, shall be disbursed to Tenant for such purpose. However, under no circumstances shall the occurrence of a fire or other casualty to any improvements or any personal property located on the Land give either party the right to terminate this Ground Lease, and neither Rent nor other charges shall be reduced or abated following damage or destruction or during the period of repair, restoration or rebuilding.

8.05 Indemnification by Tenant. Tenant shall, at all times during the Term, be in exclusive control and possession of the Land as provided herein, and Landlord shall not in any event whatsoever be liable for any injury or damage to any property or to any person happening on or about the Land, nor for any injury or damage to any property of Tenant, or of any other person contained or located thereon or therein except such injury or damage as may be caused by the intentional acts of Landlord or any of the Landlord Protected Parties. Subject to the preceding sentence, Tenant shall indemnify, defend and save harmless the Landlord Protected Parties from all claims, demands, actions, causes of action, suits, judgments, liabilities, losses, damages, costs, or expenses (including court costs and reasonable attorney's fees) incurred by or asserted against the Landlord Protected Parties, or any of them, whether for property damage, personal injury or otherwise, which arise out of Tenant's use and occupancy of the Land or out of any other act or omission of Tenant or its agents, employees or invitees, at any time. All provisions of this Section 8.05 shall survive the expiration or termination of the Lease and Landlord's sale or other transfer of the Land.

ARTICLE IX

CONDEMNATION

9.01 Definitions. The following definitions apply to a taking of or damage to all or any part of the Land or any interest therein or in the improvements located thereon by eminent domain or condemnation.

(a) "Taking" means the taking or damaging, including severance damage, by eminent domain or by condemnation or for any public or quasi-public use under any statute, whether the transfer of title results from (i) the recording of a final order in condemnation or (ii) a voluntary transfer or conveyance to the condemning agency or entity under threat of

condemnation, either (A) in avoidance of an exercise of eminent domain or (B) while condemnation proceedings are pending. The Taking shall be considered to occur as of the later of the date of recording of such final order or the date actual physical possession is taken by the condemnor.

(b) "Total Taking" means the Taking of the fee title to all the Land.

(c) "Substantial Taking" means the Taking of the fee title to at least twenty-five percent (25%) of the Land, if in the reasonable opinion of the Tenant, such Taking prevents or impedes Tenant in the operation of the Land for its intended purpose on a feasible economic basis.

(d) "Partial Taking" means any Taking of the fee title to the Land that is not either a Total Taking or a Substantial Taking.

(e) "Notice of Intended Taking" means any notice or notification expressing an existing intention of Taking, as distinguished from a mere preliminary inquiry or proposal. It includes, but is not limited to, the service of a condemnation summons and complaint on a party to the Ground Lease. The Notice of Intended Taking is considered to have been received when a party to the Ground Lease receives from the condemning agency or entity a notice of intent to take, in writing, containing a description or map of the Taking reasonably defining the extent of the Taking.

(f) "Award" means compensation paid for the Taking whether pursuant to judgment or by agreement or otherwise.

9.02 Notice of Taking: Representation.

(a) Notice. The party receiving any notice of the kinds specified below shall promptly give the other party notice of the receipt, contents and date of the notice received:

(i) Notice of Intended Taking;

(ii) Service of any legal process relating to condemnation of the Land;

(iii) Notice in connection with any proceedings or negotiations with respect to such a condemnation; or

(iv) Notice of intent or willingness to make or negotiate a private purchase, sale, or transfer in lieu of condemnation.

(b) Representation. Landlord, and all persons and entities holding under Landlord, and Tenant, and all persons and entities holding under Tenant, shall each have the right to represent their respective interests in each proceeding or negotiation with respect to a Taking or intended Taking and to make full proof of such party's claims. No agreement, settlement, sale, or transfer to or with the condemning authority shall be made without the consent of Landlord and Tenant. Landlord and Tenant each agree to execute and deliver to the other any instruments that

may be required to effectuate or facilitate the provisions of the Ground Lease relating to condemnation.

9.03 Total Taking. Upon the occurrence of a Total Taking, the Ground Lease shall terminate as of the date Tenant is deprived of possession of the Leased Premises, and the Award, whether separately granted or as part of a unit award, shall be allocated between Landlord and tenant based upon the then fair market value of their relative interests in the Land. Subject to the terms and conditions set forth above, the valuation of Landlord's and Tenant's interests in this Ground Lease and, therefore, in an Award, shall be mutually agreed upon by Landlord and Tenant.

9.04 Substantial Taking. Upon the occurrence of a Substantial Taking, Tenant shall have the option to terminate the Ground Lease by giving written notice thereof to Landlord not later than sixty (60) days after the date of the Taking. If Tenant does not elect to terminate the Ground Lease, such Taking shall be deemed a Partial Taking. If Tenant elects to terminate the Ground Lease, the Award shall be allocated in the same manner as set forth in Section 9.03.

9.05 Partial Taking. In the event of a Partial Taking, the Ground Lease shall terminate only as to the part of the Land so taken and shall continue in full force and effect with respect to the part not taken, without abatement, reduction or other effect upon the Term or the obligation of Tenant to pay in full the Impositions and other sums to be paid by Tenant. Following any Taking, Tenant shall restore, repair, or rebuild any improvements on the Land to bring the remaining improvements into compliance with Legal Requirements.

9.06 Temporary Taking. If all or any portion of the Land is taken for temporary use or occupancy, the Ground Lease shall continue in full force and effect without reduction of any Rent or other charges payable to Landlord. Tenant shall be entitled to make claim for, recover and retain any Awards recoverable in respect to such Taking, except that if such Taking shall be for a period extending beyond the expiration of the Term of the Ground Lease, Landlord shall be entitled to receive such portion of the Award as shall be attributable to the portion of such period occurring after expiration of the Term.

9.07 Separate Claims. Nothing contained in this Article shall prevent Landlord or Tenant from filing or prosecuting separately their respective claims for the taking of their personal property or for moving expenses.

ARTICLE X

ASSIGNMENT AND SUBLETTING

1001 Binding Effect. The Ground Lease shall be binding upon and shall inure to the benefit of the parties hereto and their respective successors and permitted assigns.

1002 Assignments and Subleases. Except as expressly set forth below, Tenant shall not, without the prior written consent of Landlord, which consent Landlord may withhold in its sole and absolute discretion, (i) assign, transfer, mortgage, pledge, hypothecate or encumber or subject to or permit to exist upon or be subjected to any lien or charge, this Lease or any interest under it, (ii) allow to exist or occur any transfer of or lien upon this Lease or the Tenant's interest herein by

operation of law, (iii) sublet the Premises or any part thereof except as contemplated by Section 4.01 hereof, or (iv) permit the use or occupancy of the Premises or any part thereof for any purpose not permitted under Section 5.02 of this Lease or by anyone other than the Tenant and Tenant's employees except as contemplated by Section 4.01 hereof. In no event shall this Lease be assigned or assignable by voluntary or involuntary bankruptcy proceedings or otherwise, and in no event shall this Lease or any rights or privileges hereunder be an asset of Tenant under any bankruptcy, insolvency or reorganization proceedings, except as provided by law. Tenant shall give Landlord written notice of any proposed assignment of the Lease, and such notice shall provide (a) the name and address of the proposed assignee, (b) the terms of the proposed assignment, (iii) the most recent financial statements of the proposed assignee, and (iv) such other information as Landlord may reasonably request. No assignment shall relieve Tenant of any of its obligations under this Lease. Any assignment made by Tenant without Landlord's consent in violation of this Section 10.02(a) shall be voidable at Landlord's option, shall constitute an Event of Default. Landlord's consent to any one assignment shall not be deemed a waiver of this Section 10.02(a) with respect to any subsequent assignment nor a consent to any subsequent assignment.

ARTICLE XI

MORTGAGES

11.01 Leasehold Mortgage. Tenant shall not at any time permit any leasehold mortgage to be placed upon the Land.

ARTICLE XII

DEFAULT

12.01 Events of Default. The following shall constitute "Events of Default":

(a) Monetary. Tenant shall fail to pay Rent at the time required, any Imposition or any other monetary obligation, payment or deposit required under this Ground Lease when due, and such failure shall continue for a period often (10) business days following written notice from Landlord to Tenant; or

(b) Non-performance. Tenant shall fail to observe or perform any of the other material covenants, terms or conditions contained in the Ground Lease, and such failure shall continue and not be cured for a period of thirty (30) days after written notice by Landlord to Tenant, provided that if the default is not reasonably capable of being cured within thirty (30) days, an Event of Default shall occur only if the Tenant fails promptly to commence such cure or fails thereafter diligently to pursue such efforts to completion; or

(c) Bankruptcy; Receivership. (i) Tenant files a petition in bankruptcy or for reorganization, arrangement or other relief pursuant to any present or future federal or state bankruptcy law or under any similar present or future federal or state law, or is adjudicated a bankrupt or insolvent, or an order for relief is entered against it, or makes an assignment for the benefit of its creditors, or admits in writing its inability to pay its debts generally as they become due, or if a petition or answer proposing the adjudication of Tenant as a bankrupt or a reorganization of Tenant under any present or future federal or state bankruptcy law or any similar

present or future federal or state law is filed in any court and such petition or answer is not discharged or denied within sixty (60) days after the filing thereof, or (ii) a custodian, receiver, trustee or liquidator of Tenant or all or substantially all of the assets of Tenant is appointed in any proceeding brought by or against Tenant and is not discharged within sixty (60) days after such appointment or Tenant consents to or acquiesces in such appointment, or (iii) all or a substantial part of the assets of Tenant are attached, seized, subjected to a writ or distress warrant or are levied upon, unless such attachment, seizure, writ, warrant or levy is vacated within sixty (60) days.

12.02 Landlord's Rights Upon an Event of Default. Subject to the provisions of Article XII, upon the occurrence of an Event of Default by Tenant, or at any time thereafter during the continuance of such Event of Default, Landlord may take any one or more of the following actions and shall have the following rights against Tenant:

(a) Termination. Landlord may elect to terminate the Ground Lease by giving no less than thirty (30) days' prior written notice thereof to Tenant and upon the passage of time specified in such notice, this Ground Lease, the estate hereby granted and all rights of Tenant hereunder shall terminate as fully and completely and with the same effect as if such date were the date herein fixed for expiration of the Term, except that Tenant shall remain liable as provided in Section 12.02(d).

(b) Current Damages. In the event of any termination of this Ground Lease by reason of the occurrence of an Event of Default, Tenant shall pay to Landlord the Rent and other sums required to be paid by Tenant for the period to and including the date of such termination or repossession. Thereafter, until the end of what would have been the Term in the absence of such termination or repossession, and whether or not the Land or any part thereof shall have been relet, Tenant shall pay to Landlord as liquidated and agreed current damages the Rent and other sums which would be payable to Landlord under this Ground Lease for the remainder of the Term by Tenant in the absence of such termination or repossession, less the proceeds, if any, of any reletting, after deducting from such proceeds all of Landlord's expenses reasonably incurred in connection with such reletting (including, without limitation, all repossession costs, brokerage commissions, legal expenses, attorney's fees, employee expenses, alteration costs and expenses of preparation for such reletting). Tenant will pay such current damages on the days on which Rent would have been payable under this Ground Lease in the absence of such termination, and Landlord shall be entitled to recover the same from Tenant on each such day.

(c) Rights Cumulative, Non-Waiver. No right or remedy herein conferred upon or reserved to either party hereto is intended to be exclusive of any other right or remedy, and each and every right and remedy shall be cumulative and in addition to any other right or remedy given hereunder or now or hereafter existing at law or in equity or by statute. In addition to the other remedies provided in this Ground Lease, each party shall be entitled, to the extent permitted by applicable law, to injunctive relief in case of the violation or attempted or threatened violation of any of the covenants, agreements, conditions or provisions of this Ground Lease, or to a decree compelling performance of this Ground Lease, or to any other remedy allowed at law or in equity.

(d) Landlord's Right to Cure. If Tenant fails to pay any Impositions, utilities charges described in Article VII, insurance premiums described in Article VIII, the cost of any of the repairs or maintenance required to be made by Tenant pursuant to the Ground Lease or any other charges, costs or expenses required to be paid under the Ground Lease, then after giving

Tenant notice and opportunity to cure as required by Sections 12.01 or 12.02, Landlord shall have the right, but not the obligation, to make all such payments or to perform such repairs or maintenance and to pay the cost thereof, and in addition to its other remedies under this Article XII, Landlord shall have the option of requiring Tenant to repay to Landlord the amount of such payments (which shall be deemed additional Rent hereunder) on demand with interest after demand at a rate per annum (the "Default Rate") equal to two percent (2%) plus the prime rate (also known as the base rate or reference rate), as published from time to time in The Wall Street Journal or such other reasonably equivalent index which may then be available, as liquidated damages.

(e) Late Payment, Default Rate. If Landlord does not receive payment of any installment of Rent, any Imposition or any other sum required to be paid by Tenant to Landlord hereunder within ten (10) business days after notice to Tenant of the delinquency, such sum shall, in addition, bear interest at the Default Rate from the due date until the date paid.

(f) Maximum Rate. Nothing contained in Sections 12.02(d) or 12.02(e) shall be construed to require Tenant to pay interest in excess of the maximum rate permitted by law. If the Default Rate or late charge is deemed usurious, then the rate specified in said Sections shall be reduced to the maximum lawful rate.

(g) Landlord's Lien. Landlord shall have a lien against Tenant's leasehold estate, the improvements constructed by Tenant and all property of Tenant located on the Land to secure any obligations of Tenant to Landlord arising pursuant to the provisions of this Ground Lease

12.03 Tenant's Rights Upon an Event of Default. In the event of a default by Landlord in its obligations pursuant to this Lease, Tenant's remedy and right of recovery with respect to money damages shall be limited to Landlord's interest in the Land.

12.04 No Implied Waiver. The failure of either party to insist upon strict performance of any of the covenants or conditions of the Ground Lease or to exercise any option herein conferred in any one or more instances shall not be construed as a waiver or relinquishment for the future of any such covenant, condition, or option, but the same shall be and remain in full force and effect. The receipt by Landlord of any Rent or any other sum payable hereunder with knowledge of the breach of any covenants or agreements contained herein shall not be deemed a waiver of such breach.

ARTICLE XIII

MISCELLANEOUS PROVISIONS

13.01 Access by Landlord. Landlord or Landlord's agents, representatives or employees shall have the right at any time upon at least twenty-four (24) hours' verbal notice (except in emergencies or suspected emergencies, in which case only such notice, if any, as may be feasible under the circumstances shall be required) to enter upon the Land for the purposes of inspecting the same, determining whether Tenant is complying with this Ground Lease, curing (as permitted herein) any default by Tenant (except in the case of an emergency or suspected emergencies threatening injury to a person or Land, in which case no notice is necessary), and, during the last

two (2) years of the Term, showing the Land to prospective tenants. Landlord shall notify Tenant in writing in the event of any such non-compliance.

13.02 Brokers' Fees. Tenant represents that Tenant has dealt with no brokers in connection with this Lease and Tenant agrees to indemnify and hold Landlord harmless from all damages, liability and expense (including reasonable attorneys' fees) arising from any claims or demands of any other broker or brokers or finders for any commission alleged to be due such broker or brokers or finders in connection with its having introduced Tenant to the Land or participating in the negotiation with Tenant of this Lease. Landlord represents that Landlord has dealt with no brokers in connection with this Lease and Landlord agrees to indemnify and hold Tenant harmless from all damages, liability and expense (including reasonable attorneys' fees) arising from any claims or demands of any other broker or brokers or finders for any commission alleged to be due such broker or brokers or finders in connection with its having introduced Landlord to the Land or participating in the negotiation with Landlord of this Lease.

13.03 Gender and Number. Words of any gender used in the Ground Lease shall be held to include any other gender, and words in the singular shall be held to include the plural, when the sense requires.

13.04 Notices. Notices, statements and other communications to be given under the terms of the Ground Lease shall be in writing and sent by fax, certified or registered mail, or by commercial courier, return receipt requested, and addressed as follows:

If to Landlord:

Mount Prospect Public Library
10 South Emerson Street
Mount Prospect, IL 60056
Attn: Executive Director Su Reynders
Fax: 847-253-0642
Voice: 847-253-5675
Email: sreynders@mppl.org

with a copy to:

Mark Ritzman c/o
Peregrine, Stime, Newman, Ritzman & Bruckner
221 E. Illinois Street
P.O. Box 564
Wheaton, IL 60187
Attn: Mark Ritzman, Esq. and
Roger Ritzman, Esq.
Fax: 630-665-1900
Voice: 630-665-0407
Email: mrutzman@psnrb.com and rrutzman@psnrb.com

If to Tenant:

Village of Mount Prospect 50 South Emerson Street Mount Prospect, IL 60056
Attn: Village Manager Michael Cassady mcassady@mountprospect.org
847-392-6000

with a copy to:

Klein, Thorpe & Jenkins, Ltd. 20N. Wacker Drive
Suite 1660
Chicago, IL 60606
Attn: Lance Malina lcmalina@ktjlaw.com
312-984-6420

or at such other address or by such other acceptable means as from time to time designated by the party receiving the notice in accordance with the procedures set forth herein. The effective date of such notices shall be the date such notices are received or refused by the party to whom the notice is given. Proof of successful delivery or transmission shall be provided upon request.

13.05 Applicable Law. The ~~internal~~ laws of the State of Illinois applicable to agreements made or to be performed in Illinois or to Land located in that state shall govern the validity, performance and enforcement of the Ground Lease.

13.06 Partial Invalidity. If any provision of the Ground Lease shall be invalid or unenforceable it shall not affect the validity of any other provisions of the Ground Lease so long as the enforcement of such other provisions is not materially inconsistent with the parties' intent as expressed in this Ground Lease.

13.07 Recording. Landlord and Tenant will execute for purposes of recordation in the appropriate recording office a memorandum or short form of the Ground Lease containing the names of the parties, a description of the Land, the Term, and such other provisions as either party may reasonably require. Each party agrees that it will not record the Ground Lease in its entirety.

13.08 Interpretation. Headings as to the contents of particular sections herein are inserted only for convenience and are in no way to be construed as a part of the Ground Lease or as a limitation on the scope of the particular section to which they refer. The parties hereto acknowledge that each has been represented by competent counsel in the review and negotiation of this Lease and that the theory of construction construing the Lease against the drafter thereof shall be disregarded.

13.10 Binding Effect. The covenants, conditions and agreements contained in the Ground Lease shall bind, apply to and inure to the benefit of the parties hereto and their respective successors and permitted assigns.

13.11 No Partnership. It is expressly understood that Landlord shall not be construed or held to be a partner of Tenant and that the relationship between the parties hereto is and shall at all times remain that of landlord and tenant.

13.12 Estoppel Certificates. At any time and from time to time within fifteen (15) days

after the request of the other party, but not more frequently than twice per year, Landlord or Tenant will execute, acknowledge, and deliver to the other party, a certificate certifying:

(a) That the Ground Lease is unmodified and in full force and effect (or, if there have been modifications, that the same is in full force and effect as modified and stating such modifications);

(b) Whether there are any existing defaults by the other party, to the knowledge of the party making such certification, specifying the nature of such defaults, if any;

(c) Whether the Lease Commencement Date has occurred and, if so, the date thereof; and

(d) Such other matters as may be reasonably requested.

13.13 Holding Over. The Ground Lease shall terminate without further notice at expiration of the Term. Any holding over by Tenant or any party claiming by, through or under Tenant after expiration shall not constitute a renewal or extension or give Tenant any rights in or to the Land. In the event of any holding over, Landlord may exercise any and all remedies available to it at law or in equity to recover possession of the Land and for damages. If the holding over occurs at the expiration of the Term or by reason of a termination by mutual agreement of the parties, and continues in excess of thirty (30) days, Landlord may, as an alternative remedy, elect that such holding over shall constitute a renewal of this Ground Lease for one (1) year, and upon all of the other covenants and agreements contained in this Ground Lease.

13.14 Time is of the Essence. Time is of the essence in this Ground Lease.

13.15 Transfer and Leasehold Taxes. Tenant shall pay any transfer or leasehold taxes imposed by any governmental authority in connection with this Ground Lease or the recordation of the memorandum provided hereinabove.

13.16 Expenses and Fees. If legal action be brought in a court of competent jurisdiction by either party hereto arising out of or concerning the Ground Lease or the rights of any party hereto, the prevailing party in said action shall be awarded reasonable attorneys' fees and court costs from the non-prevailing party. Tenant agrees to pay on demand Landlord's expenses, including reasonable attorneys' fees, expenses and administrative hearing and court costs incurred either directly or indirectly, in curing any default by Tenant, in terminating this Ground Lease or repossessing the Land, in connection with appearing, defending or otherwise participating in any action or proceeding arising from the filing, imposition, contesting, discharging or satisfaction of any lien or claim for lien, in defending or otherwise participating in any legal proceedings initiated by or on behalf of Tenant wherein Landlord is not adjudicated to be in default under this Ground Lease, or in connection with any investigation or review of any conditions or documents in the event Tenant requests Landlord's approval or consent to any action of Tenant which may be desired by Tenant or required of Tenant hereunder.

13.17 Covenants to Run with the Land. All the covenants, agreements, conditions and undertakings contained in this Ground Lease shall extend and inure to and be binding upon the

successors and assigns of the respective parties hereto the same as if they were in every case named and shall be construed as covenants running with the land, and wherever in this Ground Lease reference is made to either of the parties hereto, it shall be held to include and apply to, wherever and whenever applicable, the successors and permitted grantees and assigns of such party the same as if in each and every case so expressed.

13.18 Entire Agreement: Merger. The Ground Lease contains all the agreements and conditions made between the parties hereto with respect to the matters contained herein and may not be modified orally or in any other manner than by an agreement in writing signed by all the parties hereto or their respective successors. All prior written and oral understandings and agreements shall be deemed to have merged into the Ground Lease and have no further force and effect.

13.19 Counterparts. This Ground Lease may be executed in counterparts, each of which shall be deemed to be an original and all of which shall, when taken together, constitute but one and the same instrument.

The parties hereto have duly executed the Ground Lease as of the date and year first hereinabove written pursuant to proper authority duly granted.

ARTICLE XIV **ENVIRONMENTAL CONDITIONS**

14.01 Definitions. As used in this Ground Lease, the following definitions shall apply:

(a) "Environmental Claims" shall mean all notice letters, inquiry letters, investigations, notices of violation, orders, claims, demands, suits or judicial or administrative actions under any Environmental Requirements.

(b) "Environmental Requirements" shall mean all present and future laws, rules, regulations, ordinances, codes, policies, guidance documents, approvals, plans, authorizations, licenses or permits relating to human health, pollution or protection of the environment issued by any government authority.

(c) "Environmental Expenses" shall mean any liability (including strict liability), loss, cost, penalty, fine, punitive damages, encumbrance or expense relating to any Environmental Claim or Environmental Conditions or incurred in compliance with any Environmental Requirements, including, without limitation the costs of investigation, cleanup, remediation, monitoring, corrective removal or other responsive action; compliance costs, settlement costs and related legal and consulting fees and expenses.

(d) "Hazardous Materials" shall mean any substance that is defined as a "hazardous substance", "hazardous waste", or "hazardous material" or term of similar meaning under any Environmental Requirements, including petroleum, heating oil, crude oil and any fraction thereof and any natural or synthetic gas.

(e) "Environmental Conditions" shall mean the state of the environment,

including natural resources (e.g. flora and fauna), soil, surface water, ground water, any present or potential drinking water supply, subsurface strata or ambient air, relating to or arising out of the use, handling, storage, treatment, recycling, generation, transportation, spilling, leaking, pumping, pouring, injecting, emptying, discharging, emitting, escaping, leaching, dumping, disposal, release or threatened release of Hazardous Materials, including, but not limited to, the exposure of persons to Hazardous Materials at the work place or the exposure of persons or property to Hazardous Materials migrating or otherwise emanating from, to or located at, under or on the Land.

14.02 Tenant's Construction. Tenant acknowledges that there is an underground storage tank ("UST") currently located on the Land and that Tenant has received copies of all documentation in Landlord's possession with respect thereto. Tenant shall, at Tenant's sole cost and expense, remove the UST in accordance with all Environmental Requirements. In the event that all or part of the Land requires remediation or other activities pursuant to Environmental Requirements as a result of or in furtherance of Tenant's removal of the UST, demolition or alteration of existing improvements or construction of new improvements on the Land, Tenant, at its sole cost and expense, shall undertake and complete such required remediation or other activities. Notwithstanding the foregoing Landlord shall be responsible for any remediation costs incurred as result of the gross negligence or willful misconduct of Landlord. In addition, Landlord shall cooperate with Tenant with respect to the removal of the UST, provided same shall be at no cost to Landlord.

14.03 Indemnification By Tenant. Tenant shall protect, defend, indemnify and save harmless Landlord, and its agents, employees, officers and directors, from and against all liabilities, obligations, claims, damages, Environmental Expenses, penalties, causes of action, costs and expenses (including, without limitation, reasonable attorneys' fees and expenses) imposed upon or incurred by or asserted against Landlord by reason of claims, losses, damages, response costs, clean-up costs and expenses arising out of or in any way relating to (i) Tenant's failure to fulfill each of the obligations required of Section 14.02 of this Lease, or (ii) Hazardous Materials, released on, over, from, beneath, in or upon the Land after the Effective Date (unless the release of Hazardous Materials after Effective Date was caused by action taken by Landlord after the Effective Date), including without limitation, (a) claims of third parties (including, but not limited to, governmental entities) for damages, penalties, response costs, clean-up costs, investigation costs, assessment costs, injunctive or other relief; (b) costs and expenses of investigation, assessment, removal and restoration including fees and costs of attorneys and experts, and costs of reporting the existence of Hazardous Materials to any governmental agency; and (c) any and all expenses or obligations, including, without limitation, reasonable attorneys' fees and costs, witness fees, deposition costs, copying and telephone charges and other expenses, all of which shall be paid by the Tenant when incurred. In case any action, suit or proceeding is brought against Tenant by reason of any indemnifiable occurrence provided for in this Section 14.03, at the election of Landlord, Tenant shall, at Tenant's expense, resist and defend such action, suit or proceeding, or cause the same to be resisted and defended, provided nothing contained herein shall limit the Tenant's liability to Landlord for reimbursement of Landlord's reasonable expenses in resisting and defending any such action, suit or proceeding if Landlord does not make the aforesaid election.

14.04 Landlord's Right To Receive Reports. Correspondence and Studies, Tenant shall forward to Landlord, at the address provided for notices herein, a copy of all reports, studies, data, and communications to or from Tenant or any other person concerning the UST or any Environmental Claims or Environmental Conditions pertaining to the Land within two (2) business days of the date

that such report, study, data or communication was received or prepared by Tenant. Tenant shall make no application with or send any communication to any governmental body or agency concerning the UST or any Environmental Condition pertaining to the Land without Landlord and Tenant first discussing in good faith such proposed application or communication. Landlord shall give Tenant notice and copies of any communications received by Landlord.

14.05 Survival. All provisions of this Article XIV shall survive the expiration or termination of the Lease and Landlord's sale or other transfer of the Land.

MOUNT PROSPECT PUBLIC LIBRARY

By: [Signature]
Title: LIBRARY PRESIDENT

VILLAGE OF MOUNT PROSPECT

By: [Signature]
Title: Village President

ATTEST

By: [Signature]
Title: Library Secretary
Date: 4/20/23

By: [Signature]
Title: Village Clerk
Date: 3/22/2023

EXHIBIT A
LEGAL DESCRIPTION OF LAND

THAT PART OF LOT "A" IN MOUNT PROSPECT PUBLIC LIBRARY RESUBDIVISION OF LOTS 1, 2, 3, 4, 5, 6, 7, AND 14 IN BLOCK 4 IN BUSSE AND WILLIE'S RESUBDIVISION IN MOUNT PROSPECT IN THE WEST HALF OF SECTION 12, TOWNSHIP 41 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID LOT "A"; THENCE NORTH 88 DEGREES 59 MINUTES 27 SECONDS WEST ALONG THE SOUTH LINE OF SAID LOT "A" 294.78 FEET TO THE SOUTHWEST CORNER THEREOF; THENCE NORTH 00 DEGREES 12 MINUTES 10 SECONDS WEST ALONG THE WEST LINE OF SAID LOT "A" 89.54 FEET; THENCE SOUTH 89 DEGREES 47 MINUTES 36 SECONDS EAST 295.41 FEET TO A POINT ON THE EAST LINE OF SAID LOT "A"; THENCE SOUTH 00 DEGREES 12 MINUTES 57 SECOND WEST ALONG SAID EAST LINE 93.66 FEET TO THE POINT OF BEGINNING, ALL IN COOK COUNTY, ILLINOIS.

EXHIBIT B

DESMAN
ASSOCIATES

LIFE CYCLE COSTS

LIFE-CYCLE REPAIR/MAINTENANCE COSTS (50 YR) <i>Mt Prospect Village Hall Parking Deck</i>							
Item	Unit Cost	Units	Interval	Annual Cost	Cycles	Inflation Mult (4)	Total Cost
Concrete Sealer	\$.50/SF	128000	8 Yrs	\$8,000	6	3.8	\$1,459,200
Sealants (All)	\$5.00/LF	18000	10 Yrs	\$9,000	5	"	\$1,710,000
Concrete & Masonry	\$2.00/SF	128000	Life	\$5,120	varies	"	\$972,000
Elevator Rebuild	\$100,000/	1	20 Yrs	\$5,000	2	"	\$950,000
Total Repair Costs				\$27,120			\$5,091,200
Lighting Fixtures	\$.04/SF	128000	1 Yr	\$5,120	50	"	\$972,000
Elevator Maint. (1)	\$5,000/	1	1 Yr	\$5,000	50	"	\$950,000
Gen Maintenance (2)	\$.08/SF	128000	1 Yr	\$7,680	50	"	\$1,458,000
Operational (3)	\$.25/SF	128000	1 Yr	\$32,000	50	"	\$6,080,000
Total Operating Costs				\$49,800			\$9,460,000

Notes

- (1) Annual service contract plus non-covered items
- (2) Includes: sweeping, washdowns, restriping & misc painting, extinguisher replacement, landscape/site repair
- (3) Includes: utilities, insurance, admin costs, snowplowing, landscape maint, sprinkler testing taxes (excludes security)
- (4) Based on 4%/Yr inflation

RESOLUTION NO.

**A RESOLUTION AUTHORIZING PAYMENT TO THE MOUNT PROSPECT PUBLIC LIBRARY
UNDER THE TERMS OF A GROUND LEASE AGREEMENT**

WHEREAS, on November 6, 2002, the Village of Mount Prospect ("the Village") and the Mount Prospect Public Library ("the Library") entered into a Ground Lease Agreement (the "Lease") providing, among other things, for the Village to lease certain property ("Property") from the Library; and

WHEREAS, the Village has caused its attorney and staff to review the terms of the Lease and the current status of the Property and its usage; and

WHEREAS, the attorney and staff have reported that both the Village and the Library are in substantial compliance with all material terms of the Lease; and

WHEREAS, the Mayor and Board of Trustees have determined that it is in the best interests of the Village and its residents to assure that there is continued compliance with the Lease; and

WHEREAS, Section 3.02 of the Ground Lease Agreement allows the tenant (Village of Mount Prospect) an option to extend the term of the lease for six additional consecutive terms of twenty (20) years each; and

WHEREAS, on March 21, 2023, the Village of Mount Prospect exercised the option to renew the Ground Lease Agreement for a second, twenty-year (20) term to expire December 2042.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND BOARD OF TRUSTEES OF THE VILLAGE OF MOUNT PROSPECT, COOK COUNTY, ILLINOIS:

SECTION ONE: That the parties are in substantial compliance with all material terms of the Lease.

SECTION TWO: That the Mayor and Board of Trustees authorize the Village Director of Finance to pay the Library such sums as are due pursuant to the Lease.

SECTION THREE: That this Resolution shall be in full force and effect from and after its passage and approval in the manner provided by law.

AYES:

NAYS:

ABSENT:

PASSED and APPROVED this 16th day of December 2025

Paul Wm. Hoefert
Mayor

ATTEST:

Karen M. Agoranos
Village Clerk



Item Cover Page

Subject	Motion to approve the Hatlen Heights neighborhood traffic-calming program on Audrey Lane, Hatlen Avenue, Grindel Drive, Connie Lane, and Meier Road.
Meeting	December 16, 2025 - REGULAR MEETING OF THE MOUNT PROSPECT VILLAGE BOARD
Fiscal Impact (Y/N)	Y
Dollar Amount	\$35,000.00
Budget Source	Capital Improvements Fund
Category	OLD BUSINESS
Type	Action Item

Information

The Transportation Safety Commission transmits their recommendation to construct a traffic-calming project within the Hatlen Heights Subdivision on Audrey Lane, Hatlen Avenue, Grindel Drive, Connie Lane and Meier Road and approve associated traffic regulations. This is a second reading of the proposed motion and ordinance. The first reading was held at the Regular Meeting of the Village Board on December 2, 2025.

Proposed improvements recommended by the Transportation Safety Commission include:

- Mini-traffic circles at the intersection of Audrey Lane and Grindel Drive, as well as Hatlen Avenue and Grindel Drive
- Speed feedback signs on Audrey Lane and Hatlen Avenue.
- All-way stop control at the intersection of Audrey Lane and Connie Lane with centerline pavement markings on approach to the intersection.
- Pavement markings on Meier Road between Lincoln Street and Connie Lane to match the pavement markings on Meier Road south of Lincoln Street.

This recommendation was approved by the Transportation Safety Commission at their regularly scheduled meeting on September 8, 2025.

At the December 2, 2025, Village Board meeting, staff were also asked to consider comments and suggestions derived from a neighborhood meeting hosted by Mayor Hoefert and Trustee Dante on October 27, 2025. Staff did not attend this meeting. Summary notes for this meeting were provided to staff on November 12, 2025. The comments and suggestions from the neighborhood meeting in these notes are provided below in bold text. Staff responses are provided for each comment and suggestion.

DISPOSITION OF COMMENTS / OCTOBER 27, 2025, NEIGHBORHOOD MEETING

GENERAL COMMENTS

Stop Waze and other mapping services from directing traffic to Audrey. Staff contacted Waze and was advised that the company affirms the right to utilize any public right-of-way as part of its mapping services. They refused to restrict traffic or eliminate the use of Audrey or Hatlen in their route analysis algorithms.

Police won't issue speeding tickets unless speed exceeds 11 MPH over the limit. The Police Department reports that Cook County Circuit Court judges routinely dismiss speeding violations less than 9 mph over the posted limit. This inconvenient truth undoubtedly contributes to higher speeds on Audrey and many other Village streets.

Empty School District 214 buses use Audrey for parking and/or staging. Staff contacted the transportation managers at High School District 214 and at Community Consolidated School District 59. They have been provided with a complete explanation of the problem and a specific request to avoid using local streets for transit of empty buses without a valid business purpose to do so.

Also, it is relevant to note that most regular-size school buses exceed the 6-ton (12,000 pounds) weight limit on Village streets. The Village Code carves out an exception for school buses to operate on Village streets provided they are on routes to pick up or drop-off students. If not, they can be ticketed for being overweight.

Shuttle buses and box trucks. Most commercial vehicles larger than a Ford F-350 pickup truck exceed the 6-ton weight limit (i.e. F-450, Ram 4500/5500, Chevy Silverado 4500/5500 pick-up trucks and most box trucks longer than 16 feet). Unless these vehicles are driving to or from a bona fide business appointment in the neighborhood, and they should be on the shortest route between their destination and a truck route, they can be ticketed for violating weight restrictions on Village streets.

Shuttle buses built on a van chassis with a 14-passenger capacity probably weigh less than 6 tons (unless they're fully loaded). They are not required to operate on truck routes and can lawfully utilize any public street in the Village. Larger shuttles, like school buses, must have a bona fide reason to be in the neighborhood and can be ticketed for overweight violations, just like school buses.

Less general truck traffic occurring. Staff is unclear whether this comment is meant to infer that there is currently less general truck traffic occurring or whether it is intended to suggest that the neighborhood would like to see further reductions in general truck traffic. However, the street, and almost all residential streets in the Village, have a 6-ton weight limit.

Audrey at Grindel and Hatlen at Grindel / Same enforcement. Staff is unclear what this comment means.

POTENTIAL MEASURES

No Through Traffic Sign at Central and Audrey / Install flashing lights on the sign.

There is an existing No Thru Traffic Sign at Central & Audrey. There is an identifiable sign at Meier & Lincoln. These signs are advisory, not regulatory. In other words, they are not enforceable. The Police Department cannot cite any driver for having an inappropriate origin

or destination. The signs can be lit. However, lighted signs tend to have impact for only a short period of time and then become part of the background. Sign lighting could set an unsustainable precedent to light other signs. *Staff does not recommend lighting the No Thru Traffic sign. However, at the direction of the Village Board, the sign can be lit.*

Audrey / Install No Truck Traffic. The Village Code does not provide a unique, explicit definition of a "truck" but rather adopts the definitions found in the State of Illinois statutes and the Illinois Vehicle Code. The Illinois Vehicle Code says a truck is "Every motor vehicle designed, used or maintained primarily for the transportation of property." This definition isn't very useful for law enforcement and is not very informative for drivers. Arguably, the law sees no difference between a homeowner's pickup truck and a contractor's pickup truck. A police officer enforcing a No Trucks sign in Hatlen Heights most likely needs to discern the difference. Consequently, a No Trucks sign is not enforceable. However, there is an existing 6-ton weight limit sign at the Central Road intersections with Audrey and Hatlen. There is a similar sign on Meier near Golf. This sign is enforceable. It prohibits vehicles weighing more than 12,000 pounds from using the streets unless permitted or excepted by the Village Code. Generally, the weight limit for all Village streets is 6 tons (1 ton is equivalent to 2,000 pounds). Examples of vehicles that typically exceed 12,000 pounds in gross vehicle weight include:

Standard full-size school buses.

Box trucks (i.e., 16–26-foot delivery trucks).

F-450, Ram 4500/5500, and Chevy Silverado 4500/5500 pick-up trucks.

The Village Code exempts vehicles owned by government agencies. It also has an exemption for school buses and moving trucks. However, the exemption contains a caveat. The school bus or box truck must have a legitimate reason for operating on streets not designated as a truck route and they must be operated on the shortest path between their point of origin or destination and the nearest truck route. For reference, the relevant portion of the Village Code is attached.

Staff recommends continued or increased enforcement of existing overweight regulations.

Staff does not object to the installation of a No Trucks sign with the understanding that the sign in and of itself is not enforceable. It should also be noted that the Police Department performed 207 hours of traffic enforcement on Audrey during July and August of this year.

They issued 10 speeding citations, 19 stop-sign citations, and only 1 overweight citation. This activity summary suggests that there is a disparity between reported and observed overweight vehicle experience.

Connie and Audrey / Install a 4-way stop. *Staff concurs with this recommendation.* The current traffic-calming plan, approved by the Transportation Safety Commission and presented for the Village Board's consideration on December 2nd, includes a 4-way stop at Connie and Audrey.

Connie and Hatlen / Install a 4-way stop. This intersection is currently controlled by a 2-way stop with stop signs installed on Connie. This intersection does not satisfy any of the warrants for a multi-way stop sign provided in the Illinois Manual on Uniform Traffic Control Devices (MUTCD). Pursuant to the Illinois Vehicle Code, the Village is obligated to comply with the MUTCD. Furthermore, the Village Code adopts the Illinois Vehicle Code and the Illinois Manual on Uniform Traffic Control Devices by reference.

Staff does not recommend installing unwarranted stop signs for these reasons:

Installing an unwarranted stop sign can create a safety hazard. If drivers do not encounter opposing vehicles at an intersection at which they are required to stop, they will ultimately disregard the stop sign. Sooner or later, a pedestrian, bicyclist, or vehicle will enter the intersection expecting the oncoming vehicle to stop and yield the right of way but doesn't, potentially resulting in a crash.

Installing unwarranted stop signs or other failures to comply with the MUTCD can result in the loss of federal and state financial aid (grants) for transportation projects.

Unwarranted stop signs can be difficult to enforce. If a driver is cited for violating an unwarranted stop sign, his or her attorney could prevail in court if it can be shown the stop sign in question is unwarranted or does not comply with the MUTCD. The judge could dismiss the case, essentially making that stop sign unenforceable.

Installing unwarranted stop signs increases the Village's legal liability. Attached for your information, please find an opinion on this matter from risk attorneys at the Intergovernmental Risk Management Agency (IRMA). *IRMA encourages the Village to comply with MUTCD requirements.*

Staff's recommendation is informed by the history of intersection control in the Hatlen Heights neighborhood. For reference, a copy of the 2008 Zone 11 Intersection Traffic Control Study is attached. This study was one of 18 completed over multiple years during the early 2000s that standardized intersection controls, increased driver compliance, and dramatically reduced accidents. Crashes on neighborhood streets were reduced by 50%.

Meier / Install a stop sign. Staff assumes this request refers to the Connie and Meier intersection. This intersection is presently controlled by a stop sign on Connie. The intersection does not satisfy MUTCD warrants for a multi-way stop. Furthermore, the MUTCD stipulates that stop signs should control the minor road. Therefore, since Connie has lower volume and Meier has a higher roadway classification, stopping Meier and freeing Connie would also violate MUTCD tenets. *Staff does not recommend a stop sign on Meier at Connie.*

Connie and Meier / Install a No Right Turn sign. Staff assumes this request refers to northbound Meier Road at eastbound Connie Lane. This request is similar in effect to partially barricading Connie Lane at Meier Road, which staff believes would redistribute traffic to other neighborhood streets. It is a stated goal of FNSP to avoid solving volume complaints on one street by sending volume to other streets.

Therefore, a turn restriction at this intersection would prompt additional turn restrictions at Bonita, Beverly, and Crestwood to prevent drivers from traveling down Lincoln to the next available northbound street that can connect with Audrey or Hatlen. An idea like this was previously considered in 1994. The idea was overwhelmingly rejected by neighborhood voters.

Staff does not recommend installing a No Right Turn sign at Meier and Connie because of the potential impact on adjacent streets. However, if this idea is considered further, staff recommends securing neighborhood opinions through polling and a temporary trial period.

Grindel and Audrey / Turn the stop signs or make the intersection a 4-way stop. As explained previously, this intersection must comply with MUTCD requirements. It does not satisfy the requirements for a multi-way stop. Also, "turning" the stop signs to control Audrey is in violation of a MUTCD tenet to control the minor street.

Grindel and Hatlen / Turn the stop signs or make the intersection a 4-way stop.

Same answer as previous suggestion to install a 4-way stop or turn the stop signs at Grindel and Audrey.

Slow traffic through the use of speed tables after trying the foregoing measures.

Speed tables, speed bumps, speed humps, and most other vertical traffic-calming devices are not included in the Friendly Neighborhood Streets Program Toolbox approved by the Village Board last year. This omission was prominently discussed prior to approval.

The exclusion of vertical traffic-calming devices from the current traffic-calming toolbox is informed by the Village's experience with speed humps installed on See Gwun Avenue, slower response times for Police and Fire, and resident dissatisfaction. For additional information, a copy of a 2007 report summarizing the See Gwun speed hump experiment is attached.

Although effective at reducing speed and volume, vertical devices, like the most effective horizontal traffic-calming devices (i.e., medians) eventually become cumbersome to drivers who live on the street and must traverse them every day.

In addition, it is significant to note that speed humps are not widely utilized in the north and northwest suburbs. The attached 2025 Northwest Municipal Conference survey result indicates that only 2 out of 25 survey respondents utilize speed humps as traffic control devices.

Speed humps and/or other vertical traffic-calming devices can be reconsidered at the Village Board's direction.

BACKGROUND

In 2022 and 2023, the Public Works Department Engineering Division conducted multiple traffic studies on Audrey Lane at the request of a resident to quantify perceived traffic issues and to determine if the street was eligible for traffic-calming measures. The studies determined the street was not eligible based on the criteria of the original Traffic Calming Program (adopted in 2011) but the Transportation Safety Commission charged the Engineering Division in the summer of 2023 with reviewing and updating the traffic-calming program as appropriate. While the program was being updated, Public Works installed radar speed feedback signs as an interim measure to address speeding concerns on the street. The new traffic-calming program, the Friendly Neighborhood Streets Program, was adopted by the Village Board in May 2024.

A petition for a traffic-calming project on the 0 and 100 blocks of Audrey Lane was submitted to Public Works on October 2, 2024. This came after the Friendly Neighborhood Streets Program was adopted and with the speed feedback signs in place. Based on the traffic data collected after installation of the speed feedback signs, the street did not qualify to be included in the new Program. However, staff agreed to consider the traffic data prior to installation of the speed feedback signs and consider a new traffic-calming project. The traffic data prior to installation of the speed feedback signs did qualify the street to be included in the new Program.

After receiving the petition, staff advanced the project through the Friendly Neighborhood Streets Program process, expanding the limits to include additional streets in the Hatlen Heights Subdivision. The focus of the process has been to consider traffic-calming measures that will reduce vehicle speeds while discouraging through traffic. The Police Department,

Fire Department, and Public Works Department do not support closing streets that will limit access and redistribute traffic in the neighborhood. The Village tried closing Connie Lane at Meier Road in the mid-1990s but was determined not to be an effective solution. Therefore, staff concentrated on speed reduction measures for the neighborhood.

The process has included traffic studies, alternative analysis, preferred design development and multiple public meetings. Residents within the study area were mailed information on the project four times, including surveys and ballots. Additionally, a traffic-calming trial was installed in May 2025 and remained in place for three weeks to allow residents to experience proposed improvements and for staff to evaluate their effectiveness. The speed feedback signs on Audrey Lane were turned off during the trial.

More project information is available on the project website, including design memos, plans and public outreach summaries.

<https://www.mountprospect.org/departments/public-works/engineering/traffic/traffic-calming/hatlen-heights-neighborhood-traffic-calming-study>

It should be noted that the Friendly Neighborhood Streets Program emphasizes public input throughout the process. In addition to the plethora of documents and information available on the project's webpage, the process included at least six formal opportunities for public involvement. Solicitations for public input are summarized on the attached Hatlen Heights Formal Outreach spreadsheet. It is relevant to note that 147 door hanger flyers were hand-delivered to inform residents that the Village Board was going to consider the traffic-calming plan approved by the Transportation Safety Commission at the board's December 2 meeting, garnering a 3-person turnout (2 against the proposed plan, 1 with a general comment).

Traffic counts recorded 8% of vehicles traveling over 35 mph on the street, or about 75 vehicles per day, prior to any traffic-calming. The traffic-calming trial showed that the proposed traffic-calming measures reduced the percentage of vehicles traveling over 35 mph on the street to 2%, or 25 vehicles per day. The trial showed the proposed traffic-calming measures would successfully address the reported traffic concerns. However, the measures, as tried, resulted in loss of on-street parking adjacent to the mid-block median islands that the residents on the street were vocally against. Therefore, staff adjusted the traffic-calming plan in response to residents' comments.

Staff's recommended traffic-calming plan was presented to the Transportation Safety Commission at their September 8th meeting. This included:

- Mini-traffic circles at the intersection of Audrey Lane and Grindel Drive as well as Hatlen Avenue and Grindel Drive.
- Speed feedback signs on Audrey Lane and Hatlen Avenue.
- All-way stop control at the intersection of Audrey Lane and Connie Lane with centerline pavement markings on approach to the intersection.
- Pavement markings on Meier Road between Lincoln Street and Connie Lane to match the pavement markings on Meier Road south of Lincoln Street.

After discussion and resident input, the Commission voted to approve staff's recommendations and submit them to the Village Board for approval.

Discussion

Following discussion at the December 2, 2025, Village Board meeting, staff has developed additional options for the Village Board's consideration. These options are based on comments and suggestions made by Village Board members and residents in attendance.

Staff Amendment to TSC Plan. This is the original TSC-approved plan discussed on December 2 but amended to include a No Trucks sign on Audrey at Central and the addition of a permanent curb bump-out at the southeast corner of Meier Road and Connie Lane. This recommendation incorporates the tenets of the original recommendation approved by the Transportation Safety Commission, including:

- New speed feedback signs on Hatlen Avenue and relocated speed feedback signs on Audrey Lane to better control speeds mid-block in conjunction with the mini traffic circles at intersections.
- New mini-traffic circles at the intersections of Audrey Lane and Hatlen Avenue with Grindel Drive to slow drivers through the intersections.
- Convert the intersection of Audrey Lane and Connie Lane to All-Way Stop Control to control left-turning vehicle conflicts.
- New pavement marking parking lanes and center lines on Meier Road to visually narrow the roadway, slowing vehicles and increasing safety.

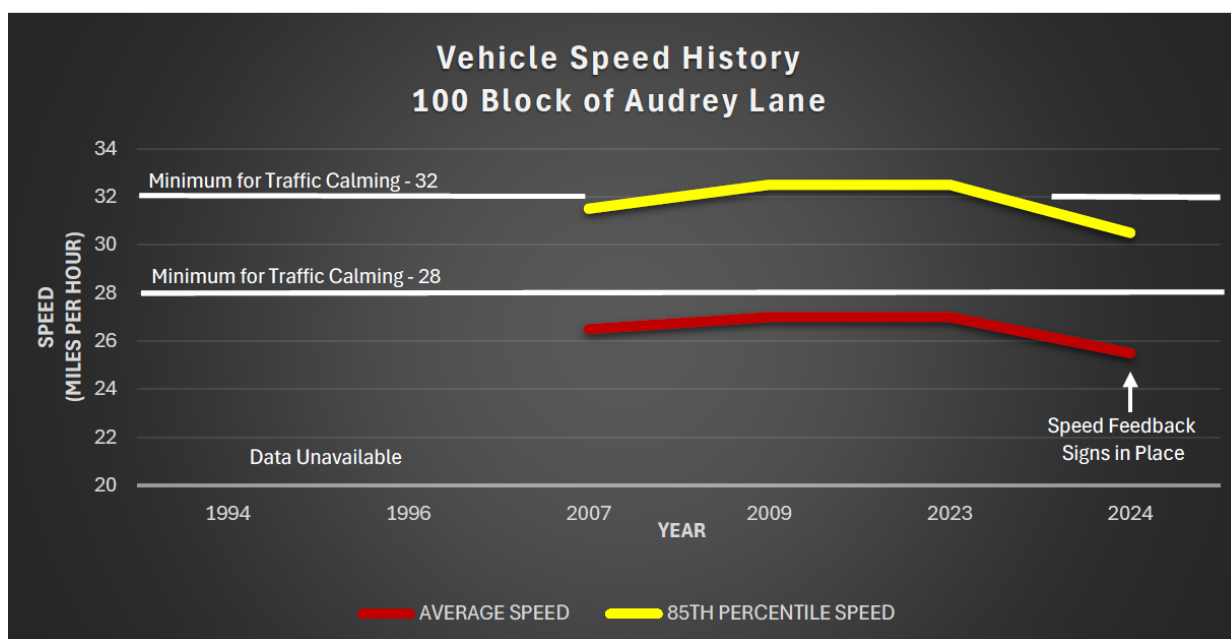
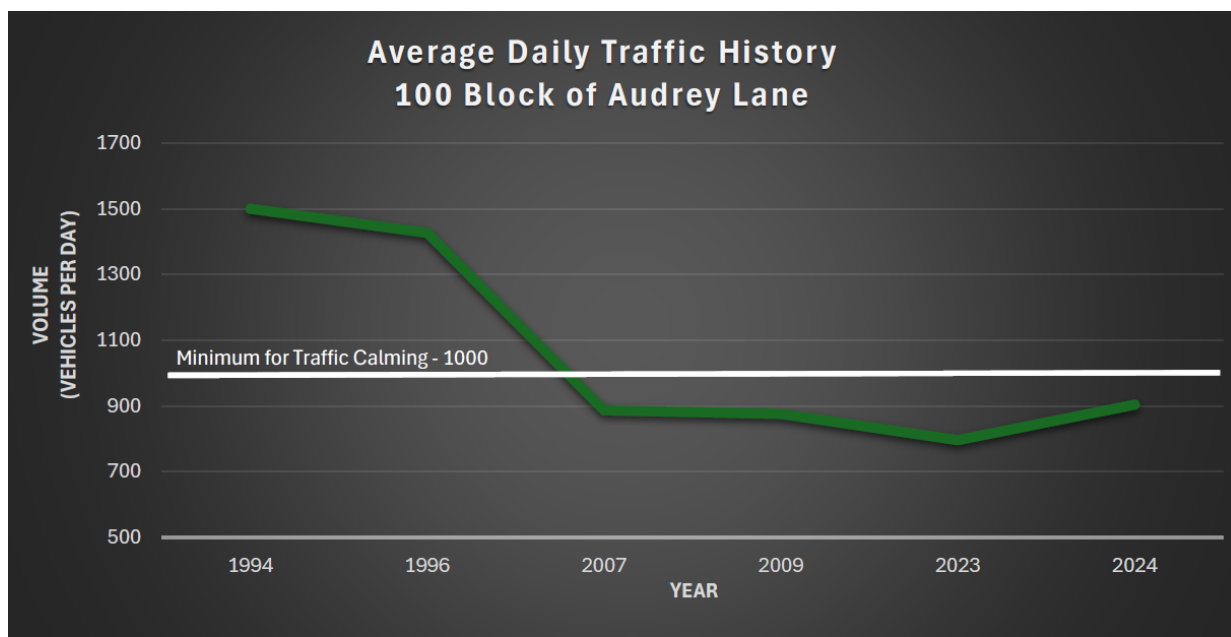
VB Option 1 includes the addition of a No Trucks sign on Hatlen at Central, a 4-way stop at Audrey and Grindel and at Hatlen and Grindel, and a new permanent curb bump-out to slow drivers at Meier and Connie. *Staff does not recommend the use of unwarranted 4-way stop signs.*

VB Option 2 includes the addition of a No Trucks sign on Hatlen at Central, a 4-way stop at Audrey and Grindel and at Hatlen and Grindel, mid-block speed humps installed on Audrey and Hatlen (a total of 4 speed humps), and a new permanent curb bump-out to slow drivers at Meier and Connie. *Staff does not recommend unwarranted stop signs or the use of speed humps.*

VB Option 3 includes the addition of a No Trucks sign on Hatlen at Central, a 2-way stop at Audrey and Grindel and at Hatlen and Grindel (Grindel is stopped – no change from existing conditions), speed humps installed on Audrey and Hatlen (a total of 7 speed humps), and a new permanent curb bump-out to slow drivers at Meier and Connie. *Staff does not recommend the use of speed humps.*

VB Trustee Dante Recommendation includes one speed hump in the zero block of Audrey, a 4-way stop at Audrey and Grindel and at Hatlen and Grindel, and the installation of a No Thru Traffic sign at Connie and Meier. *Staff does not recommend the use of unwarranted 4-way stop signs or the use of speed humps.*

Do Nothing. As an initial traffic-calming measure, radar speed feedback signs were installed on Audrey last year. A subsequent traffic study indicated that traffic no longer meets the minimum criteria to qualify for the Friendly Neighborhood Streets Program. The graphs below (and attached) depict the change in metrics over time. The neighborhood could be left as is and monitored for future performance changes. *Staff has no comment on this option.*



Any requisite traffic ordinance changes will be presented at a future Village Board meeting.

After the traffic-calming measures have been in place and traffic patterns have normalized, staff will conduct a post-study on the street to determine the effectiveness of the traffic-calming project. This post-study will be compiled into a memo and sent to the Transportation Safety Commission and the Village Board. The post-study will also be made available to the public on the project website. Staff will evaluate the results the traffic-calming measures had on speed, vehicle volumes, and safety to determine if additional traffic-calming measures are warranted or if changes are needed to the traffic-calming project. Should changes be warranted, staff will bring the project back to the Transportation Safety Commission for discussion, inviting neighborhood residents to participate, before sending proposed changes to the Village Board for consideration.

Alternatives

1. Approve Staff Amendment to TSC Plan - the original TSC-approved plan discussed on December 2 amended to include a No Trucks sign on Audrey at Central and the addition of a permanent curb bump-out at the southeast corner of Meier Road and Connie Lane.
2. Approve VB Option 1 — includes the addition of a No Trucks sign on Hatlen at Central, a 4-way stop at Audrey and Grindel and at Hatlen and Grindel, and a new permanent curb bump-out to slow drivers at Meier and Connie.
3. Approve VB Option 2 — includes the addition of a No Trucks sign on Hatlen at Central, a 4-way stop at Audrey and Grindel and at Hatlen and Grindel, mid-block speed humps installed on Audrey and Hatlen (a total of 4 speed humps), and a new permanent curb bump-out to slow drivers at Meier and Connie.
4. Approve VB Option 3 — includes the addition of a No Trucks sign on Hatlen at Central, a 2-way stop at Audrey and Grindel and at Hatlen and Grindel (Grindel is stopped – no change from existing conditions), speed humps installed on Audrey and Hatlen (a total of 7 speed humps), and a new permanent curb bump-out to slow drivers at Meier and Connie.
5. Approve VB Trustee Dante Recommendation - includes one speed hump in the zero block of Audrey, a 4-way stop at Audrey and Grindel and at Hatlen and Grindel, and the installation of a No Thru Traffic sign at Connie and Meier.
6. Do Nothing. As an initial traffic-calming measure, radar speed feedback signs were installed on Audrey last year. A subsequent traffic study indicated that traffic no longer meets the minimum criteria to qualify for the Friendly Neighborhood Streets Program. The attached graphs depict the change in metrics over time. The neighborhood could be left as is and monitored for future performance changes.
7. Action at the discretion of the Village Board.

Staff Recommendation

Staff recommends that the Village Board approve the recommendation of the Transportation Safety Commission for traffic-calming in the Hatlen Heights subdivision amended to include the addition of a No Trucks sign on Audrey Lane at Central Road and to include the addition of a permanent curb bump-out on the southeast corner of Meier Road and Connie Lane.

Attachments

1. zone 11 intersection study
2. zone 11 intersection post-study 1
3. zone 11 intersection post-study 2
4. seegwun speed hump final report 08-16-2007
5. IRMA Opinion on Unwarranted Stop Signs
6. Public Outreach Summary
7. Speed Hump Survey, Park Ridge
8. audrey traffic data chart
9. 01- Original TSC Approved Hatlen Heights Traffic Calming Plan
10. Staff Amended TSC Recommendation
11. VB Option 1
12. VB Option 2
13. VB Option 3
14. VB Trustee Dante

Intersection Traffic Control Study Zone 11

Mount Prospect, Illinois

Prepared for

Village of Mount Prospect

By Kenig, Lindgren, O'Hara, Aboona, Inc.

**Intersection Traffic Control Study
Zone 11**

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Rosemont, Illinois
February 2008

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Tables in Appendix

Each of the 77 intersections has a separate page within the Appendix containing each of the following tables.

Table 1	Existing Intersection Characteristics
Table 2	All-Way Stop Sign Control Evaluation
Table 3	Two-Way/One-Way Stop Sign Control Evaluation

1.

Introduction

The Village of Mount Prospect has embarked on a Village-wide study of the traffic operations within the Village's residential neighborhoods. In order to accomplish this task, the Village has initiated three preliminary traffic programs which are intent on providing a higher level of standardization, increase driver expectation and enhance safety as it pertains to traffic regulations. The three programs are the *Residential Speed Limit Program*, the *Neighborhood Traffic Calming Program* and the *Residential Intersection Traffic Control Program*.

The objective of the *Residential Intersection Traffic Control Program* is to ultimately review, evaluate and determine the appropriate traffic control signage at all of the intersections under the jurisdiction of the Village and standardize their implementation. Each intersection will be studied based on accepted engineering practices, conformity with the 2003 *Manual on Uniform Traffic Control Devices* (MUTCD) and the criteria established by the Village in its *Residential Intersection Traffic Control Program*. Due to the size of the Village and complexity of the program, the Village has been divided into eighteen different zones, with Zone 11 the focus of this study.

This study summarizes the results and findings of Zone 11 of the *Residential Intersection Traffic Control Program*. Zone 11 is bounded by Central Road and the Mount Prospect/Arlington Heights border on the north, Busse Road on the east, Golf Road on the south and the Mount Prospect/Arlington Heights border on the west. The neighborhood consists of a total of 77 intersections under the jurisdiction of the Village of Mount Prospect and contains Forest View Elementary School, Holmes Junior High, and Clearwater Park. Zone 11 is shown in Figure 1. (All of the figures for this study are provided at the end of the report.)

The objectives of this study were to: (1) inventory and examine the existing operational characteristics of the zone and roadway system, (2) develop the criteria in which to evaluate the intersection traffic control and (3) examine the existing conditions of each intersection and the overall zone and recommend the appropriate intersection traffic control.

2.

Existing Conditions

Transportation conditions within Zone 11 were inventoried to obtain a database for evaluating the existing operation of each intersection and the overall roadway system. The components of existing conditions that were inventoried within the zone included:

- Existing land uses
- Physical and operating characteristics of the roadways
- Existing intersection traffic control
- Functional classifications of the roadways
- Accident data at each intersection
- Daily and peak hour traffic volumes on the roadways
- Available sight distance at each intersection

Study Area and Existing Land Uses

Zone 11 is bounded by Central Road and the Mount Prospect/Arlington Heights border on the north, Busse Road on the east, Golf Road on the south and the Mount Prospect/Arlington Heights Road border on the west. The zone has a total of 77 intersections under the jurisdiction of the Village. Single family homes are the predominant land use within the zone. Forest View Elementary School is located in the middle of the zone south of Estates Drive at Deborah Lane and Holmes Junior High School is located in the south portion of the zone in the northeast corner of the Meier Road/Lonnquist Boulevard intersection. Clearwater Park is located in the southeast end of the zone.

Existing Roadway System

As indicated, Central Road, Busse Road, and Golf Road form three of the four boundaries of the zone. Central Road and Golf Road are under the jurisdiction of the Illinois Department of Transportation (IDOT) and are arterial roads that have four-lane cross sections. Busse Road is a arterial road that has a two-lane cross section and is under the jurisdiction of the Cook County Highway Department. Traffic signal control is provided at the intersections of Busse Road with Central Road, Busse Road with Lincoln Street, Busse Road with Golf Road, and Golf Road with Meier Road.

Not including the external arterial roads, (Central Road, Busse Road, and Golf Road), the zone has a total of 23 north-south roadways and 21 east-west roadways. All of the roadways in the zone provide one lane in each direction with parking generally permitted on both sides of the road. However, it should be noted that parking restrictions are provided on several of the roadways within the zone. The speed limits within the zone range from 20 to 30 mph.

Existing Intersection Traffic Control

Figure 2 shows the existing intersection traffic control within the zone. The following provides a summary of the existing traffic control at the 77 intersections within the zone under the jurisdiction of the Village.

- Four All-Way Stop Sign Controlled Intersections
- Thirty-Five Two-Way or One-way Stop Sign Controlled Intersections
- Two Yield Sign Controlled Intersections
- Thirty-Seven Intersections with No Intersection traffic control

Functional Classification of the Roadway System

All of the roadways within the zone are classified as either collector roads and/or local roads. The Village currently classifies Lincoln Street, Lonnquist Boulevard, and Meier Road as collector roads, with the rest of the roadways classified as local roads.

Intersection Accident Data

KLOA, Inc. obtained the accident data for the roadways and intersections within the zone from the Village of Mount Prospect for October 2004 through September 2007. A review of the accident data shows that the intersections within the zone experience a very low number of accidents. Approximately 90 percent of the intersections did not have a single accident over the three year period. If an intersection had experienced any accidents, it averaged only one to two accidents occurring over the three years. No more than two accidents occurred at an intersection within one year.

Existing Traffic Volumes

In order to determine the existing daily and peak hourly traffic volumes on the area roadways, KLOA, Inc. conducted daily traffic counts at 39 locations within the zone. In addition, nine previous daily traffic counts conducted in the zone by the Village of Mount Prospect were obtained for this study. Of the total traffic counts, 23 were conducted along the north-south roadways and 25 were conducted along the east-west roadways. The KLOA, Inc. traffic counts were conducted in October 2007 and the Village of Mount Prospect counts were conducted during the past year. All of the traffic counts were conducted for a minimum of two days and were broken down by direction and by hour. Figure 3 shows the two-way daily traffic volumes and Figure 4 shows the one-way peak hourly volumes. (It should be noted that Figure 4 shows the highest hourly volume during the day at each of the count locations.)

Intersection Sight Distance Evaluation

As part of the study, KLOA, Inc. physically examined the available sight distance at each approach leg of all 77 intersections within the zone. Per the direction of the Village of Mount Prospect, the sight distance criteria outlined in the MUTCD were used to evaluate each intersection. The MUTCD provides the following guidelines when the cross traffic should be stopped due to sight distance restrictions at an intersection.

“Locations where a road user, after stopping, cannot see conflicting traffic and is not able to safely negotiate the intersection unless the cross traffic is also required to stop.”

Given the age of the neighborhood and the mature bushes and trees, the sight distance at some intersections within the zone is impaired by existing landscaping, fences and, in some limited cases, homes. In all cases, the driver has a clear and unobstructed view of the cross traffic as the motorist either (1) approaches the intersection and/or (2) after stopping moves forward without entering the intersection. Therefore, all of the intersections within the zone have sufficient sight distance to safely negotiate the various intersections.

Summary of the Existing Conditions

A summary of the existing conditions of each intersection is provided in Table 1 of the Appendix. A separate section within the Appendix has been provided for each of the 77 intersections.

3.

Intersection Traffic Control Criteria

In order to meet the goals of the Village to provide a higher level of standardization, increase driver expectation and enhance safety as it pertains to neighborhood traffic flow, an “evaluation criteria” was established which is to govern intersection traffic control within the Village. The criteria were developed based on the guidelines established by the Village in its *Residential Intersection Traffic Control Program* and conformity with the 2003 MUTCD. While the MUTCD provides criteria with specific benchmarks, many of the criteria are subjective and are left to engineering judgment and practices.

Village of Mount Prospect *Residential Intersection Traffic Control Program*

In order to review all the residential intersection traffic control with the intent of providing a higher level of standardization, the Village of Mount Prospect has developed the *Residential Intersection Traffic Control Program*. This program provides the general criteria the Village desires for the intersection traffic control within their residential areas. The following provides the guidelines from the *Residential Intersection Traffic Control Program*.

- *To be consistent and meet a driver’s expectation, all four-leg intersections will have traffic control.*
- *To define the right-of-way and increase the level of standardization, all T-intersections will have traffic control unless at the intersection of two local streets where one is a cul-de-sac or dead end.*

- *To meet the criteria set forth in the 2003 MUTCD and increase the level of standardization, Yield signs will not be used as traffic control devices at residential intersections.*
- *Identify those intersections that meet the criteria for all-way stop signs.*
- *Consideration for one-way (T-intersection) and two-way (four-leg intersection) stop signs must be given on an individual intersection level and neighborhood wide level.*

Lastly, as a guideline, the program recommends that a local road have no more than 1,320 feet (1/4 mile) of uninterrupted flow and that a collector road have no more than 2,640 feet (1/2 mile) of uninterrupted flow. In summary, the *Residential Intersection Traffic Control Program* dictates that all residential intersections should be controlled by either two-way/one-way stop sign control or all-way stop sign control and that all-way stop sign control only be implemented at intersections that meet the 2003 MUTCD criteria.

2003 Manual on Uniform Traffic Control Devices (MUTCD)

As defined in the 2003 MUTCD, which is the primary publication on traffic control standards, “The purpose of traffic control devices, as well as the principles for their use, is to promote highway safety and efficiency by providing for the orderly movement of all road users on streets and highways throughout the nation.”

The following outlines the MUTCD guidelines for the application of the stop signs, which is the only intersection control permitted within the zone.

Stop Signs Applications

Guidance:

STOP signs should be used if engineering judgment indicates that one or more of the following conditions exist:

- A. Intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide a reasonable compliance with the law;
- B. Street entering a through highway or street;
- C. Unsignalized intersection in a signalized area; and/or
- D. High speed, restricted view, or crash records that indicate a need for control by the STOP sign.

Standard:

Because the potential for conflicting commands could create driver confusion, STOP signs shall not be installed at intersections where traffic control signals are installed and operating except as noted in Section 4D.01.

Portable or part-time STOP signs shall not be used except for emergency and temporary traffic control zone purposes.

Guidance:

STOP signs should not be used for speed control.

STOP signs should be installed in a manner that minimizes the numbers of vehicles having to stop.

Once the decision has been made to install two-way stop sign control, the decision regarding the appropriate street to stop should be based on engineering judgment. In most cases, the street carrying the lowest volume of traffic should be stopped.

A STOP sign should not be installed on the major street unless justified by a traffic engineering study.

Support:

The following are considerations that might influence the decision regarding the appropriate street upon to install a STOP sign where two streets with relatively equal volumes and/or characteristics intersect:

- A. Stopping the direction that conflicts the most with established pedestrian crossing activity or school walking routes;
- B. Stopping the direction that has obscured vision, dips or bumps that already require drivers to use lower operating speeds;
- C. Stopping the direction that has the longest distance of uninterrupted flow approaching the intersection; and
- D. Stopping the direction that has the best sight distance to conflicting traffic.

Multiway Stop Applications

Support:

Multiway stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multiway stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multiway stop control is used where the volume of traffic on the intersecting roads is approximately equal.

The restrictions on the use of STOP signs described previously also apply to multiway stop applications.

Guidance:

The decision to install multiway stop control should be based on an engineering study.

The following criteria should be considered in the engineering study for a multiway STOP sign installation:

- A. Where traffic control signals are justified, the multiway stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.
- B. A crash problem, as indicated by five or more reported crashes in a 12-month period that are susceptible to correction by a multiway stop installation. Such crashes include right and left-turn collisions as well as right-angle collisions.
- C. Minimum volumes:
 - 1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any eight hours of an average day, and
 - 2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same eight hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour, but
 - 3. If the 85th-percentile approach speed of the major-street traffic exceeds 65 km/h or exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the above values.

- D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

Option:

Other criteria that may be considered in an engineering study include:

- A. The need to control left-turn conflicts;
- B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
- C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to safely negotiate the intersection unless conflicting cross traffic is also required to stop; and
- D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multiway stop control would improve traffic operational characteristics of the intersection.

4.

Evaluation and Recommendation

Development of the intersection traffic control plan involves a comprehensive evaluation of each intersection along with the existing overall operating conditions of the zone. Any intersection traffic control plan must consider typical neighborhood issues, such as the functional classification, cut-through traffic, speeding, traffic calming, neighborhood circulation and land use impacts. As such, a systematic approach was employed that examined the zone from the inside (each individual intersection) and outside (the overall zone).

The first step was to evaluate the existing functional classification of the roadways within the zone and determine if any modifications were necessary. The second step was to evaluate the physical and operating conditions of each intersection to determine if they meet any of the warrants/requirements that control the installation of all-way stop sign control. Once the all-way stop sign control intersections were identified, all of the other intersection are to be controlled via one-way (T-intersections) or two-way (four-legged intersections) stop sign control. The last step was to determine which road of the one-way and two-way stop sign control intersections is to be under stop sign control.

Review of the Functional Classification of the Roadway System

The function of a roadway, whether it is located within a neighborhood or a commercial area, is defined in traffic planning by a roadway hierarchy or functional classification system. This system provides for three basic types of roadways; arterial, collector and local. The purpose of defining the function of a road is to determine its length, speed limit, traffic control, access and other general design standards. The definition for each of these three functional classifications is as follows:

- *Arterial:* An arterial or primary road serves as the principle road for high-volume traffic flow. The main function of an arterial road is that of traffic service and, as such, should connect areas of principle traffic generation. Arterial roads typically form a reasonably continuous and integrated system and include major roadways with significant length and traffic carrying capacity.
- *Collector:* A collector or distributor road connects traffic between local and arterial roads. Its function is to collect traffic from arterial roads and distribute it to local roads or vice versa. Collector roads typically provide both land access and traffic service, but not serve long distance travel demands.
- *Local:* A local road's sole function from a traffic planning standpoint is to provide access to the land uses that abut it. Local roads should have short distances and should not be designed to maximize traffic carrying capacity.

Residential neighborhood areas are typically surrounded by arterial roadways, with collector roadways providing access into the area. Older neighborhoods were generally laid out in a "grid" system. In this system it is sometimes difficult to distinguish between the two types of functional classifications (collector/local). Consequently, not all residential roads are "local roads."

Based on a review of the existing physical and operating characteristics of the roadways within the zone and the land uses they serve, it is recommended that the following roadways should be classified as collector roads (see Figure 5).

- *Meier Road* is a north-south road generally situated within the middle of the zone and is the only road to provide continuity between Golf Road (arterial road) and Lincoln Street (collector road). Furthermore, the importance of Meier Road in providing access to the zone is evident in the fact that it is under traffic signal control at its intersection with Golf Road. Lastly, it provides indirect access to Holmes Junior High School, Forest View Elementary School, and Clearwater Park, three major generators in the zone. It should be noted that Meier Road does extend north of Lincoln Street. However, it only extends for several blocks and terminates approximately ¼ of a mile north of Lincoln Street as a cul-de-sac. Therefore, it is recommended that the portion of Meier Road north of Lincoln Street be classified as a local road.
- *Lincoln Street* is an east-west road that is located in the northern third of the zone and provides continuity through the zone connecting an arterial road (Busse Road) and a collector road (Meier Road). Further, the importance of Lincoln Street in providing access to the zone is evident in the fact that it is under traffic signal control at its intersection with Busse Road. Lastly, Lincoln Street provides indirect access to Forest View Elementary School, a major traffic generator in the zone.

- *Lonnquist Boulevard* is an east-west road situated within the southern portion of the zone and provides continuity between an arterial road (Busse Road) and a collector road (Meier Road). Further, Lonnquist Boulevard is classified as a collector road east of Busse Road in both zones 12 and 14. Lastly, Lonnquist Boulevard provides direct access to Holmes Junior High School and Clearwater Park and indirect access to Forest View Elementary School, three major generators in the zone.

It should be noted that all three roads are currently classified as a collector road by the Village of Mount Prospect.

Intersection Traffic Control Evaluation - All-Way Stop Sign Control

Once the functional classification of the roadway system was identified, the next step was to evaluate each intersection as to the appropriate intersection traffic control. The first step was to identify those intersections that meet the all-way stop sign control warrants and/or requirements. The following summarizes the all-way stop sign control warrants/requirements as outlined in the MUTCD and Section 3 of this report.

- Meets minimum traffic and pedestrian volume
- Meets the minimum number of intersection accidents
- Required to control left-turn conflicts
- Required to control vehicle/pedestrian conflicts
- Required due to poor intersection sight distance
- Required to improve traffic operational characteristics of intersection of two collectors with similar design and operating characteristics

The existing characteristics of each intersection were evaluated to determine if the existing operation of the intersection met any of the warrants and/or requirements that control the installation of an all-way stop sign control. Table 2 within the Appendix provides the results of the all-way stop sign control evaluation. As indicated previously, a separate section within the Appendix has been provided for each of the 77 intersections. Within each section of the Appendix, Table 1 summarizes the existing characteristics of the intersections and Table 2 provides the results of the all-way stop sign control evaluation.

It has been determined that of the 77 intersections, a total of four intersections meet the all-way stop sign control warrants/requirements. Three of the four intersections are currently under all-way stop sign control and one of the four intersections is currently under one-way stop sign control. It is recommended that the current all-way stop sign control at one other intersection be removed and replaced with two-way/one-way stop sign control as it does not meet the all-way stop sign control warrants/requirements. The following summarizes the all-way stop sign control recommendations.

Maintain Existing All-Way Stop Sign Control

1. Lincoln Street with Meier Road
2. Estates Drive with Crestwood Avenue
3. Lonnquist Boulevard with Crestwood Avenue

Add All-Way Stop-sign Control

Lonnquist Boulevard with Meier Road

Removal of Existing All-Way Stop Sign Control

As shown in Table 2 in the Appendix, one intersection does not meet any of the all-way stop sign control warrants and/or requirements. The following outlines the intersection where the all-way stop sign control is recommended to be removed and further indicates which road is recommended to be under stop sign control.

Bonita Avenue with Hatlen Avenue (Bonita Avenue is recommended to remain under stop sign control.)

Intersection Traffic Control Evaluation Two-Way/One-Way Stop Sign Control

Once the all-way stop sign control intersections were identified, according to the *Residential Intersection Traffic Control Program*, all of the other intersections were to be controlled via one-way (T-intersections) or two-way (four-legged intersections) stop sign control. Therefore, the last step was to determine which road of the one-way and two-way stop sign control intersections is to be under stop sign control. The criteria used in determining which road of an intersection should be under stop sign control were based on the following.

- The guidelines provided in the MUTCD, which is outlined in Section 3 of this report.
- Ensuring that local roads have less than 1,320 feet of uninterrupted flow as suggested in the *Residential Intersection Traffic Control Program*.
- If possible, maintaining which road is currently under traffic control (via either yield sign or stop sign) at each intersection in order to minimize the change in the flow of traffic through the zone.

For those intersections that will be under two-way/one-way stop sign control, the existing characteristics of the intersections were evaluated to determine which road would be under stop sign control. Table 3 in the Appendix provides the results of the two-way/one-way stop sign control evaluation. As indicated previously, a separate section within the Appendix has been provided for each of the 77 intersections.

Recommended Intersection Traffic Control Plan

Based on the above evaluation, the recommended intersection traffic control plan was developed for Zone 11 and is shown in Figure 6. Of the 77 total intersections, traffic control modifications are recommended at 38 intersections which are outlined below and shown in Figure 7. Lastly, Table 1 provides a comparison of the existing and recommended traffic control in the zone.

Converting From All-Way Stop Sign Control to Two-Way Stop Sign Control

Bonita Avenue with Hatlen Avenue

Converting From Two-Way/One-Way Stop Sign Control to All-Way Stop Sign Control

Lonnquist Boulevard with Meier Road

Changing the Road Which Will Be Under Stop Sign Control at an Existing Two-Way/One-Way Stop Sign Control Intersections

1. Rusty Road with Crestwood Avenue
2. Martha Avenue with Crestwood Avenue

Converting from One-Way Stop Sign Control to Two-Way Stop Sign Control

Connie Lane with Audrey Lane

Converting from One-Way/Two-Way Yield Sign Control to One-Way/Two Way Stop Sign Control

1. Bonita Avenue with Audrey Lane
2. Rusty Road with Hatlen Avenue

Converting Intersection with No Traffic Control to Two-Way/One-Way Stop Sign Control

1. Grindle Drive with Audrey Lane
2. Grindle Drive with Hatlen Avenue
3. Connie Lane with Hatlen Avenue

4. Bonita Avenue with Verde Drive (East Leg)
5. Bonita Avenue with Verde Drive (West Leg)
6. Verde Drive with Michael Street
7. Hatlen Avenue with Beverly Lane
8. Hatlen Avenue with Crestwood Lane
9. Hatlen Avenue with Michael Street
10. White Oak Street with Hickory Avenue
11. White Oak Street with Leonard Avenue
12. White Oak Street with Prairie Avenue
13. Robbie Lane with Crestwood Avenue
14. Scott Terrace with Carol Lane
15. Haven Street with Helena Avenue
16. Rusty Road with Carol Lane
17. Rusty Road with Robbie Lane
18. Mark Terrace with Carol Lane
19. Kim Avenue with Hatlen Avenue
20. Kim Avenue with Crestwood Avenue
21. Lawrence Lane with Noah Terrace
22. Lawrence Lane with St. Celia Avenue
23. Estates Drive with Hatlen Avenue (West Leg)
24. Estates Drive with Hatlen Avenue (East Leg)
25. Myrtle Avenue with Crestwood Avenue
26. Myrtle Avenue with Hatlen Avenue
27. Prendergast Lane with Noah Terrace
28. Prendergast Lane with St. Celia Avenue
29. Martha Avenue with Hatlen Avenue
30. Martin Avenue with Crestwood Avenue
31. Martin Avenue with Hatlen Avenue

Table 1
EXISTING AND RECOMMENDED INTERSECTION TRAFFIC CONTROL

Intersection traffic control	Existing Intersection Traffic Control	Recommended Intersection Traffic Control
All-Way Stop Sign Control	4	4
Two-Way/One-Way Stop Sign Control	35	68
Yield Sign Control	2	0
No Intersection Traffic Control	<u>36</u>	<u>5</u>
Total	77	77

Summary of Recommended Intersection Traffic Control Plan

- Under the recommended intersection plan, 72 of the 77 intersections are to have two-way/one-way stop sign control or all-way stop sign control. This is a significant improvement over existing conditions where 38 intersections currently are under yield sign control or have no intersection traffic control.
- The recommended plan ensures that the local roads generally have less than 1,320 feet of uninterrupted flow. In most cases, a stop sign is provided at least at every other cross road along the local roads. This type of intersection traffic control is an excellent deterrent to neighborhood traffic concerns such as cut-through traffic and speeding along local roads.
- The intent of collector roads is to distribute the traffic from the zone to the arterial roadway system and visa versa. As such, collector roads are designed to promote mobility through a neighborhood via efficient and uninterrupted traffic flow when possible. However, it should be noted that the collector roads within the zone will not have free flow through the entire zone. The recommended plan proposes that Meier Road and Lonnquist Boulevard have all-way stop sign control at two intersections within the zone and Lincoln Street have all-way stop sign control at one intersection in the zone. As such, the recommended intersection traffic control plan should ensure a balance between the mobility that collector roads should provide and providing a deterrent to neighborhood issues such as cut-through traffic and speeding.
- As indicated, modifications to the existing intersection traffic control are recommended at 38 intersections. However, 33 intersections involve providing stop sign control at intersections that currently have yield sign control or no intersection traffic control where motorists currently expect to yield the right-of-way to the cross traffic.

Implementation of Recommended Intersection Traffic Control Plan

The recommended intersection traffic control plan is proposing modification of the existing intersection traffic control at 38 of the 77 intersections within the zone. As a result, an implementation plan has been developed to educate and warn the motoring public of the various changes. The following provides recommendations for implementation of the intersection traffic control plan.

1. *Phasing/Staging.* It is recommended that the entire plan be implemented at the same time as opposed to staging or phasing in the modifications. Implementing the plan at once allows the public to become familiar with the changes at once as opposed to subjecting them to staged or phased process. Furthermore, it is far more practical from a logistical standpoint (serving public notice, installing warning sign, etc.) to implement the plan at the same time.
2. *Public Notice.* To properly educate the public, a comprehensive marketing campaign should be implemented prior to any modifications. This should include providing public notice in the local newspaper(s) and the Village web page, mailings to the residences in the zone and handouts to the parents and students of the schools.
3. *Signage and Warning Devices.* The following signage and warning devices are recommended to be installed in the zone to further warn the motoring public of the various modifications.
 - “Cross Traffic Does Not Stop” signs should be located below stop signs at intersections where (1) all-way stop sign control is recommended to be replaced with two-way/one-way stop sign control and (2) the intersection traffic control is recommended to be switched from one road to the other. The additional signage will alert the motorists that the cross traffic does not have to stop at the particular intersection as it did prior to the modifications. A total of three intersections will require this additional signage.
 - A flashing warning beacon or warning flags should be located above new stop signs installations where (1) two-way/one-way stop sign control is recommended to be replaced with all-way stop sign control and (2) where the intersection traffic control is recommended to be switched from one road to the other. The additional warning devices will further alert motorists that they now have to yield the right-of-way to the cross traffic. Three intersections will require the warning devices.
 - No additional signage or warning devices are required at intersections where (1) yield signs are recommended to be replaced with stop signs and (2) stop signs are recommended to be installed at locations with no traffic control. Since the motoring public has always expected to yield the right of way at these locations, no additional signage or warning devices are required.

5. Conclusion

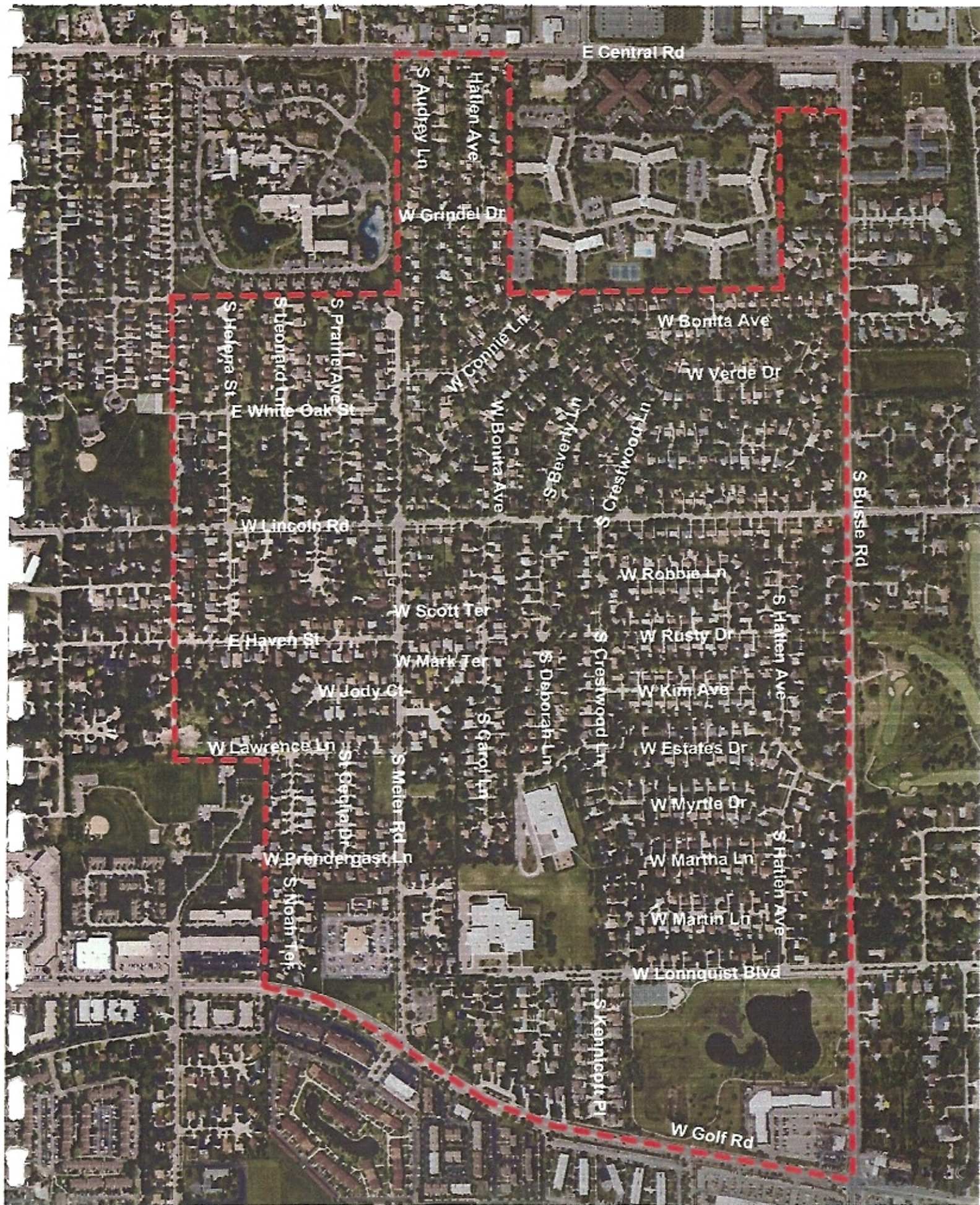
This study summarizes the results and findings of Zone 11 of the Village of Mount Prospect's *Residential Intersection Traffic Control Program*. Zone 11 consists of the neighborhood bounded by Central Road and the Mount Prospect/Arlington Heights border on the north, Busse Road on the east, Golf Road on the south and the Mount Prospect/Arlington Heights border on the west. The objectives of this study were to (1) inventory and examine the existing operational characteristics of the zone and roadway system, (2) develop the criteria in which to evaluate the intersection traffic control and (3) examine the existing conditions of each intersection and the overall zone and recommended the appropriate intersection traffic control.

Based on the results of the study, a recommended intersection traffic control plan was developed for Zone 11 and is shown in Figure 6. The plan was developed based on the guidelines established by the Village in its *Residential Intersection Traffic Control Program* and conformity with the 2003 *MUTCD*. The following summarizes the recommended intersection traffic control plan.

- It is recommended that Lincoln Street, Lonnquist Boulevard, and Meier Road between Lincoln Street and Golf Road all be classified as collector roads in the zone. All three roads are currently classified as collector roads by the Village of Mount Prospect.
- The following provides a summary of the recommended intersection traffic control at the 77 intersections within the zone under the jurisdiction of the Village.
 - Four All-Way Stop Sign Controlled Intersections
 - Sixty-Eight Two-Way or One-Way Stop Sign Controlled Intersections
 - Five Intersections with No Intersection Traffic Control

- Per the *Residential Intersection Traffic Control Program* guidelines, 72 of the 77 intersections are recommended to be controlled by (1) two-way/one-way stop sign control or (2) all-way stop sign control. This is a significant upgrade from existing conditions where 38 intersections are under yield sign control or have no intersection traffic control.
- The plan has been developed to minimize cut-through traffic and speeding on local roads by having generally less than 1,320 feet of uninterrupted flow. In most cases, a stop sign is provided at least at every other cross road along the local roads. Furthermore, the plan strikes a balance between the mobility that collector roads need to provide and implementing an appropriate deterrent to cut-through traffic and speeding.
- Of the 77 total intersections, traffic control modifications are recommended at 38 intersections in the zone as outlined below and shown in Figure 7.
 - One intersection is recommended to be converted from all-way stop sign control to two-way/one-way stop sign control.
 - One intersection is recommended to be converted from two-way/one-way stop sign control to all-way stop sign control.
 - Two intersections are recommended to change the road which will be under stop sign control at two-way/one-way stop sign controlled intersections.
 - Two intersections are recommended to be converted from one-way/two-way yield sign control to one-way/two-way stop sign control.
 - One intersection is recommended to be converted from one-way stop sign control to two-way stop sign control.
 - Thirty-one intersections with no traffic control are recommended to be converted to two-way/one-way stop sign control.

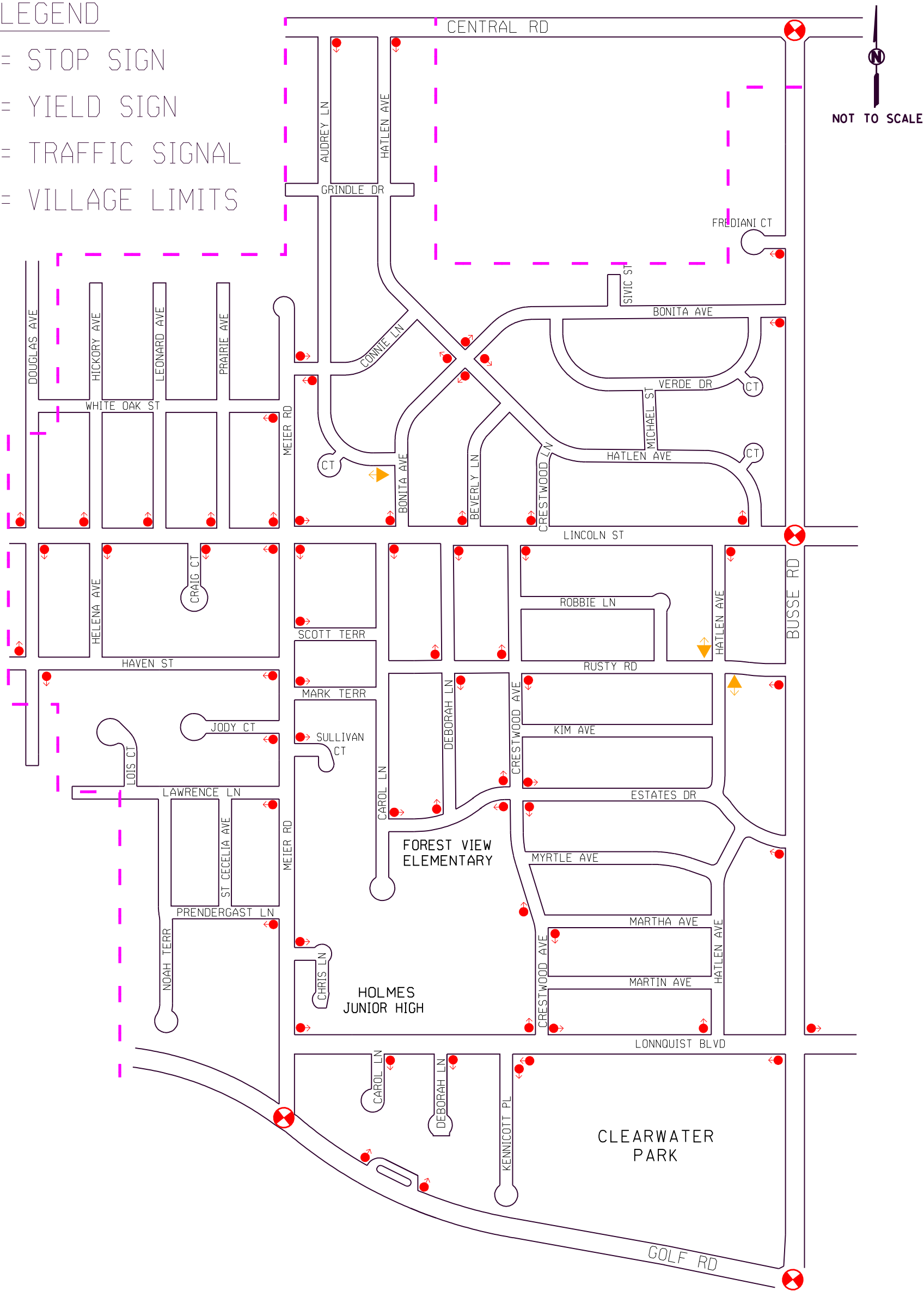
Appendix



LOCATION OF ZONE 11

LEGEND

-  = STOP SIGN
-  = YIELD SIGN
-  = TRAFFIC SIGNAL
-  = VILLAGE LIMITS



PROJECT:

VILLAGE OF MOUNT PROSPECT
RESIDENTIAL INTERSECTION
TRAFFIC CONTROL ZONE II

TITLE:

EXISTING INTERSECTION
TRAFFIC CONTROL

PROJECT NO: 07-300

KLOA

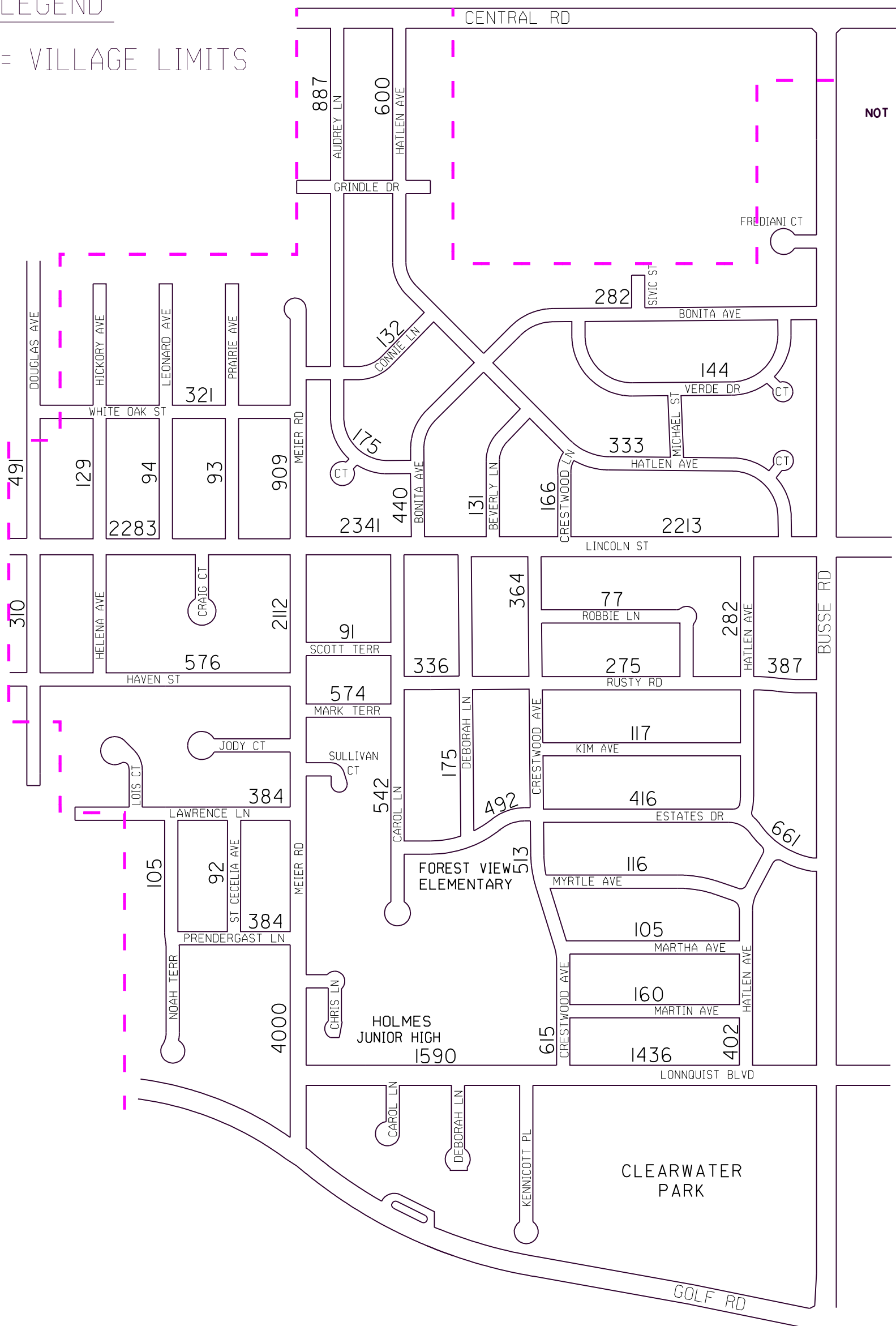
FIGURE NO: F2

LEGEND

--- = VILLAGE LIMITS



NOT TO SCALE



PROJECT:

VILLAGE OF MOUNT PROSPECT
RESIDENTIAL INTERSECTION
TRAFFIC CONTROL ZONE II

TITLE:

EXISTING DAILY TRAFFIC VOLUMES

PROJECT NO:

07-300

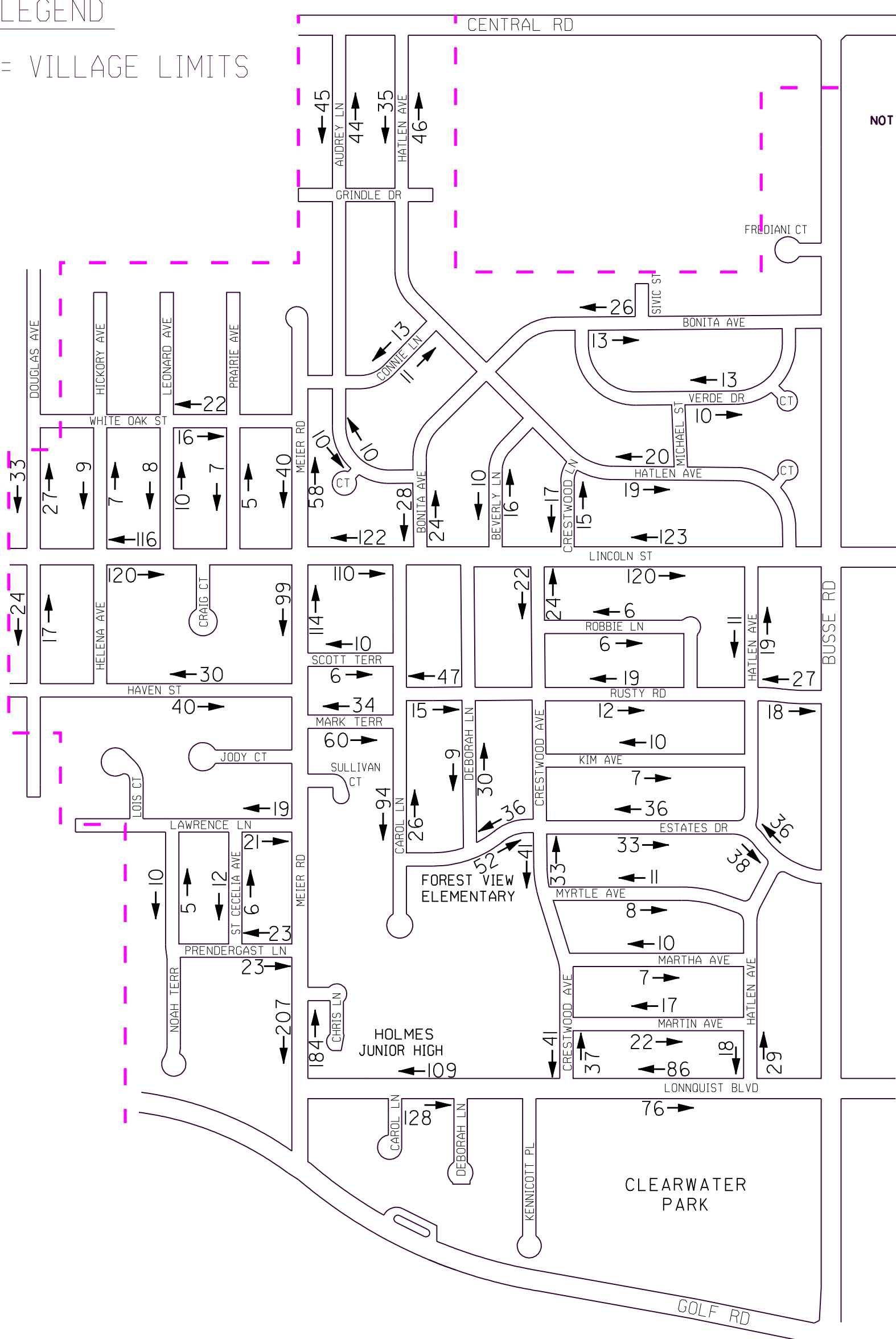
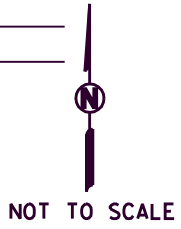


FIGURE NO:

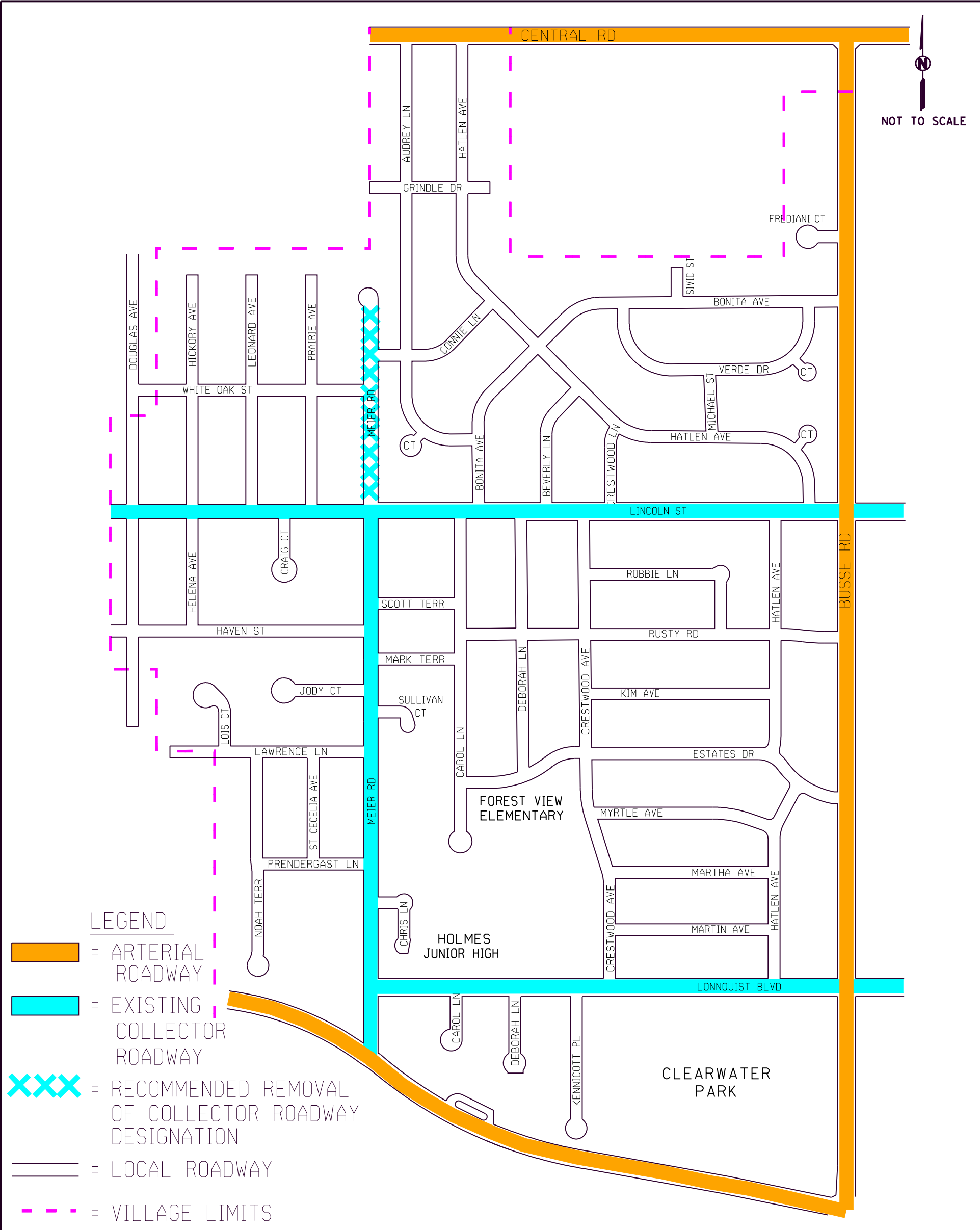
F3

LEGEND

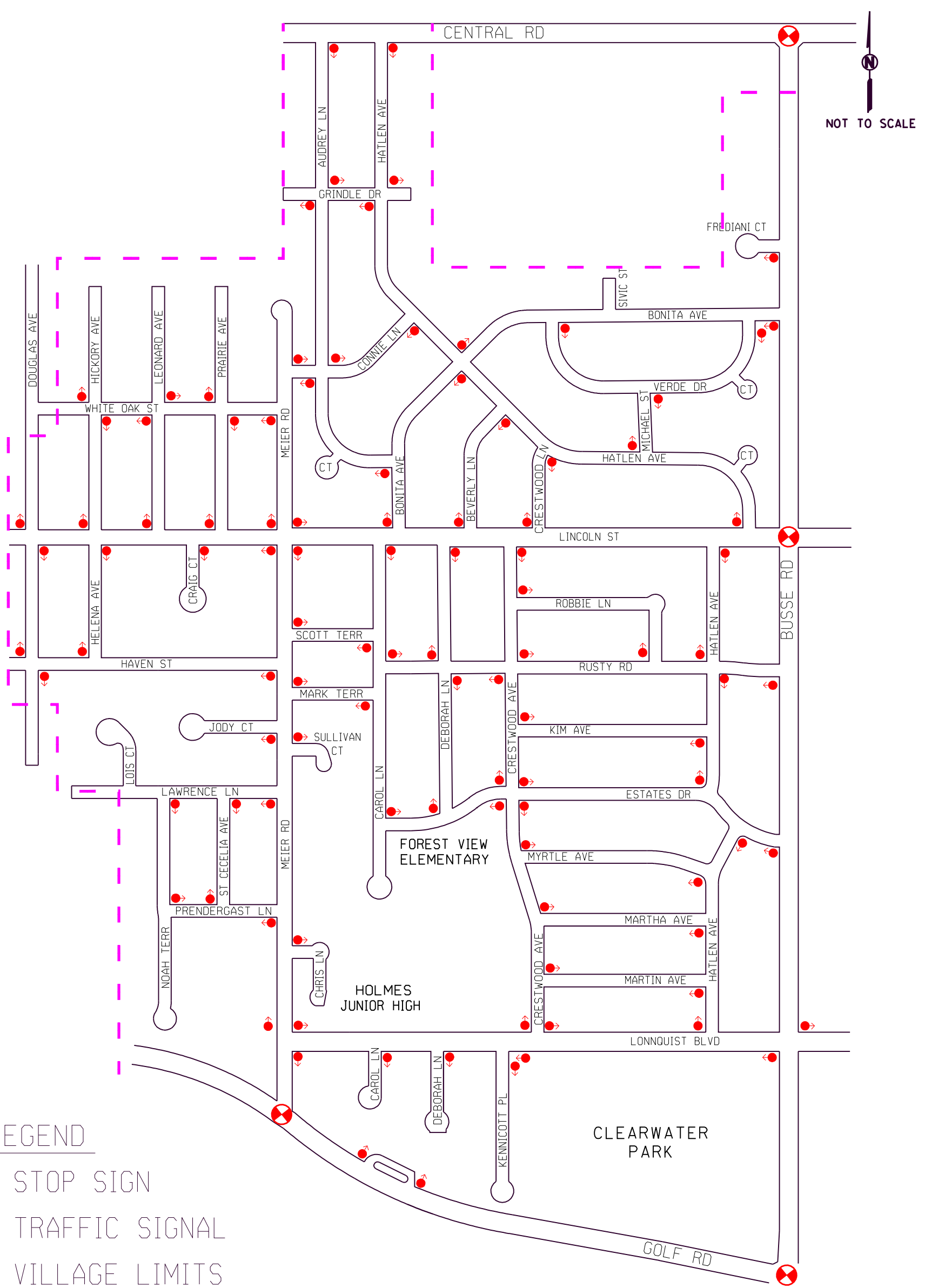
- - - = VILLAGE LIMITS



PROJECT: VILLAGE OF MOUNT PROSPECT RESIDENTIAL INTERSECTION TRAFFIC CONTROL ZONE II	TITLE: PEAK HOUR TRAFFIC VOLUMES	PROJECT NO: 07-300
		FIGURE NO: F4



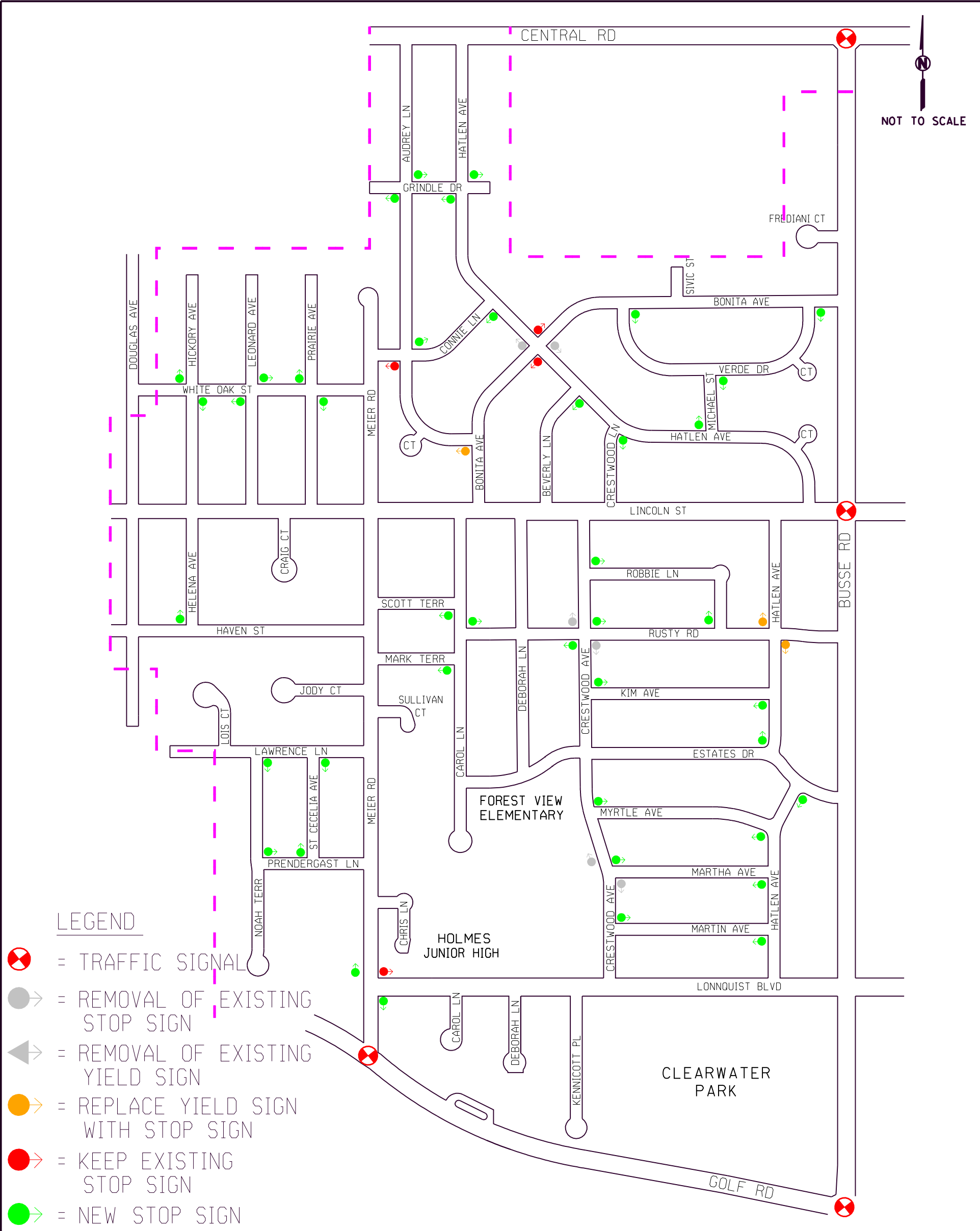
PROJECT: VILLAGE OF MOUNT PROSPECT RESIDENTIAL INTERSECTION TRAFFIC CONTROL ZONE II	TITLE: EXISTING AND RECOMMENDED ROADWAY CLASSIFICATION SYSTEM	PROJECT NO: 07-300
		
		FIGURE NO: F5



LEGEND

-  = STOP SIGN
-  = TRAFFIC SIGNAL
-  = VILLAGE LIMITS

PROJECT: VILLAGE OF MOUNT PROSPECT RESIDENTIAL INTERSECTION TRAFFIC CONTROL ZONE II	TITLE: RECOMMENDED INTERSECTION TRAFFIC CONTROL	PROJECT NO: 07-300  FIGURE NO: F6
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PROJECT: VILLAGE OF MOUNT PROSPECT RESIDENTIAL INTERSECTION TRAFFIC CONTROL ZONE II	TITLE: RECOMMENDED INTERSECTION TRAFFIC CONTROL MODIFICATIONS (ONLY THOSE INTERSECTIONS WITH MODIFICATIONS ARE SHOWN)	PROJECT NO: 07-300
		
		FIGURE NO: F7

APPENDIX

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Deborah Lane with Lonnquist Boulevard.....	A-147
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AUDREY LANE WITH GRINDLE DRIVE

Table 1
EXISTING INTERSECTION CHARACTERISTICS

Intersection Characteristics	North-South Road	East-West Road
Roadway Names	Audrey Lane	Grindle Drive
Existing Intersection Traffic Control	None	None
Classification of Road	Local	Local
Traffic/Pedestrian Volume		
• Daily Traffic Volume	887	n.a
• Peak Hour Traffic Volume	45	n.a
• Peak Hour Pedestrian Volume	n.a.	n.a.
Number of Accidents Per Year		
• October 2004 to September 2005	0	
• October 2005 to September 2006	0	
• October 2006 to September 2007	0	
Land Uses Surrounding Intersection	Residential	

Table 2
ALL-WAY STOP SIGN CONTROL EVALUATION

All-Way Stop Sign Criteria	
Meets minimum traffic and pedestrian volume	No
Meets minimum number of intersection accidents	No
Required to control left turn conflicts	No
Required to control vehicle/pedestrian conflicts	No
Required due to poor intersection sight distance	No
Required to improve traffic operational characteristics of intersections with collectors of similar design and operating characteristics	No
Meets All-Way Stop Sign Criteria	No

AUDREY LANE WITH GRINDLE DRIVE

Table 3
TWO-WAY/ONE-WAY STOP SIGN CONTROL EVALUATION

ROAD TO BE CONTROLLED: Grindle Drive	
Do the intersecting roads have approximately the same volume of traffic?	NO
If YES, why was the road selected?	
• Stopping the road with the lower functional classification. • Stopping the road that ends at the intersection (T intersections only). • Stopping the road that conflicts the most with pedestrians. • Stopping the road that has obscured views that already require the driver to Use lower operating speeds. • Stopping the road with the longest distance of uninterrupted flow. • Stopping the road with the best sight distance to conflicting traffic. • To minimize modifications to the traffic control in the zone.	
If NO, was the lower volume road selected for stop sign control?	YES
If NO, why was the higher volume road selected for stop sign control?	
• Stopping the road with the lower functional classification. • Stopping the road that ends at the intersection (T intersections only). • To minimize modifications to the traffic control in the zone. • Stopping the road with the longest distance of uninterrupted flow. • To deter cut through traffic within the zone. • To minimize sight distance issues.	

AUDREY LANE WITH CONNIE LANE

Table 1
EXISTING INTERSECTION CHARACTERISTICS

Intersection Characteristics	North-South Road	East-West Road
Roadway Names	Audrey Lane	Connie Lane
Existing Intersection Traffic Control	None	Stop (Westbound only)
Classification of Road	Local	Local
Traffic/Pedestrian Volume		
• Daily Traffic Volume	887	132
• Peak Hour Traffic Volume	45	13
• Peak Hour Pedestrian Volume	n.a.	n.a.
Number of Accidents Per Year		
• October 2004 to September 2005	0	
• October 2005 to September 2006	0	
• October 2006 to September 2007	0	
Land Uses Surrounding Intersection	Residential	

Table 2
ALL-WAY STOP SIGN CONTROL EVALUATION

All-Way Stop Sign Criteria	
Meets minimum traffic and pedestrian volume	No
Meets minimum number of intersection accidents	No
Required to control left turn conflicts	No
Required to control vehicle/pedestrian conflicts	No
Required due to poor intersection sight distance	No
Required to improve traffic operational characteristics of intersections with collectors of similar design and operating characteristics	No
Meets All-Way Stop Sign Criteria	No

AUDREY LANE WITH CONNIE LANE

Table 3
TWO-WAY/ONE-WAY STOP SIGN CONTROL EVALUATION

ROAD TO BE CONTROLLED: Connie Lane	
Do the intersecting roads have approximately the same volume of traffic?	NO
If YES, why was the road selected?	
• Stopping the road with the lower functional classification. • Stopping the road that ends at the intersection (T intersections only). • Stopping the road that conflicts the most with pedestrians. • Stopping the road that has obscured views that already require the driver to Use lower operating speeds. • Stopping the road with the longest distance of uninterrupted flow. • Stopping the road with the best sight distance to conflicting traffic. • To minimize modifications to the traffic control in the zone.	
If NO, was the lower volume road selected for stop sign control?	YES
If NO, why was the higher volume road selected for stop sign control?	
• Stopping the road with the lower functional classification. • Stopping the road that ends at the intersection (T intersections only). • To minimize modifications to the traffic control in the zone. • Stopping the road with the longest distance of uninterrupted flow. • To deter cut through traffic within the zone. • To minimize sight distance issues.	

HATLEN AVENUE WITH GRINDLE DRIVE

Table 1
EXISTING INTERSECTION CHARACTERISTICS

Intersection Characteristics	North-South Road	East-West Road
Roadway Names	Hatlen Avenue	Grindle Drive
Existing Intersection Traffic Control	None	None
Classification of Road	Local	Local
Traffic/Pedestrian Volume		
• Daily Traffic Volume	600	n.a.
• Peak Hour Traffic Volume	46	n.a.
• Peak Hour Pedestrian Volume	n.a.	n.a.
Number of Accidents Per Year		
• October 2004 to September 2005	0	
• October 2005 to September 2006	0	
• October 2006 to September 2007	0	
Land Uses Surrounding Intersection	Residential	

Table 2
ALL-WAY STOP SIGN CONTROL EVALUATION

All-Way Stop Sign Criteria	
Meets minimum traffic and pedestrian volume	No
Meets minimum number of intersection accidents	No
Required to control left turn conflicts	No
Required to control vehicle/pedestrian conflicts	No
Required due to poor intersection sight distance	No
Required to improve traffic operational characteristics of intersections with collectors of similar design and operating characteristics	No
Meets All-Way Stop Sign Criteria	No

HATLEN AVENUE WITH GRINDLE DRIVE

Table 3
TWO-WAY/ONE-WAY STOP SIGN CONTROL EVALUATION

ROAD TO BE CONTROLLED: Grindle Drive	
Do the intersecting roads have approximately the same volume of traffic?	NO
If YES, why was the road selected?	
• Stopping the road with the lower functional classification. • Stopping the road that ends at the intersection (T intersections only). • Stopping the road that conflicts the most with pedestrians. • Stopping the road that has obscured views that already require the driver to Use lower operating speeds. • Stopping the road with the longest distance of uninterrupted flow. • Stopping the road with the best sight distance to conflicting traffic. • To minimize modifications to the traffic control in the zone.	
If NO, was the lower volume road selected for stop sign control?	YES
If NO, why was the higher volume road selected for stop sign control?	
• Stopping the road with the lower functional classification. • Stopping the road that ends at the intersection (T intersections only). • To minimize modifications to the traffic control in the zone. • Stopping the road with the longest distance of uninterrupted flow. • To deter cut through traffic within the zone. • To minimize sight distance issues.	

HATLEN AVENUE WITH CONNIE LANE

Table 1
EXISTING INTERSECTION CHARACTERISTICS

Intersection Characteristics	North-South Road	East-West Road
Roadway Names	Hatlen Avenue	Connie Lane
Existing Intersection Traffic Control	None	None
Classification of Road	Local	Local
Traffic/Pedestrian Volume		
• Daily Traffic Volume	600	132
• Peak Hour Traffic Volume	46	11
• Peak Hour Pedestrian Volume	n.a.	n.a.
Number of Accidents Per Year		
• October 2004 to September 2005	1	
• October 2005 to September 2006	1	
• October 2006 to September 2007	0	
Land Uses Surrounding Intersection	Residential	

Table 2
ALL-WAY STOP SIGN CONTROL EVALUATION

All-Way Stop Sign Criteria	
Meets minimum traffic and pedestrian volume	No
Meets minimum number of intersection accidents	No
Required to control left turn conflicts	No
Required to control vehicle/pedestrian conflicts	No
Required due to poor intersection sight distance	No
Required to improve traffic operational characteristics of intersections with collectors of similar design and operating characteristics	No
Meets All-Way Stop Sign Criteria	No

HATLEN AVENUE WITH CONNIE LANE

Table 3
TWO-WAY/ONE-WAY STOP SIGN CONTROL EVALUATION

ROAD TO BE CONTROLLED: Connie Lane	
Do the intersecting roads have approximately the same volume of traffic?	NO
If YES, why was the road selected?	
• Stopping the road with the lower functional classification. • Stopping the road that ends at the intersection (T intersections only). • Stopping the road that conflicts the most with pedestrians. • Stopping the road that has obscured views that already require the driver to Use lower operating speeds. • Stopping the road with the longest distance of uninterrupted flow. • Stopping the road with the best sight distance to conflicting traffic. • To minimize modifications to the traffic control in the zone.	
If NO, was the lower volume road selected for stop sign control?	YES
If NO, why was the higher volume road selected for stop sign control?	
• Stopping the road with the lower functional classification. • Stopping the road that ends at the intersection (T intersections only). • To minimize modifications to the traffic control in the zone. • Stopping the road with the longest distance of uninterrupted flow. • To deter cut through traffic within the zone. • To minimize sight distance issues.	

**First Post Study
Residential Speed Limit Study and
Residential Intersection Traffic Control Study
Zone 11**

Mount Prospect, Illinois

Prepared for

Village of Mount Prospect

By Kenig, Lindgren, O'Hara, Aboona, Inc.

First Post Study
Residential Speed Limit Study and
Residential Intersection Traffic Control Study
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Rosemont, Illinois
February 2009

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1.

Introduction

The Village of Mount Prospect has embarked on a Village-wide study of the traffic operations within its residential neighborhoods. In order to accomplish this task, the Village has initiated two traffic programs which are intent on providing a higher level of standardization, increase driver expectation and enhance safety as it pertains to traffic regulations. The two programs and the objective of each are as follows:

- The *Residential Speed Limit Program* whose objective is to evaluate and determine the appropriate speed limit for each of the residential roads under the Village's jurisdiction.
- The *Residential Intersection Traffic Control Program* whose objective is to review, evaluate and determine the appropriate traffic control signage at all of the intersections under the Village's jurisdiction.

Each road and/or intersection will be studied based on accepted engineering practices, conformity with the Illinois Department of Transportation (IDOT) *Policy on Establishing and Posting Speed Limits*, the 2003 *Manual on Uniform Traffic Control Devices* (MUTCD) and the criteria established by the Village in its *Residential Speed Limit Program* and *Residential Intersection Traffic Control Program*.

Due to the size of the Village and complexity of the programs, the Village has been divided into eighteen different zones. To date, studies have been completed for fourteen zones with the Village staff performing the *Residential Speed Limit Studies* and Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) performing the *Residential Intersection Traffic Control Studies*.

As part of the two programs, the Village is requesting that two to three post (follow-up) studies be performed for each zone. The intent of the post studies is to (1) review the zone's speed limit/intersection traffic control modifications, (2) evaluate how the roadway system is operating since the implementation of the speed limit/intersection traffic control modifications and (3) determine whether any locations need further examination (first post study) or any adjustments are required to the speed limits and/or intersection traffic control (second/third post study). Per the Village's direction, the first post studies will examine the entire zones while the second/third post studies will examine only those portions of each zone that are determined to require additional review and evaluation.

This study summarizes the results and findings of the *First Post Study* for Zone 11. Figure 1 illustrates Zone 11 which is bounded by Central Road and the Mount Prospect/Arlington Heights border on the north, Busse Road on the east, Golf Road on the south and the Mount Prospect/Arlington Heights border on the west. (All of the figures for this study are provided at the end of the report.) Both the *Residential Speed Limit Study*, conducted by the Village, and the *Residential Intersection Traffic Control Study*, conducted by KLOA, Inc., were completed in February 2008 with the speed limit and intersection traffic control modifications implemented in June 2008.

2.

Updated Traffic Conditions

The transportation conditions in the zone were thoroughly inventoried to obtain a database of the existing physical and operating characteristics of the roadway system and are documented in the original studies. In order to update the database of existing conditions since the implementation of the speed limit/intersection traffic control modifications, KLOA, Inc. and the Village of Mount Prospect conducted follow-up field surveys, traffic/pedestrian counts and speed surveys and collected transportation related information. The following outlines the modifications that have been implemented within the zone and the additional data that was collected.

Speed Limit Modifications

Zone 11 has a total of 12 miles of roads that are under the Village's jurisdiction. Figure 2 illustrates the posted speed limit per road that was recommended as part of the *Residential Speed Limit Study* and has since been implemented. A comparison of the previous and current speed limits per mile of roadway is shown in Table 1. The entire zone has a speed limit of 25 mph with 20 mph School Zone posted speed limits provided on Lonnquist Boulevard, Estates Drive, and Deborah Lane within the vicinity of the two schools.

Table 1

ZONE 11 - COMPARISON OF PREVIOUS AND CURRENT POSTED SPEED LIMITS

	Previous Speed Limits		Current Speed Limits	
	Road Miles	Percentage	Road Miles	Percentage
20 mph	2.8	23%	0	0%
25 mph	2.6	22%	12.0	100%
30 mph	6.6	55%	0	0%

Intersection Traffic Control Modifications

Zone 11 has a total of 77 intersections that are under the Village's jurisdiction. Figure 3 illustrates the intersection traffic control that has been implemented based on the recommendations of the *Residential Intersection Traffic Control Study*. It should be noted that the original study recommended two-way stop sign control at the Bonita Avenue/Hatlen Avenue intersection. However, the Village Board decided to maintain the all-way stop sign control at this intersection. A comparison of the previous and current intersection traffic control is illustrated in Table 2 and Figure 4 summarizes the intersection traffic control modifications that occurred within the zone. Currently, two-way/one-way stop sign control or all-way stop sign control is provided at 72 of the 77 intersections within the zone.

Table 2

ZONE 11 - COMPARISON OF PREVIOUS AND CURRENT INTERSECTION TRAFFIC CONTROL

Intersection Traffic Control	Previous Intersection Traffic Control	Current Intersection Traffic Control
All-Way Stop Sign Control	4	5
Two-Way/One-Way Stop Sign Control	35	67
Yield Sign Control	2	0
No Intersection Traffic Control	<u>36</u>	<u>5</u>
Total	77	77

Functional Classification of the Roadway System

All of the zone's roadways are classified as either collector roads and/or local roads. Per the recommendation of the *Residential Intersection Traffic Control Study*, the Village currently classifies the following roadways within the zone as collector roads.

- Lincoln Street
- Lonnquist Boulevard
- Meier Road between Golf Road and Lincoln Street

All of the other zone's roadways are classified as local roads. It should be noted that, prior to the *Residential Intersection Traffic Control Study*, the Village of Mount Prospect classified Lincoln Street, Lonnquist Boulevard, and the entire length of Meier Road as collector roads.

Traffic Volumes and Speed Data

KLOA, Inc. and the Village of Mount Prospect conducted traffic counts and speed surveys at a number of locations within the zone. All of the traffic counts/speed surveys were conducted for a minimum of two days and were broken down by direction and by hour. The following outlines the number and date of the counts/surveys conducted for each of the studies.

- As part of the *Residential Intersection Traffic Control Study*, KLOA, Inc. conducted counts/surveys at 39 locations within the zone and obtained previous counts/surveys conducted by the Village of Mount Prospect at nine additional locations within the zone. The KLOA, Inc. traffic counts/surveys were conducted in October 2007.
- As part of the *First Post Study*, KLOA, Inc. conducted updated counts/surveys in October 2008 at 48 locations within the zone.

Figure 5 provides a comparison of the daily traffic volumes and Figure 6 provides a comparison of the average speeds within the zone prior to and after the implementation of the speed limit/intersection traffic control modifications.

Intersection Accident Data

KLOA, Inc. obtained accident data from the Village of Mount Prospect for the zone's roadways and intersections as part of the original and post studies. The accident data for the *Residential Intersection Traffic Control Study* was obtained for a three year period from the beginning of October 2004 through the end of September 2007, while the accident data for the *First Post Study* was obtained for a six month period from July 2008 through December 2008. Table 3 provides a summary of the accident data.

Table 3
ZONE 11 - SUMMARY OF ACCIDENT DATA

Time Period	Accidents	Accidents Per Month
Residential Intersection Traffic Control Study		
October 2004 through September 2005	4	0.333
October 2005 through September 2006	2	0.167
October 2006 through September 2007	<u>4</u>	<u>0.333</u>
Average Accidents Per Year	3.333	0.278
First Post Study		
July 2008 through December 2008	1	0.167
Refer to Table 7 for the location of accidents that have occurred since the implementation of the speed limit and traffic control modifications.		

Pedestrian Volume

Pedestrian traffic counts were conducted at five intersections within zone as part of the various studies. The counts were conducted for two hours during the morning peak period and two hours during the evening peak period in October 2007 (*Residential Intersection Traffic Control Study*), and October 2008 (*First Post Study*). Table 4 summarizes the results of the pedestrian counts.

Table 4

ZONE 11 - TOTAL PEDESTRIAN VOLUME PER INTERSECTION

Intersection	October 2007	October 2008
Estates Drive with Deborah Lane		
A.M. Peak Period (Two Hours)	29	10
P.M. Peak Period (Two Hours)	60	72
Estates Drive with Carol Lane		
A.M. Peak Period (Two Hours)	8	3
P.M. Peak Period (Two Hours)	12	15
Estates Drive with Crestwood Avenue		
A.M. Peak Period (Two Hours)	15	21
P.M. Peak Period (Two Hours)	41	65
Lonnquist Boulevard with Meier Road		
A.M. Peak Period (Two Hours)	19	24
P.M. Peak Period (Two Hours)	23	28
Lonnquist Boulevard with Crestwood Avenue		
A.M. Peak Period (Two Hours)	16	17
P.M. Peak Period (Two Hours)	15	21

3.

Evaluation and Recommendation

The intent of the post studies is to (1) review the zone's speed limit/intersection traffic control modifications, (2) evaluate how the roadway system is operating since the implementation of the speed limit/intersection traffic control modifications and (3) determine whether any locations need further examination (first post study) or any adjustments are required to the speed limits and/or intersection traffic control (second/third post study). This was accomplished by reviewing and analyzing the following pre and post operating characteristics within the zone.

- Daily Traffic Volumes
- Average Speeds
- Accident Data
- Pedestrian Volumes

These four operating characteristics were chosen as they provide the most relevant insight to the primary traffic concerns within any neighborhood: vehicular volume, vehicular speed and overall vehicular and pedestrian safety. The following provides a detailed evaluation of the four operating characteristics, recommends the locations for further examination and determines if any adjustments are required to the speed limits and/or intersection traffic control.

Daily Traffic Volumes

Background

First, traffic volumes fluctuate on a daily basis and, as such, any increase or decrease in traffic is not necessarily attributed to the speed limit and intersection traffic control modifications. Traffic volumes typically vary by season or month of the year, day of the week and time of the day particularly if the zone contains land uses other than residential, including commercial developments, schools, religious facilities, etc. A ten to fifteen percent variation in traffic volumes is typical in suburban areas.

Second, properly designed residential intersection traffic control plans complement and further define the hierarchy or functional classification of the roadway system. Collector roads and local roads are the two types of roadways typically found in the zones. The function of collector roads are to connect traffic between the local and arterial roads as well as providing access to abutting land uses. The function of local roads are to provide access between collector/arterial roads and abutting land uses. Consequently, collector roads should carry a higher volume of traffic than local roads as they provide the mobility through the zones. One of the primary purposes of the residential intersection traffic control plan is to more appropriately distribute the traffic along the roadway system. Therefore, the following traffic flow changes (redistributions) are expected within the zones as a result of the intersection traffic control modifications.

- The count locations that experience an increase in traffic are expected to primarily occur along the collector roads whereas the count locations that experience a decrease in traffic are primarily expected to occur along the local roads.
- The highest percent increase in traffic is primarily expected to occur along the collector roads as opposed to the local roads.
- Collector roads may experience increases in traffic exceeding the ten to fifteen percent variation in traffic volumes that is typical in suburban areas.

Criteria for Further Examination

Village staff and KLOA, Inc. have concurred that any location that experienced an increase in traffic of ten percent or more will be reexamined as part of the second post study. The ten percent increase was selected as it represents the lower threshold of the ten to fifteen percent variation in traffic volumes that is typical in suburban areas. However, as discussed above, the increase in traffic is expected to vary depending on the time of the year and the roadway classification. ***As such, the ten percent threshold is only to be used to determine the locations for further examination and is not to be interpreted as the threshold that signifies an issue or concern.*** Each location will be evaluated based on its physical and operating characteristics as well as how it is operating both individually and within the entire roadway system.

Evaluation

Figure 5 provides a comparison of the zone's daily traffic volumes prior to and after the implementation of the speed limit/intersection traffic control modifications. Of the 48 total locations, the daily traffic volumes decreased at 31 locations and only increased at seventeen locations. The traffic volumes decreased at 65 percent of the count locations. As such, the comparison of the daily traffic volumes indicates that the traffic volumes within the zone as a whole have remained stable, if not decreased, since the implementation of the speed limit/intersection traffic control modifications.

Table 5 provides a comparison of the daily traffic volumes and the percent increase at the seventeen locations that experienced an increase in traffic. A closer examination of Table 5 reveals the following.

- Of the seventeen locations that experienced an increase in traffic, only four locations had an increase of ten percent or more. Therefore, the increase in traffic at the various locations were generally within the ten to fifteen percent variation in traffic volumes that is typical in suburban areas.
- Of the four locations that had an increase of ten percent or more, all four occurred on local roads. However, it should be noted that these locations carry a limited volume of daily traffic (between 90 and 196 vehicles a day). As such, the daily increase in traffic on these roads is limited (between 13 and 38 vehicles a day). Assuming that the majority of the traffic traverses the road within an 18-hour period, this averages to an increase of approximately one to two vehicles an hour per location.

In conclusion, the evaluation of the traffic counts indicates that (1) the traffic volumes within the zone as a whole have remained stable, if not decreased, and (2) any increase in traffic was generally within the expected daily variation. At this time, the results of the updated traffic counts do not justify any adjustments to the zone's speed limits and/or intersection traffic control. Nevertheless, based on the criteria discussed above, the four locations shown in Table 5 with an increase in traffic of ten percent or greater will be reexamined as part of the second post study.

Table 5

LOCATIONS THAT EXPERIENCED AN INCREASE IN DAILY TRAFFIC VOLUMES

Location	Roadway Classification	Daily Traffic Volumes		Percent Increase
		October 2007	October 2008	
Lincoln between Hatlen and Crestwood	Collector	2,213	2,217	0.18%
Meier between Lincoln and Scott	Collector	2,112	2,152	1.89%
Hatlen between Central and Grindle	Local	600	609	1.50%
Prairie between White Oak and Lincoln	Local	93	101	8.60%
Hickory between White Oak and Lincoln	Local	129	131	1.55%
Audrey between Connie and Bonita	Local	175	195	11.42%
Connie between Hatlen and Audrey	Local	132	170	28.79%
Scott between Meier and Carol	Local	91	99	8.79%
Mark between Meier and Carol	Local	574	628	9.41%
Carol between Mark and Estates	Local	542	567	4.61%
Estates between Deborah and Crestwood	Local	492	531	7.93%
Crestwood between Martin and Lonnquist	Local	615	627	1.95%
Rusty between Robbie and Crestwood	Local	275	290	5.45%
Estates between Crestwood and Hatlen	Local	416	432	3.85%
Myrtle between Crestwood and Hatlen	Local	116	123	6.03%
Robbie between Crestwood and Rusty	Local	77	90	16.88%
Deborah between Rusty and Estates	Local	175	196	12.00%

Average Speeds

Background

While travel speeds are more consistent than traffic volumes, they will vary by season or month of the year, day of the week and time of the day. As such, any increase or decrease in travel speeds is not necessarily attributed to the speed limit and intersection traffic control modifications. The main factors affecting travel speeds are the roadway's physical and operating characteristics, including width of road, number of travel lanes, hills, curves, roadway surface and length of free flow conditions. Many of these attributes are fixed within the zone's infrastructure and are generally difficult and/or costly to change/modify. Furthermore, the courts typically will not uphold a speeding ticket unless it is in excess of ten mph above the posted speed limit. Therefore, travel speeds within five mph of the posted speed limit are generally considered acceptable within the industry and with most communities.

Criteria for Further Examination

Village staff and KLOA, Inc. have concurred that any location that has an observed average speed of 30 mph or greater and/or experienced a five mph increase in its average speed will be reexamined as part of the second post study. The 30 mph observed average speed was selected as it represents a five mph increase over the 25 mph posted speed limit within the zone. Furthermore, a five mph increase in average speed is the range that is generally acceptable. However, as discussed above, the average travel speeds are expected to vary depending on the time of the year and the roadway design. ***As such, the observed average speed of 30 mph or greater and/or a five mph increase in the average speed criteria is only to be used to determine the locations for further examination and is not to be interpreted as the threshold that signifies an issue or concern.*** Each location will be evaluated based on its physical and operating characteristics as well as how it is operating both individually and within the entire roadway system.

Evaluation

Figure 6 provides a comparison of the average speeds within the zone prior to and after the implementation of the speed limit/intersection traffic control modifications. Of the 48 locations, only five locations had an observed average speed of either 30 mph or greater (three locations) or experienced a five mph or greater increase in its average speed (two locations). Table 6 shows the five locations that meets the criteria for further examination. In general, the average speeds observed in the zone were 26 mph or less and that the change in the observed average speeds was three mph or less. Lastly, many locations either (1) had an observed average speed of less than 25 mph and/or (2) experienced a decrease in the observed average speed.

Table 6
LOCATIONS THAT HAD AN AVERAGE SPEED OF 30 MPH OR GREATER
OR EXPERIENCED A FIVE MPH OR GREATER INCREASE IN AVERAGE SPEED

Location	Direction	Average Speed (mph)		Increase in Average Speed (mph)
		October 2007	October 2008	
Lincoln between Crestwood and Hatlen	Eastbound	33	31	-2
Lincoln between Hickory and Leonard	Eastbound	30	30	0
Lincoln between Hickory and Leonard	Westbound	31	30	-1
Meier between Lincoln and White Oak	Southbound	28	30	+2
Leonard between Lincoln and White Oak	Southbound	18	23	5
Martin between Crestwood and Hatlen	Eastbound	18	23	5

In conclusion, the results of the speed surveys indicate that the average speeds within the zone have generally remained constant and are within the acceptable range. At this time, the results of the updated speed surveys do not justify any adjustments to the zone's speed limits or intersection traffic control. Nevertheless, based on the criteria established above, the five locations shown in Table 6 will be reexamined as part of the second post study.

Accident Data

In the six month period since the implementation of the speed limit/intersection traffic control modifications, the zone experienced a total of one accident. Table 7 summarizes the locations of the accident. It should be noted that the *Manual on Uniform Traffic Control Devices* (MUTCD) defines a crash problem as follows when warranting an all-way stop sign control at an intersection.

A crash problem, as identified by five or more reported crashes in a 12-month period that are susceptible to correction by a multiway stop installation.

As such, one accident at an intersection or one total accident within a zone is very low and does not signify a problem. Furthermore, Table 3 shows that the average number of accidents on a per month basis has decreased within the zone during the six months since the implementation of the speed limit/intersection traffic control modifications.

Table 7
LOCATION OF ACCIDENTS IN ZONE 11
JULY 2008 THROUGH DECEMBER 2008

Intersection	Number of Accidents
Meier Road and Connie Lane	1

In conclusion, the zone as a whole and each of the intersections had a very low incident of accidents since the implementation of the speed limit/intersection traffic control modifications. As such, the evaluation of the accident data indicates that the speed limit and intersection traffic control modifications are promoting the efficient and orderly flow of traffic within the zone and, at this time, does not justify any adjustments to the zone's speed limits or intersection traffic control. Nevertheless, the accident data for the entire zone will be reexamined as part of the second post study.

Pedestrian Volume

A comparison of the counts show that the volume of pedestrian activity at several of the intersections have experienced some fluctuation in pedestrian activity. However, these intersections are generally near the schools and/or park in the zone. Further, the traffic control at these intersections have remained the same or have been improved as part of the program. Therefore, the fluctuation in pedestrian activity is mostly likely due to the activity at the schools or the park or possibly weather related as opposed to the speed limit and intersection traffic control modifications. At this time, the results of the updated pedestrian counts do not justify any adjustments to the zone's speed limits and/or intersection traffic control. Nevertheless, the pedestrian activity at all five intersections will be reexamined as part of the second post study.

4. Conclusion

This study summarizes the results and findings of the *First Post Study* for Zone 11. The intent of the post studies is to (1) review the zone's speed limit/intersection traffic control modifications, (2) evaluate how the roadway system is operating since the implementation of the speed limit/intersection traffic control modifications and (3) determine whether any locations need further examination (first post study) or any adjustments are required to the speed limits and/or intersection traffic control (second/third post study). Zone 11 consists of the neighborhood bounded by Central Road and the Mount Prospect/Arlington Heights border on the north, Busse Road on the east, Golf Road on the south, and the Mount Prospect/Arlington Heights border on the west.

The results and findings of the *First Post Study* indicate that the operating characteristics within the zone have generally improved since the implementation of the speed limit/intersection traffic control modifications. While some roadways have experienced a slight increase in traffic and/or observed average speed, the number of locations has been very limited and generally within the expected daily variations and/or acceptable ranges. Furthermore, the positive impacts (reduced number of accidents and traffic volumes and average speeds generally within acceptable ranges) on the operation of the zone's roadway system far out weigh the limited number of locations that experienced a slight increase in traffic or average speed. As summarized below, the speed limit and intersection control traffic modifications are promoting a more efficient and orderly flow of traffic within the zone.

- *Daily Traffic Volumes.* The daily traffic volumes decreased at 31 locations and only increased at seventeen locations since the implementation of the speed limit/intersection traffic control modifications. Furthermore, only four locations had an increase of ten percent or more. Therefore, the evaluation of the traffic counts indicates that (1) the traffic volumes within the zone as a whole have remained stable, if not decreased, and (2) any increase in traffic was generally within the expected daily variation.

- *Average Travel Speeds.* Only five locations had an observed average speed of 30 mph or greater (three locations) and/or experienced a five mph increase in its average speed (two locations) or greater since the implementation of the speed limit/intersection traffic control modifications. In general, the average speeds observed in the zone were 26 mph or less and the change in the observed average speeds was three mph or less. Therefore, the average speeds within the zone have generally remained constant and are within the acceptable range.
- *Accident Data.* In the six month period since the implementation of the speed limit/intersection traffic control modifications, the zone experienced one accident which indicates that the zone as a whole and each of the intersections had a very low incident of accidents. Furthermore, the average number of accidents on a per-month basis has decreased within the zone during the six months. Therefore, the accident data indicates that the speed limit and intersection traffic control modifications are promoting the efficient and orderly flow of traffic within zone.
- *Pedestrian Volume.* The pedestrian activity at several intersections have experienced some fluctuation in pedestrian activity since the implementation of the speed limit/intersection traffic control modifications. However, the fluctuation in pedestrian activity is most likely due to the activity at the schools or the park or possibly weather related as opposed to the speed limit and traffic control modifications.

At this time, the findings of the *First Post Study* do not justify any adjustments to the speed limit or intersection traffic control. However, based on the established criteria, it is recommended that the following locations, as illustrated in Figure 7, be reexamined as part of the second post study to take place in the Spring of 2009.

Daily Traffic Counts and Speed Surveys

1. Audrey Lane between Connie Lane and Bonita Avenue
2. Connie Lane between Hatlen Avenue and Audrey Lane
3. Lincoln Street between Crestwood Avenue and Hatlen Avenue
4. Lincoln Street between Hickory Avenue and Leonard Avenue
5. Meier Road between Lincoln Street and White Oak Street
6. Leonard Avenue between Lincoln Street and White Oak Street
7. Martin Avenue between Crestwood Avenue and Hatlen Avenue
8. Deborah Lane between Rusty Road and Estates Drive
9. Robbie Lane between Rusty Road and Crestwood Avenue
10. Audrey Lane between Central Road and Grindle Drive
11. Hatlen Avenue between Central Road and Grindle Drive
12. Crestwood Avenue between Lincoln Street and Robbie Lane
13. Meier Road between Lonnquist Boulevard and Chris Lane
14. Crestwood Avenue between Lonnquist Boulevard and Martin Avenue

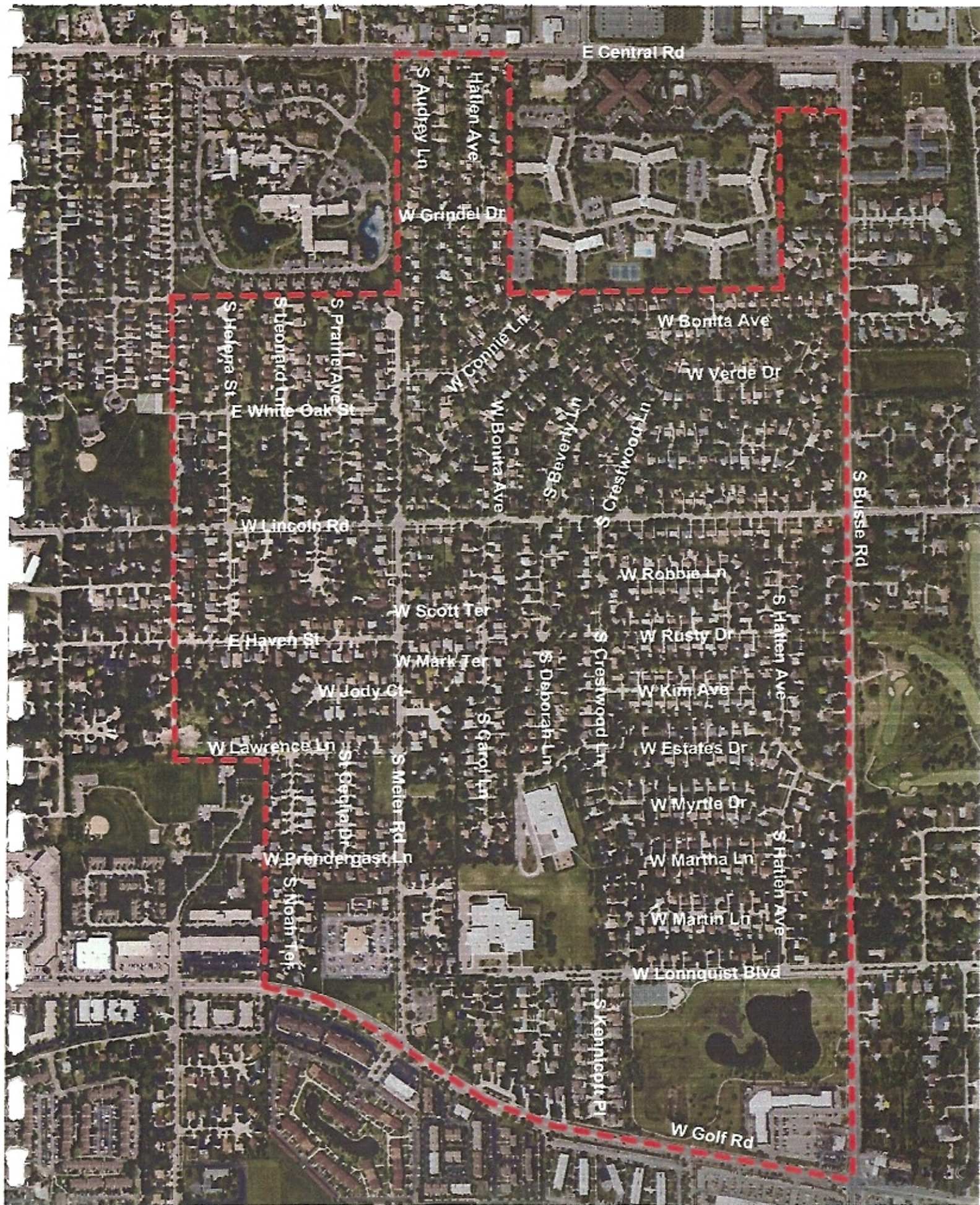
Pedestrian Traffic Counts

All five intersections

Accident Data

All 77 intersections within the zone

Appendix



LOCATION OF ZONE 11

RECOMMENDATION MAP

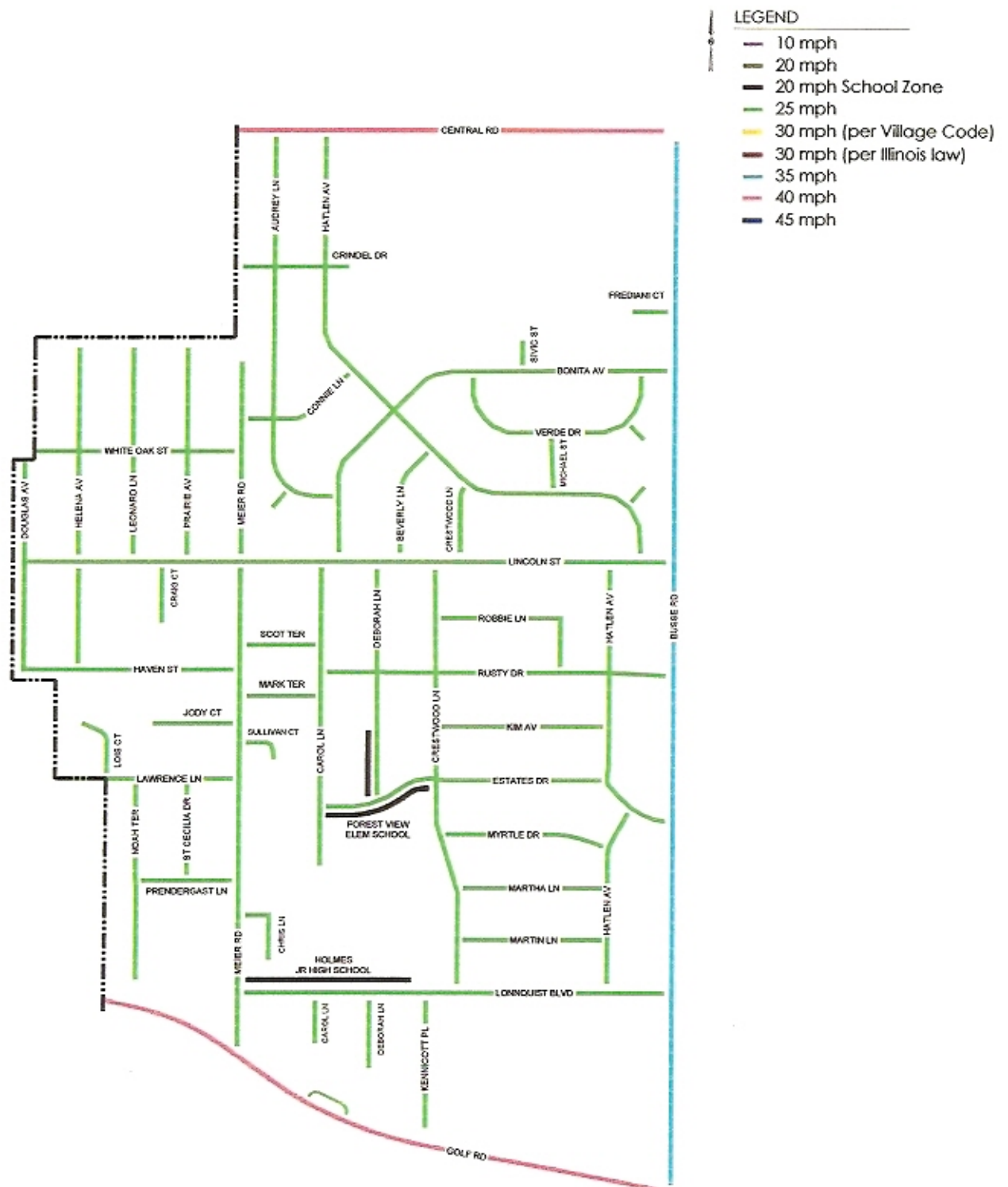
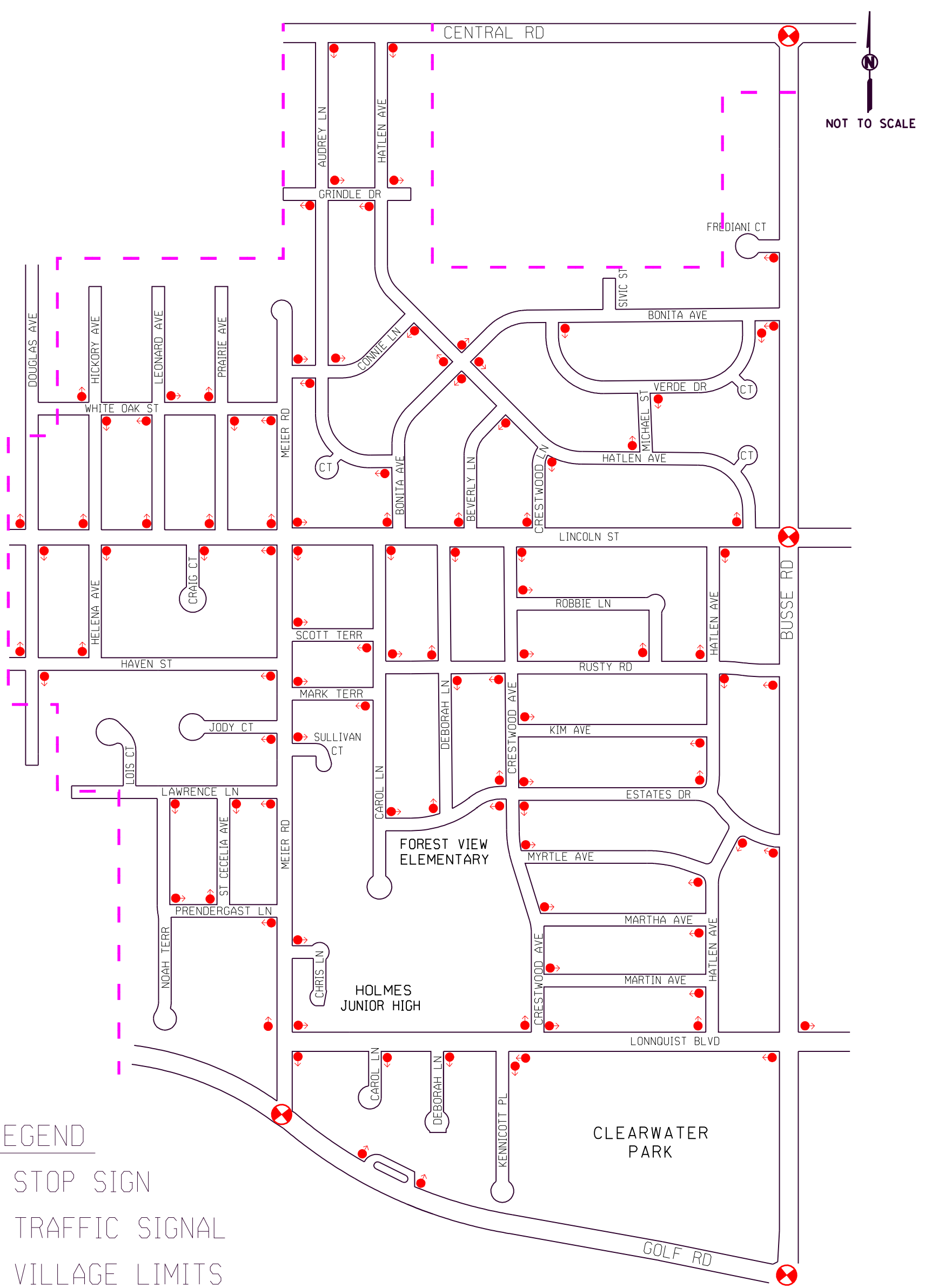


FIGURE 2



LEGEND

-  = STOP SIGN
-  = TRAFFIC SIGNAL
-  = VILLAGE LIMITS

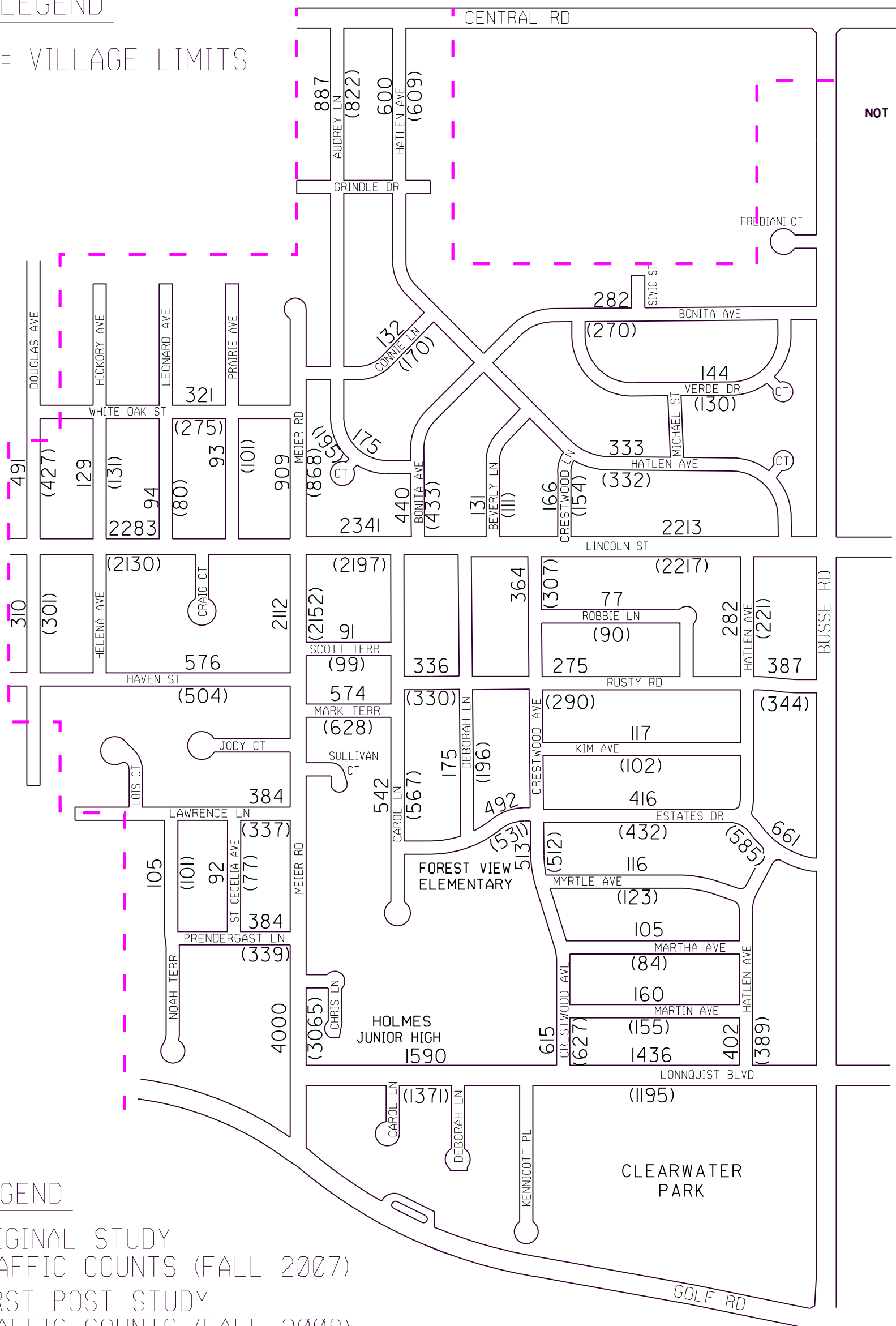
PROJECT:	TITLE:	PROJECT NO: 08-121
VILLAGE OF MOUNT PROSPECT FIRST POST STUDY ZONE II	RECOMMENDED INTERSECTION TRAFFIC CONTROL	
		FIGURE NO: 3

LEGEND

--- = VILLAGE LIMITS



NOT TO SCALE



LEGEND

00 = ORIGINAL STUDY
TRAFFIC COUNTS (FALL 2007)
(00) = FIRST POST STUDY
TRAFFIC COUNTS (FALL 2008)

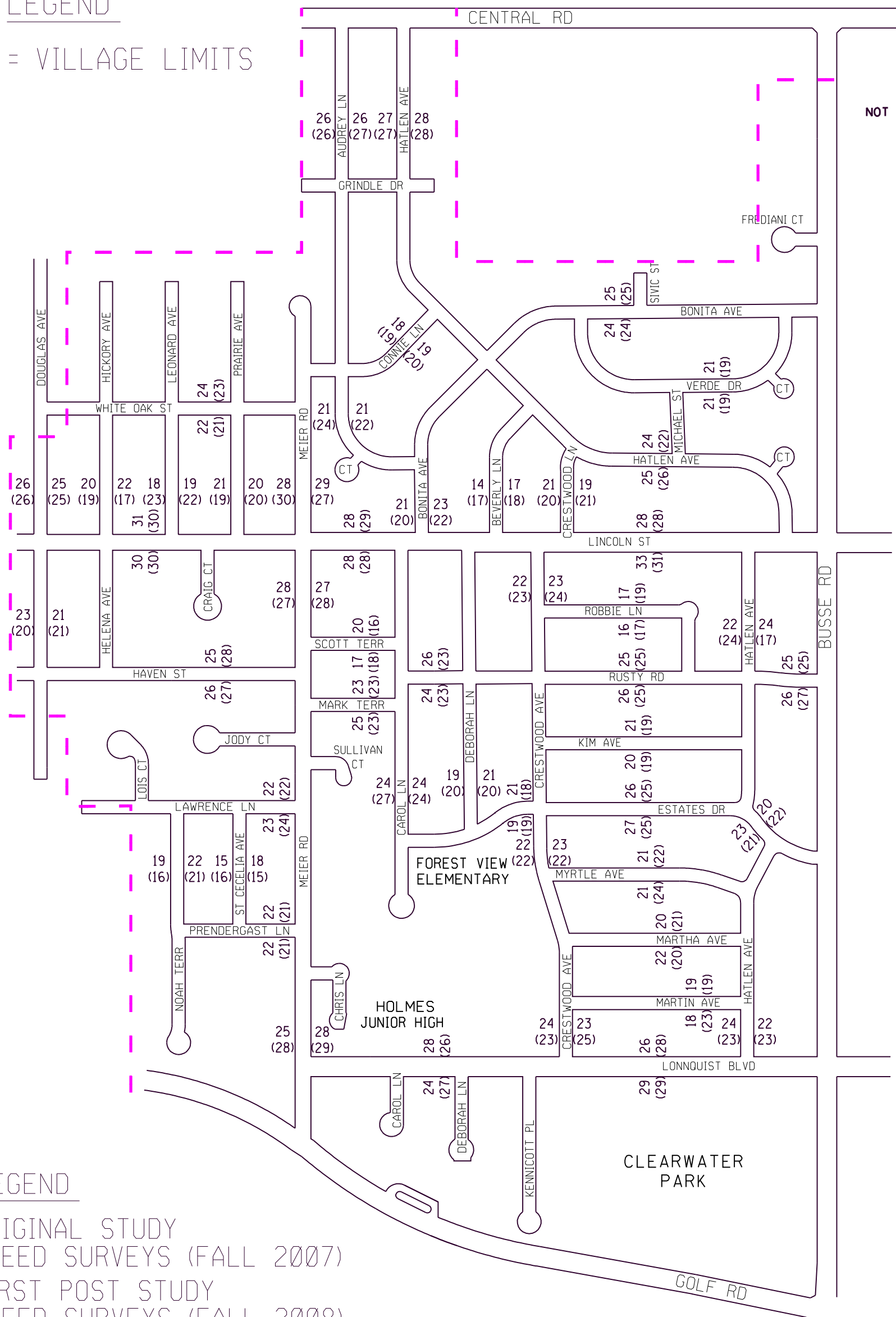
PROJECT: VILLAGE OF MOUNT PROSPECT FIRST POST STUDY ZONE II	TITLE: COMPARISON OF DAILY TRAFFIC VOLUMES	PROJECT NO: 08-121
		
		FIGURE NO: 5

LEGEND

— — — = VILLAGE LIMITS



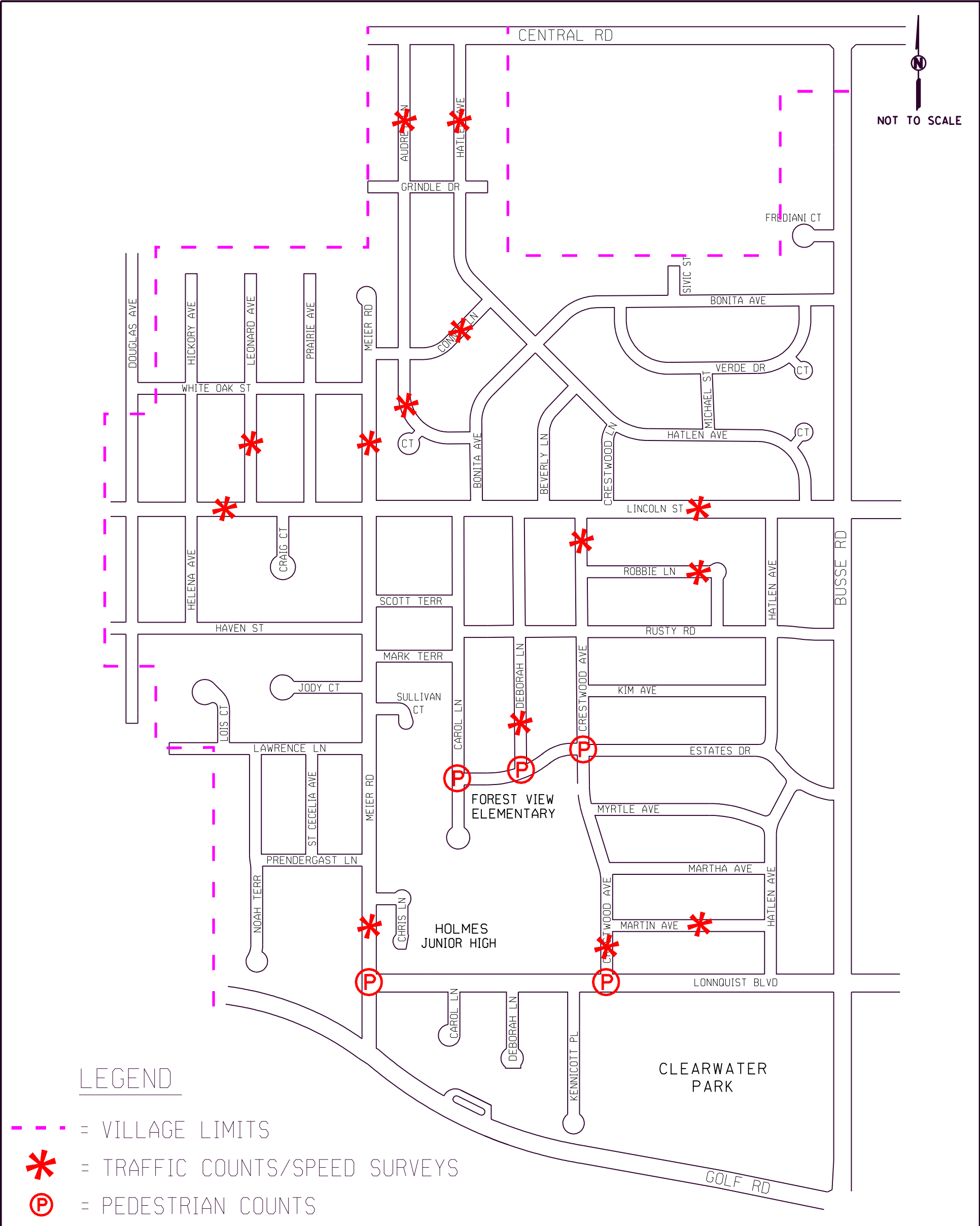
NOT TO SCALE



LEGEND

00 = ORIGINAL STUDY
SPEED SURVEYS (FALL 2007)
(00) = FIRST POST STUDY
SPEED SURVEYS (FALL 2008)

PROJECT: VILLAGE OF MOUNT PROSPECT FIRST POST STUDY ZONE II	TITLE: COMPARISON OF AVERAGE SPEEDS	PROJECT NO: 08-121
		
		FIGURE NO: 6



PROJECT: VILLAGE OF MOUNT PROSPECT FIRST POST STUDY ZONE II	TITLE: COMPARISON OF AVERAGE SPEEDS	PROJECT NO: 08-121
		KLOA
		FIGURE NO: 7

**Second Post Study
Residential Speed Limit Study and
Residential Intersection Traffic Control Study
Zone 11**

Mount Prospect, Illinois

Prepared for

Village of Mount Prospect

By Kenig, Lindgren, O'Hara, Aboona, Inc.

Second Post Study
Residential Speed Limit Study and
Residential Intersection Traffic Control Study
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Rosemont, Illinois
September 2009

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1.

Introduction

The Village of Mount Prospect has embarked on a Village-wide study of the traffic operations within its residential neighborhoods. In order to accomplish this task, the Village has initiated two traffic programs which are intent on providing a higher level of standardization, increase driver expectation and enhance safety as it pertains to traffic regulations. The two programs and the objective of each are as follows:

- The *Residential Speed Limit Program* whose objective is to evaluate and determine the appropriate speed limit for each of the residential roads under the Village's jurisdiction.
- The *Residential Intersection Traffic Control Program* whose objective is to review, evaluate and determine the appropriate traffic control signage at all of the intersections under the Village's jurisdiction.

Each road and/or intersection will be studied based on accepted engineering practices, conformity with the Illinois Department of Transportation (IDOT) *Policy on Establishing and Posting Speed Limits*, the 2003 *Manual on Uniform Traffic Control Devices* (MUTCD) and the criteria established by the Village in its *Residential Speed Limit Program* and *Residential Intersection Traffic Control Program*.

Due to the size of the Village and complexity of the programs, the Village has been divided into eighteen different zones. To date, studies have been completed for all eighteen zones with the Village staff performing the *Residential Speed Limit Studies* and Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) performing the *Residential Intersection Traffic Control Studies*.

As part of the two programs, the Village is requesting that two to three post (follow-up) studies be performed for each zone. The intent of the post studies is to (1) review the zone's speed limit/intersection traffic control modifications, (2) evaluate how the roadway system is operating since the implementation of the speed limit/intersection traffic control modifications and (3) determine whether any locations need further examination (first post study) or any adjustments are required to the speed limits and/or intersection traffic control (second/third post study). Per the Village's direction, the first post studies will examine the entire zones while the second/third post studies will examine only those portions of each zone that are determined to require additional review and evaluation.

This study summarizes the results and findings of the *Second Post Study* for Zone 11. Figure 1 illustrates Zone 11 which is bounded by Central Road and the Mount Prospect/Arlington Heights border on the north, Busse Road on the east, Golf Road on the south and the Mount Prospect/Arlington Heights border on the west. (All of the figures for this study are provided at the end of the report.) Both the *Residential Speed Limit Study*, conducted by the Village, and the *Residential Intersection Traffic Control Study*, conducted by KLOA, Inc., were completed in February 2008 with the speed limit and intersection traffic control modifications implemented in June 2008. The *First Post Study* was completed in February 2009 with the traffic counts and speed surveys conducted in October 2008.

2.

Updated Traffic Conditions

The transportation conditions in the zone were thoroughly inventoried to obtain a database of the existing physical and operating characteristics of the roadway system and are documented in the original studies. In order to update the database of existing conditions since the implementation of the speed limit/intersection traffic control modifications, KLOA, Inc. and the Village of Mount Prospect conducted follow-up field surveys, traffic/pedestrian counts and speed surveys and collected transportation related information. The following outlines the modifications that have been implemented within the zone and the additional data that was collected.

Speed Limit Modifications

Zone 11 has a total of 12 miles of roads that are under the Village's jurisdiction. Figure 2 illustrates the posted speed limit per road that was recommended as part of the *Residential Speed Limit Study* and has since been implemented. A comparison of the previous and current speed limits per mile of roadway is shown in Table 1. The entire zone has a speed limit of 25 mph with 20 mph School Zone posted speed limits provided on Lonnquist Boulevard, Estates Drive, and Deborah Lane within the vicinity of the two schools.

Table 1

ZONE 11 - COMPARISON OF PREVIOUS AND CURRENT POSTED SPEED LIMITS

	Previous Speed Limits		Current Speed Limits	
	Road Miles	Percentage	Road Miles	Percentage
20 mph	2.8	23%	0	0%
25 mph	2.6	22%	12.0	100%
30 mph	6.6	55%	0	0%

Intersection Traffic Control Modifications

Zone 11 has a total of 77 intersections that are under the Village's jurisdiction. Figure 3 illustrates the intersection traffic control that has been implemented based on the recommendations of the *Residential Intersection Traffic Control Study*. It should be noted that the original study recommended two-way stop sign control at the Bonita Avenue/Hatlen Avenue intersection. However, the Village Board decided to maintain the all-way stop sign control at this intersection. A comparison of the previous and current intersection traffic control is illustrated in Table 2 and Figure 4 summarizes the intersection traffic control modifications that occurred within the zone. Currently, two-way/one-way stop sign control or all-way stop sign control is provided at 72 of the 77 intersections within the zone.

Table 2

ZONE 11 - COMPARISON OF PREVIOUS AND CURRENT INTERSECTION TRAFFIC CONTROL

Intersection Traffic Control	Previous Intersection Traffic Control	Current Intersection Traffic Control
All-Way Stop Sign Control	4	5
Two-Way/One-Way Stop Sign Control	35	67
Yield Sign Control	2	0
No Intersection Traffic Control	<u>36</u>	<u>5</u>
Total	77	77

Functional Classification of the Roadway System

All of the zone's roadways are classified as either collector roads and/or local roads. Per the recommendation of the *Residential Intersection Traffic Control Study*, the Village currently classifies the following roadways within the zone as collector roads.

- Lincoln Street
- Lonnquist Boulevard
- Meier Road between Golf Road and Lincoln Street

All of the other zone's roadways are classified as local roads. It should be noted that, prior to the *Residential Intersection Traffic Control Study*, the Village of Mount Prospect classified Lincoln Street, Lonnquist Boulevard, and the entire length of Meier Road as collector roads.

Traffic Volumes and Speed Data

KLOA, Inc. and the Village of Mount Prospect conducted traffic counts and speed surveys at a number of locations within the zone. All of the traffic counts/speed surveys were conducted for a minimum of two days and were broken down by direction and by hour. The following outlines the number and date of the counts/surveys conducted for each of the studies.

- As part of the *Residential Intersection Traffic Control Study*, KLOA, Inc. conducted counts/surveys at 39 locations within the zone and obtained previous counts/surveys conducted by the Village of Mount Prospect at nine additional locations within the zone. The KLOA, Inc. traffic counts/surveys were conducted in October 2007.
- As part of the *First Post Study*, KLOA, Inc. conducted updated counts/surveys in October 2008 at 48 locations within the zone.
- As part of the *Second Post Study*, KLOA, Inc. conducted updated counts/surveys in April 2009 at fourteen locations within the zone.

Figure 5 provides a comparison of the daily traffic volumes and Figure 6 provides a comparison of the average speeds within the zone prior to and after the implementation of the speed limit/intersection traffic control modifications.

Intersection Accident Data

KLOA, Inc. obtained accident data from the Village of Mount Prospect for the zone's roadways and intersections as part of the original and post studies. The accident data for the *Residential Intersection Traffic Control Study* was obtained for a three year period from the beginning of October 2004 through the end of September 2007, while the accident data for the *First and Second Post Studies* was obtained for a twelve month period from July 2008 through June 2009. Table 3 provides a summary of the accident data.

Table 3

ZONE 11 - SUMMARY OF ACCIDENT DATA

Time Period	Accidents	Accidents Per Month
Residential Intersection Traffic Control Study		
October 2004 through September 2005	4	0.333
October 2005 through September 2006	2	0.167
October 2006 through September 2007	<u>4</u>	<u>0.333</u>
Average Accidents Per Year	3.333	0.278
First and Second Post Studies		
July 2008 through June 2009	1	0.083
Refer to Table 7 for the location of accidents that have occurred since the implementation of the speed limit and traffic control modifications.		

Pedestrian Volume

Pedestrian traffic counts were conducted at five intersections within zone as part of the various studies. The counts were conducted for two hours during the morning peak period and two hours during the evening peak period in October 2007 (*Residential Intersection Traffic Control Study*), October 2008 (*First Post Study*), and May and September 2009 (*Second Post Study*). Table 4 summarizes the results of the pedestrian counts.

Table 4

ZONE 11 - TOTAL PEDESTRIAN VOLUME PER INTERSECTION

Intersection	October 2007	October 2008	May/September 2009
Estates Drive with Deborah Lane			
A.M. Peak Period (Two Hours)	29	10	7
P.M. Peak Period (Two Hours)	60	72	47
Estates Drive with Carol Lane			
A.M. Peak Period (Two Hours)	8	3	4
P.M. Peak Period (Two Hours)	12	15	25
Estates Drive with Crestwood Avenue			
A.M. Peak Period (Two Hours)	15	21	8
P.M. Peak Period (Two Hours)	41	65	36
Lonnquist Boulevard with Meier Road			
A.M. Peak Period (Two Hours)	19	24	13
P.M. Peak Period (Two Hours)	23	28	44
Lonnquist Boulevard with Crestwood Avenue¹			
A.M. Peak Period (Two Hours)	16	17	22
P.M. Peak Period (Two Hours)	15	21	148

¹It should be noted that when the September 2009 counts were conducted at the Lonnquist Boulevard/Crestwood Avenue intersection, a school activity was occurring at Clearwater Park. Approximately 120 of the pedestrians during the P.M. peak period were attributed to the school activity.

3.

Evaluation and Recommendation

The intent of the post studies is to (1) review the zone's speed limit/intersection traffic control modifications, (2) evaluate how the roadway system is operating since the implementation of the speed limit/intersection traffic control modifications and (3) determine whether any locations need further examination (first post study) or any adjustments are required to the speed limits and/or intersection traffic control (second/third post study). This was accomplished by reviewing and analyzing the following pre and post operating characteristics within the zone.

- Daily Traffic Volumes
- Average Speeds
- Accident Data
- Pedestrian Volumes

These four operating characteristics were chosen as they provide the most relevant insight to the primary traffic concerns within any neighborhood: vehicular volume, vehicular speed and overall vehicular and pedestrian safety. The following provides a detailed evaluation of the four operating characteristics and determines if any adjustments are required to the speed limits and/or intersection traffic control.

Daily Traffic Volumes

Background

First, traffic volumes fluctuate on a daily basis and, as such, any increase or decrease in traffic is not necessarily attributed to the speed limit and intersection traffic control modifications. Traffic volumes typically vary by season or month of the year, day of the week and time of the day particularly if the zone contains land uses other than residential, including commercial developments, schools, religious facilities, etc. A ten to fifteen percent variation in traffic volumes is typical in suburban areas.

Second, properly designed residential intersection traffic control plans complement and further define the hierarchy or functional classification of the roadway system. Collector roads and local roads are the two types of roadways typically found in the zones. The function of collector roads are to connect traffic between the local and arterial roads as well as providing access to abutting land uses. The function of local roads are to provide access between collector/arterial roads and abutting land uses. Consequently, collector roads should carry a higher volume of traffic than local roads as they provide the mobility through the zones. One of the primary purposes of the residential intersection traffic control plan is to more appropriately distribute the traffic along the roadway system. Therefore, the following traffic flow changes (redistributions) are expected within the zones as a result of the intersection traffic control modifications.

- The count locations that experience an increase in traffic are expected to primarily occur along the collector roads whereas the count locations that experience a decrease in traffic are primarily expected to occur along the local roads.
- The highest percent increase in traffic is primarily expected to occur along the collector roads as opposed to the local roads.
- Collector roads may experience increases in traffic exceeding the ten to fifteen percent variation in traffic volumes that is typical in suburban areas.

Evaluation

Figure 5 provides a comparison of the zone's daily traffic volumes prior to and after the implementation of the speed limit/intersection traffic control modifications. The following summarizes the comparison of the traffic counts.

- Of the 48 total locations conducted as part of the *First Post Study*, the daily traffic volumes decreased at 31 locations and only increased at seventeen locations compared to the original counts. The traffic volumes decreased at 65 percent of the count locations.

- Of the fourteen locations conducted as part of the *Second Post Study*, the daily traffic volumes increased at eight locations and decreased at six locations compared to the original counts.

Table 5 provides a comparison of the daily traffic volumes and the percent increase at the twenty locations that experienced an increase in traffic. A closer examination of Table 5 reveals the following.

- Of the twenty locations that experienced an increase in traffic, only four locations had an increase of ten percent or more. Therefore, the increase in traffic at the various locations were generally within the ten to fifteen percent variation in traffic volumes that is typical in suburban areas.
- Of the four locations that had an increase of ten percent or more, all four occurred on local roads. However, it should be noted that these locations carry a limited volume of daily traffic (between 90 and 215 vehicles a day). As such, the daily increase in traffic on these roads is limited (between 13 and 40 vehicles a day). Assuming that the majority of the traffic traverses the road within an 18-hour period, this averages to an increase of approximately one to two vehicles an hour per location.

In conclusion, the evaluation of the traffic counts indicates that (1) the traffic volumes within the zone as a whole have remained stable, if not decreased, and (2) any increase in traffic was generally within the expected daily variation. Therefore, the results of the updated traffic counts do not justify any adjustments to the zone's speed limits and/or intersection traffic control.

Table 5

LOCATIONS THAT EXPERIENCED AN INCREASE IN DAILY TRAFFIC VOLUMES

Location	Roadway Classification	October 2007 Daily Traffic	October 2008		April 2009	
			Daily Traffic	Percent Increase ¹	Daily Traffic	Percent Increase ¹
Lincoln between Hatlen and Crestwood	Collector	2,213	2,217	0.18%	2,125	decrease
Lincoln between Helena and Leonard	Collector	2,283	2,130	decrease	2,316	1.45%
Meier between Lincoln and Scott	Collector	2,112	2,152	1.89%	na	na
Hatlen between Central and Grindle	Local	600	609	1.50%	637	6.17%
Prairie between White Oak and Lincoln	Local	93	101	8.60%	na	na
Leonard between White Oak and Lincoln	Local	94	80	decrease	102	8.51%
Hickory between White Oak and Lincoln	Local	129	131	1.55%	na	na
Audrey between Connie and Bonita	Local	175	195	11.42%	215	22.86%
Connie between Hatlen and Audrey	Local	132	170	28.79%	160	21.21%
Scott between Meier and Carol	Local	91	99	8.79%	na	na
Mark between Meier and Carol	Local	574	628	9.41%	na	na
Carol between Mark and Estates	Local	542	567	4.61%	na	na
Estates between Deborah and Crestwood	Local	492	531	7.93%	na	na
Crestwood between Martin and Lonnquist	Local	615	627	1.95%	633	2.93%
Crestwood between Lincoln and Robbie	Local	364	307	decrease	366	0.55%
Rusty between Robbie and Crestwood	Local	275	290	5.45%	na	na
Estates between Crestwood and Hatlen	Local	416	432	3.85%	na	na
Myrtle between Crestwood and Hatlen	Local	116	123	6.03%	na	na
Robbie between Crestwood and Rusty	Local	77	90	16.88%	91	18.18%
Deborah between Rusty and Estates	Local	175	196	12.00%	170	decrease

¹Equals percent increase in traffic compared to the original traffic counts (October 2007).

Average Speeds

Background

While travel speeds are more consistent than traffic volumes, they will vary by season or month of the year, day of the week and time of the day. As such, any increase or decrease in travel speeds is not necessarily attributed to the speed limit and intersection traffic control modifications. The main factors affecting travel speeds are the roadway's physical and operating characteristics, including width of road, number of travel lanes, hills, curves, roadway surface and length of free flow conditions. Many of these attributes are fixed within the zone's infrastructure and are generally difficult and/or costly to change/modify. Furthermore, the courts typically will not uphold a speeding ticket unless it is in excess of ten mph above the posted speed limit. Therefore, travel speeds within five mph of the posted speed limit are generally considered acceptable within the industry and with most communities.

Evaluation

Figure 6 provides a comparison of the average speeds within the zone prior to and after the implementation of the speed limit/intersection traffic control modifications. Of the 48 locations conducted as part of the *First Post Study* and the fourteen locations conducted as part of the *Second Post Study*, only six locations had an observed average speed of either 30 mph or greater (three locations) or experienced a five mph or greater increase in its average speed (three locations). Table 6 shows the six locations that had an observed average speed of either 30 mph or greater or experienced a five mph or greater increase in average speed. It should be noted that the three locations (five directions of flow) that had an observed speed of 30 mph or greater, the observed speed along three of the directions of flow remained the same or decreased. In addition, the three locations that experienced a five mph increase in average speed, the highest observed average speed was 23 mph which is below the 25 mph posted speed limit. In general, the average speeds observed in the zone were 26 mph or less and that the change in the observed average speeds was three mph or less. Lastly, many locations either (1) had an observed average speed of less than 25 mph and/or (2) experienced a decrease in the observed average speed.

Table 6

LOCATIONS THAT HAD AN AVERAGE SPEED OF 30 MPH OR GREATER
OR EXPERIENCED A FIVE MPH OR GREATER INCREASE IN AVERAGE SPEED

Location	Direction	October 2007 Average Speed (mph)	October 2008		April 2009	
			Average Speed (mph)	Increase in Average Speed (mph) ¹	Average Speed (mph)	Increase in Average Speed (mph) ¹
Lincoln between Crestwood and Hatlen	Eastbound	33	31	-2	31	-2
Lincoln between Crestwood and Hatlen	Westbound	28	28	0	31	3
Lincoln between Hickory and Leonard	Eastbound	30	30	0	29	-1
Lincoln between Hickory and Leonard	Westbound	31	30	-1	31	0
Meier between Lincoln and White Oak	Southbound	28	30	+2	28	0
Leonard between Lincoln and White Oak	Southbound	18	23	5	21	3
Robbie between Crestwood and Rusty	Eastbound	16	17	1	21	5
Martin between Crestwood and Hatlen	Eastbound	18	23	5	21	3

¹Equals increase in average speed compared to the original speed surveys (October 2007).

In conclusion, the results of the speed surveys indicate that the average speeds within the zone have generally remained constant and are within the acceptable range. Therefore, the results of the updated speed surveys do not justify any adjustments to the zone's speed limits or intersection traffic control.

Accident Data

In the twelve month period since the implementation of the speed limit/intersection traffic control modifications, the zone experienced a total of one accident. Table 7 summarizes the locations of the accident. It should be noted that the *Manual on Uniform Traffic Control Devices* (MUTCD) defines a crash problem as follows when warranting an all-way stop sign control at an intersection.

A crash problem, as identified by five or more reported crashes in a 12-month period that are susceptible to correction by a multiway stop installation.

As such, one accident at an intersection or one total accident within a zone is very low and does not signify a problem. Furthermore, Table 3 shows that the average number of accidents on a per month basis has decreased within the zone during the twelve months since the implementation of the speed limit/intersection traffic control modifications.

Table 7
LOCATION OF ACCIDENTS IN ZONE 11
JULY 2008 THROUGH JUNE 2009

Intersection	Number of Accidents
Meier Road and Connie Lane	1

In conclusion, the zone as a whole and each of the intersections had a very low incident of accidents since the implementation of the speed limit/intersection traffic control modifications. Therefore, the evaluation of the accident data indicates that the speed limit and intersection traffic control modifications are promoting the efficient and orderly flow of traffic within the zone and does not justify any adjustments to the zone's speed limits or intersection traffic control.

Pedestrian Volume

A comparison of the counts show that the volume of pedestrian activity at several of the intersections have experienced some fluctuation in pedestrian activity. However, these intersections are generally near the schools and/or park in the zone. Further, the traffic control at these intersections have remained the same or have been improved as part of the program. As such, the fluctuation in pedestrian activity is mostly likely due to the activity at the schools or the park or possibly weather related as opposed to the speed limit and intersection traffic control modifications. Consequently, the results of the updated pedestrian counts do not justify any adjustments to the zone's speed limits and/or intersection traffic control.

4. Conclusion

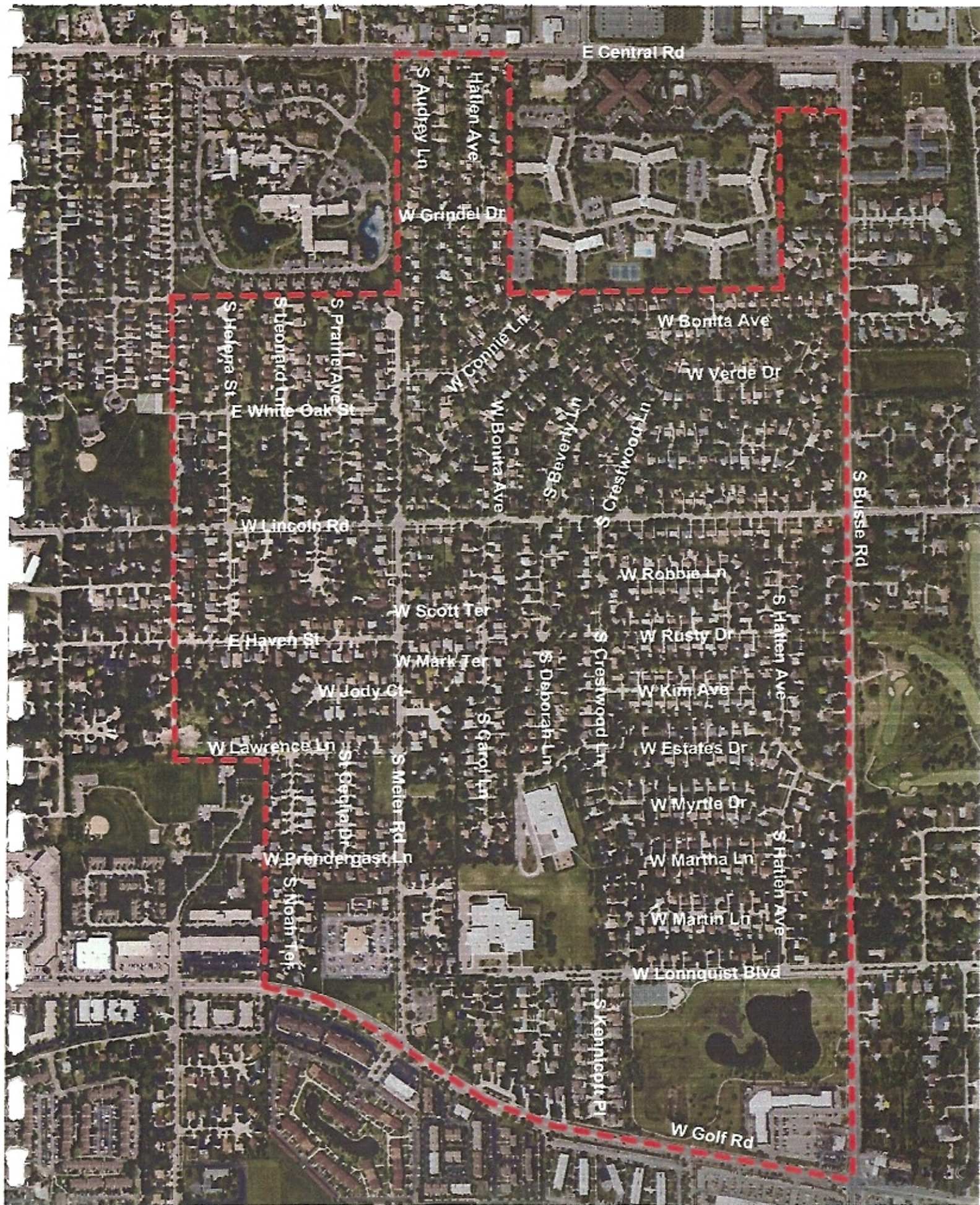
This study summarizes the results and findings of the *Second Post Study* for Zone 11. The intent of the post studies is to (1) review the zone's speed limit/intersection traffic control modifications, (2) evaluate how the roadway system is operating since the implementation of the speed limit/intersection traffic control modifications and (3) determine whether any locations need further examination (first post study) or any adjustments are required to the speed limits and/or intersection traffic control (second/third post study). Zone 11 consists of the neighborhood bounded by Central Road and the Mount Prospect/Arlington Heights border on the north, Busse Road on the east, Golf Road on the south, and the Mount Prospect/Arlington Heights border on the west.

The results and findings of the *First and Second Post Studies* indicate that the operating characteristics within the zone have generally improved since the implementation of the speed limit/intersection traffic control modifications. While some roadways have experienced a slight increase in traffic and/or observed average speed, the number of locations has been very limited and generally within the expected daily variations and/or acceptable ranges. Furthermore, the positive impacts (reduced number of accidents and traffic volumes and average speeds generally within acceptable ranges) on the operation of the zone's roadway system far out weigh the limited number of locations that experienced a slight increase in traffic or average speed. As summarized below, the speed limit and intersection control traffic modifications are promoting a more efficient and orderly flow of traffic within the zone.

- *Daily Traffic Volumes.* The daily traffic volumes decreased at 31 locations and only increased at seventeen locations conducted as part of the *First Post Study* and increased at eight locations and decreased at six locations as part of the *Second Post Study*. Furthermore, only four locations had an increase of ten percent or more. Therefore, the evaluation of the traffic counts indicates that (1) the traffic volumes within the zone as a whole have remained stable, if not decreased, and (2) any increase in traffic was generally within the expected daily variation.
- *Average Travel Speeds.* Only six locations had an observed average speed of 30 mph or greater (three locations) and/or experienced a five mph increase in its average speed (three locations) or greater since the implementation of the speed limit/intersection traffic control modifications. In general, the average speeds observed in the zone were 26 mph or less and the change in the observed average speeds was three mph or less. Therefore, the average speeds within the zone have generally remained constant and are within the acceptable range.
- *Accident Data.* In the twelve month period since the implementation of the speed limit/intersection traffic control modifications, the zone experienced one accident which indicates that the zone as a whole and each of the intersections had a very low incident of accidents. Furthermore, the average number of accidents on a per-month basis has decreased within the zone during the twelve months. Therefore, the accident data indicates that the speed limit and intersection traffic control modifications are promoting the efficient and orderly flow of traffic within zone.
- *Pedestrian Volume.* The pedestrian activity at several intersections have experienced some fluctuation in pedestrian activity since the implementation of the speed limit/intersection traffic control modifications. However, the fluctuation in pedestrian activity is most likely due to the activity at the schools or the park or possibly weather related as opposed to the speed limit and traffic control modifications.

In conclusion, the findings of the *First Post Study* and the *Second Post Study* do not justify any adjustments to the speed limit or intersection traffic control.

Appendix



LOCATION OF ZONE 11

RECOMMENDATION MAP

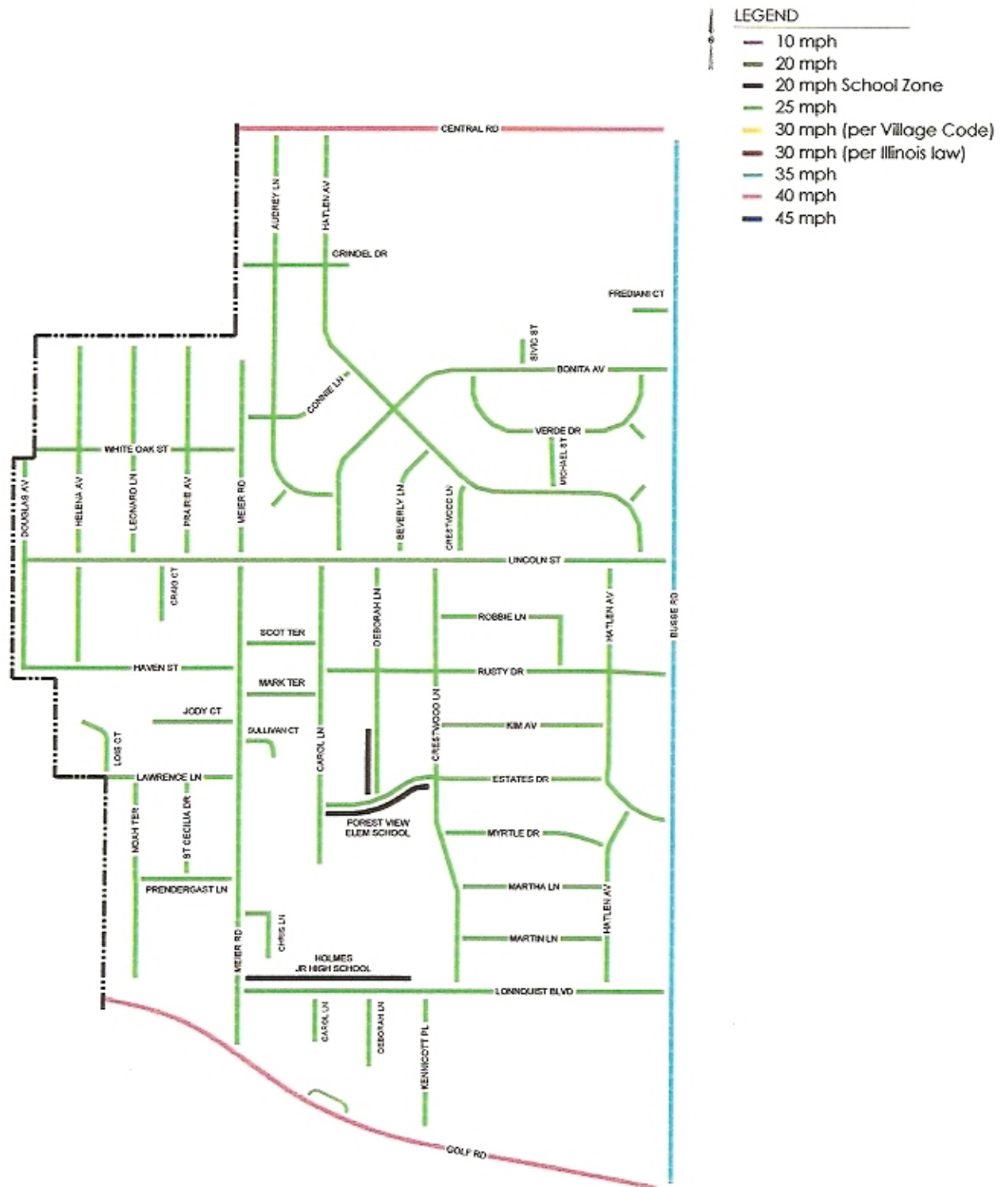
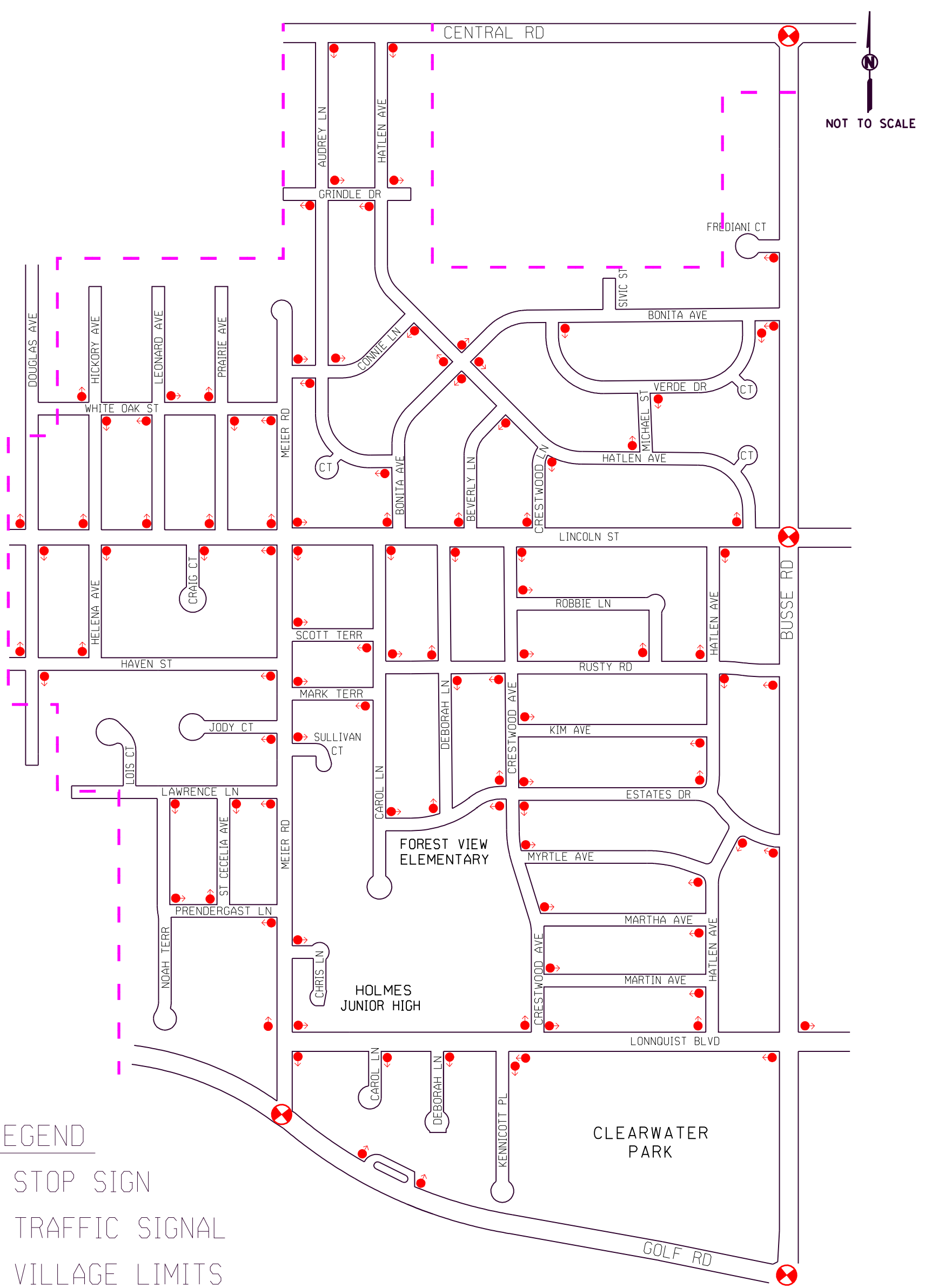


FIGURE 2



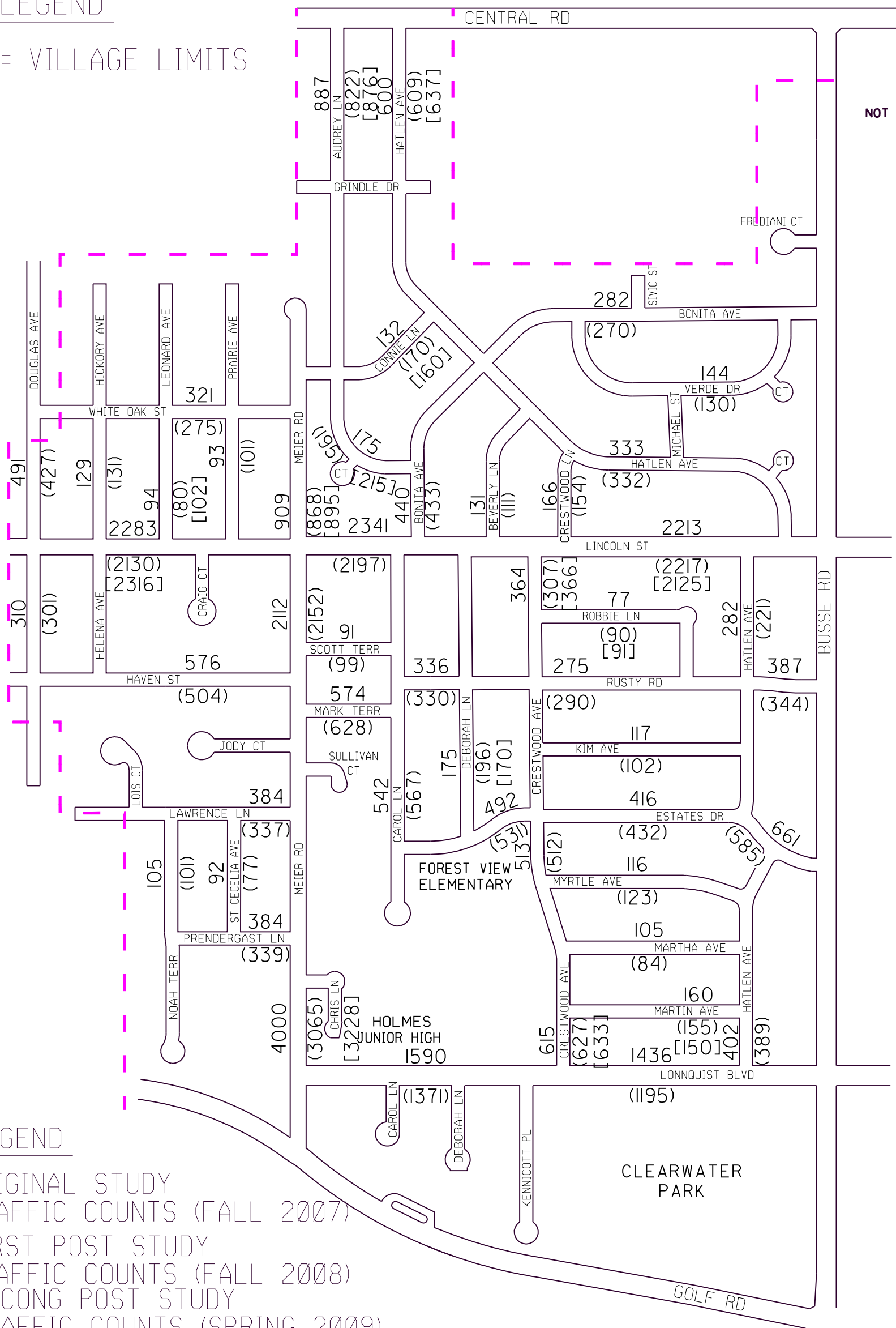
LEGEND

-  = STOP SIGN
-  = TRAFFIC SIGNAL
-  = VILLAGE LIMITS

PROJECT: VILLAGE OF MOUNT PROSPECT SECOND POST STUDY ZONE II	TITLE: RECOMMENDED INTERSECTION TRAFFIC CONTROL	PROJECT NO: 08-121  FIGURE NO: 3
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= VILLAGE LIMITS

NOT TO SCALE



00 = ORIGINAL STUDY
TRAFFIC COUNTS (FALL 2007)

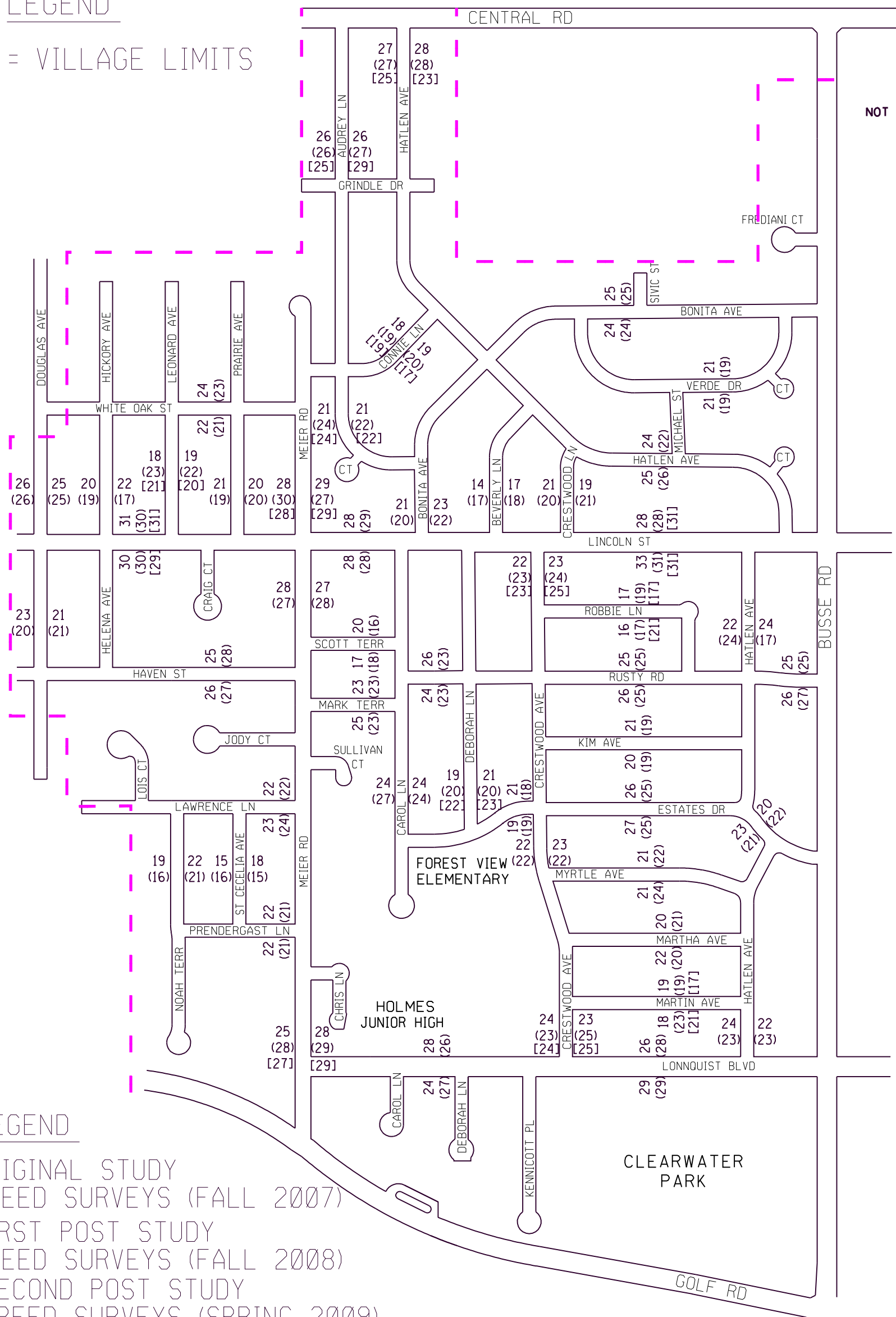
(00) = FIRST POST STUDY
TRAFFIC COUNTS (FALL 2008)

[00] = SECONG POST STUDY
TRAFFIC COUNTS (SPRING 2009)

PROJECT:	TITLE:	PROJECT NO: 08-121
VILLAGE OF MOUNT PROSPECT SECOND POST STUDY ZONE II	COMPARISON OF DAILY TRAFFIC VOLUMES	
		FIGURE NO: 5

LEGEND

— — — = VILLAGE LIMITS



NOT TO SCALE

LEGEND

00 = ORIGINAL STUDY
SPEED SURVEYS (FALL 2007)

(00) = FIRST POST STUDY
SPEED SURVEYS (FALL 2008)

[00] = SECOND POST STUDY
SPEED SURVEYS (SPRING 2009)

PROJECT: VILLAGE OF MOUNT PROSPECT SECOND POST STUDY ZONE II	TITLE: COMPARISON OF AVERAGE SPEEDS	PROJECT NO: 08-121
		
		FIGURE NO: 6



Mount Prospect Public Works Department

INTEROFFICE MEMORANDUM

TO: VILLAGE MANAGER MICHAEL JANONIS

FROM: PROJECT ENGINEER

DATE: AUGUST 16, 2007

SUBJECT: SEE-GWUN AVENUE SPEED HUMP PROJECT – FINAL REPORT

I N T R O D U C T I O N

In January 2006, the Engineering Staff hosted a Traffic Workshop with the Village Board of Trustees and Safety Commission. One of the items of discussion was a request from residents for speed humps along See-Gwun Avenue to address the ongoing concerns over vehicular volume and speed. At the time, the Village did not have any speed humps on public streets. The Village Board of Trustees decided to proceed with a project that would bring about a series of speed humps along See-Gwun Avenue between Lincoln Street and Golf Road. The project would be labeled a “test project” as the Engineering Division would evaluate the speed humps over a one-year period. Then the Village Board of Trustees would decide the permanency of the speed humps on See-Gwun Avenue as well as the direction for future considerations on other streets in Mount Prospect. To that end, seven speed humps were installed in May 2006. Over the next year, the Engineering Division monitored the effect of the speed humps on both See-Gwun Avenue and its surrounding streets. This was accomplished by gathering vehicular volume and speed data, soliciting input from the neighborhood, making visual observations, and receiving feedback from the Fire Department, Police Department and Public Works Department. This report provides results of the traffic studies, analysis of their findings, and the Engineering Division’s recommendations.

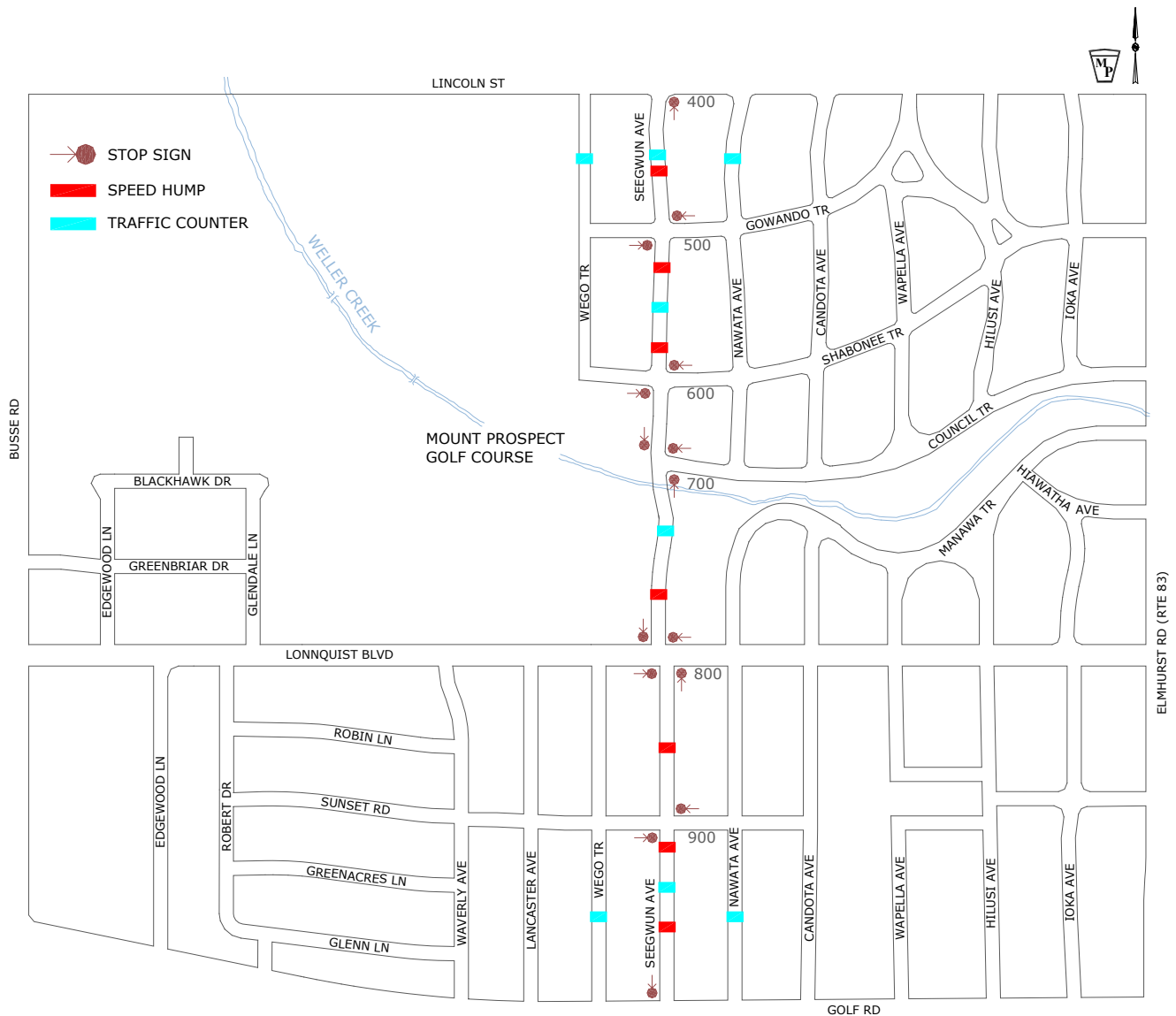
B A C K G R O U N D

See-Gwun Avenue, a collector street, provides the only connection between Golf Road (major arterial) and Lincoln Street (collector) in its neighborhood. This is because it is the only north-south street that has a bridge over Weller Creek. There are 98 homes that abut this 0.8 mile stretch of See-Gwun Avenue. Two major traffic generators along See-Gwun Avenue are the Mount Prospect Golf Course (at Council Trail) and Lincoln Junior High School (at Lincoln Street). North of Lonnquist Boulevard, See-Gwun Avenue is 26’ wide (back-of-curb to back-of-curb). This section of the street is curvilinear and has a hill immediately south of the bridge. South of Lonnquist Boulevard, See-Gwun Avenue is 31’ wide (back-of-curb to back-of-curb) and is relatively flat and straight. Between Lincoln Street and Golf Road, there are stop signs on See-Gwun Avenue at Council Trail and Lonnquist Boulevard. The speed limit is 25 mph along the entire length of See-Gwun Avenue. And finally, there is a complete sidewalk system along both sides of the street.

P R E - S P E E D H U M P T R A F F I C S T U D Y

Volume/Speed Data

In April 2006, before the speed humps were installed, vehicular volume and speed data were gathered at four locations on See-Gwun Avenue, two locations on We-Go Trail (one block to the west), and two locations on Na-Wa-Ta Avenue (one block to the east). The map below shows the locations of both the speed humps and mechanical traffic counters.



The results of the pre- speed hump traffic study revealed the following:

			<i>Before Speed Humps (4/06)</i>		
<i>Street</i>	<i>Between</i>	<i>And</i>	<i>Avg. Daily Traffic</i>	<i>Avg. Speed (mph)</i>	<i>85th Percentile Speed (mph)</i>
See-Gwun Ave	Lincoln St	Go-Wando Tr	1013	27	31
See-Gwun Ave	Go-Wando Tr	Shabonee Tr	1178	25	30
See-Gwun Ave	Council Tr	Lonnquist Blvd	2078	26	30
See-Gwun Ave	Sunset Rd	Golf Rd	999	31	36
We-Go Tr	Lincoln St	Go-Wando Tr	514	25	31
We-Go Tr	Sunset Rd	Golf Rd	248	26	32
Na-Wa-Ta Ave	Lincoln St	Go-Wando Tr	269	23	28
Na-Wa-Ta Ave	Sunset Rd	Golf Rd	257	25	31

Resident Survey

Also as part of the traffic study residents on See-Gwun Avenue were surveyed to gauge the severity of the traffic issues. Questions ranged from traffic volume and speeding concerns to pedestrian and bicycle safety. Also, there were questions concerning the expected impact speed humps would have on the street. 65 of the 98 properties (66%) along See-Gwun Avenue responded to the first survey. Below are the results of that survey.

	Questions	Range	Average Score
1	How fast do you perceive the overall traffic traveling on See-Gwun Avenue?	1 – very slow 5 – at speed limit 10 – extremely fast	7.6
2	How much traffic do you believe there to be on See-Gwun Avenue?	1 – very little 5 – reasonable amount 10 – way too much	7.6
3	How safe is See-Gwun Avenue for pedestrians to cross the street?	1 – very unsafe 5 – somewhat safe 10 – very safe	5.5
4	How safe is See-Gwun Avenue for bicyclists to use the street?	1 – very unsafe 5 – somewhat safe 10 – very safe	4.8
5	How much impact do you believe speed humps will have on reducing the overall speed of vehicles?	1 – none 5 – some 10 – tremendous	6.6
6	How much impact do you believe speed humps will have on reducing the number of vehicles?	1 – none 5 – some 10 – tremendous	5.0
7	How concerned are you with the potential impact speed humps may have on response time by emergency vehicles?	1 – not 5 – somewhat 10 – extremely	4.7

8	How concerned are you with the potential impact speed humps may have on noise caused by breaking and accelerating?	1 – not 5 – somewhat 10 – extremely	5.6
9	How concerned are you with the potential impact speed humps may have on aesthetics of the neighborhood?	1 – not 5 – somewhat 10 – extremely	5.6
10	How concerned are you with the potential impact speed humps may have on loss of on-street parking (on speed hump)?	1 – not 5 – somewhat 10 – extremely	4.1
11	How confident are you the positive impact of speed humps will outweigh any potential concerns you may have?	1 – sure it won't 5 – unsure 10 – totally confident	5.9

Based on the results of the survey, it appeared residents perceived both an issue with the amount of traffic and the speeds at which the vehicles were traveling. These concerns, in turn, affected the perceived safety for pedestrians and bicyclists. And a majority of the returned surveys believed the speed humps would have a positive affect on the current traffic conditions. After completion of this initial traffic study, seven speed humps were installed along See-Gwun Avenue per the direction of the Village Board of Trustees.

P O S T - S P E E D H U M P T R A F F I C S T U D I E S

Volume/Speed Data

In September 2006 and April 2007, the Engineering Division once again performed a traffic study to determine the effect of the speed humps. First, vehicular volume and speed data were gathered through the use of mechanical traffic counters. Of the four locations on See-Gwun Avenue, one traffic counter was placed within 50' of a speed hump (400 block), one was placed midway between a stop sign and speed hump (700 block), and two were placed midway between two speed humps (500 & 900 blocks). The results are highlighted below.

			<i>Before Speed Humps (4/06)</i>			<i>After Speed Humps (9/06)</i>			<i>After Speed Humps (04/07)</i>		
<i>Street</i>	<i>Between</i>	<i>And</i>	<i>Avg. Daily Traffic</i>	<i>Avg. Speed (mph)</i>	<i>85th Percentile Speed (mph)</i>	<i>Avg. Daily Traffic</i>	<i>Avg. Speed (mph)</i>	<i>85th Percentile Speed (mph)</i>	<i>Avg. Daily Traffic</i>	<i>Avg. Speed (mph)</i>	<i>85th Percentile Speed (mph)</i>
See-Gwun Ave	Lincoln St	Go-Wando Tr	1013	27	31	593	17*	21*	515	18*	22*
See-Gwun Ave	Go-Wando Tr	Shabonee Tr	1178	25	30	704	22**	26**	619	22**	27**
See-Gwun Ave	Council Tr	Lonnquist Blvd	2078	26	30	1750	25***	29***	1732	25***	30***
See-Gwun Ave	Sunset Rd	Golf Rd	999	31	36	605	23**	28**	556	23**	28**
We-Go Tr	Lincoln St	Go-Wando Tr	514	25	31	613	25	31	713	25	30
We-Go Tr	Sunset Rd	Golf Rd	248	26	32	351	26	31	377	26	32
Na-Wa-Ta Ave	Lincoln St	Go-Wando Tr	269	23	28	278	23	29	295	24	30
Na-Wa-Ta Ave	Sunset Rd	Golf Rd	257	25	31	303	25	32	316	25	32

* traffic counter located within 50' of speed hump

** traffic counter located midway between speed humps

*** traffic counter located midway between speed hump and stop sign

Since installation of the speed humps, both vehicular volume and speeds are lower on See-Gwun Avenue. At the two locations where speed data was gathered between two speed humps (the 500 and 900 blocks), the average speeds decreased between 3 and 8 mph respectively during both post-studies. Along the 400 block, the traffic counter was placed 50' from the speed hump for the purpose of gauging speeds just before vehicles traverse the speed hump. There are 15 mph advisory speed limit signs at each of the

speed humps. The average recorded speed was 17 mph during the interim study and 18 mph during the latest study. And the fourth traffic counter was placed between the stop sign at Council Trail and the speed hump at the top of the hill near Lonnquist Boulevard (the 700 block). While the spacing between the speed humps is typically 350' to 450', the distance between the stop sign and speed hump on this block is 575'. The average recorded speed was down 1 mph during both post-studies.

Another component of the traffic studies was to determine the effect speed humps would have on reducing excessive speeds. The Engineering Division, therefore, examined the percentage of motorists traveling at 32 mph or greater before and after installation of the speed humps. The table below highlights the impact the speed humps have had on reducing excessive speeding.

Percentage of Recorded Speeds 32 mph or Greater	Study Date		
	April 2006 Before Speed Humps	September 2006 After Speed Humps	April 2007 After Speed Humps
<i>Location Along See-Gwun Avenue</i>			
400 block (between Lincoln St & Go-Wando Tr)*	12.8	0.0	0.2
500 block (between Go-Wando Tr & Shabonee Tr)**	6.3	0.9	1.9
700 block (between Council Tr & Lonnquist Blvd)***	7.4	4.9	6.4
900 block (between Sunset Rd & Golf Rd)**	43.9	2.2	3.7

* traffic counter located within 50' of speed hump

** traffic counter located midway between speed humps

*** traffic counter located midway between speed hump and stop sign

At three of the four traffic counter locations on See-Gwun Avenue, vehicular volume was down at least 39% during the interim study in September 2006 and at least 44% during the latest study in April 2007. The fourth location was near the bridge where there are no other north-south alternatives to get across Weller Creek in the neighborhood. Still, volume was down nearly 20% during both post-studies. And at all four locations, vehicular volume decreased between the interim study and the latest study.

On We-Go Trail and Na-Wa-Ta Avenue, the average recorded speeds at three of the four traffic counter locations did not change during both post-studies. During the latest traffic study, the average speed on the 400 block of Na-Wa-Ta Avenue increased by 1 mph. Average daily traffic increased on We-Go Trail and Na-Wa-Ta Avenue but not equal to the difference in volume on See-Gwun Avenue. Vehicular volume increased anywhere between 3% and 42% from the interim study and between 10% and 52% from the latest study. It is believed that other north-south streets in the neighborhood such as Lancaster Avenue and Can-Dota Avenue have also experienced an increase in traffic since installation of the speed humps. And at all four locations, vehicular volume increased between the interim study and the latest study.

Resident Surveys

In October 2006 and April 2007, follow-up surveys were sent to the See-Gwun Avenue residents to gauge the impact of the speed humps. 62 properties (63%) responded to the October 2006 survey and 63 properties (64%) responded to the April 2007 survey. Overall, residents have perceived lower vehicular volume and speed (Questions 1 & 2). They also believe the street to be safer for pedestrians and bicyclists (Questions 3 & 4). With respect to fulfilling expectations, it appears residents perceive the speed humps to have had less effect in reducing vehicular speeds yet have had more effect in reducing vehicular volume when comparing pre- and post- speed hump surveys (Questions 5 & 6). With respect to other issues that can be associated with speed humps, residents continue to be somewhat concerned about emergency response time, noise pollution, aesthetics and loss of on-street parking (Questions 7 – 10).

A majority of residents on See-Gwun Avenue appear to still be satisfied with the speed humps but support has declined over time (Question 12). 56% of the returned surveys prefer that the speed humps remain. One interesting note, however, is there appears to be two groups of opinion separated by Lonnquist Boulevard. A vast majority of those residents north of the street favor the speed humps while a vast majority south of the street wishes to have them removed. The table below shows the results of the surveys.

See-Gwun Avenue			April 2006	Oct 2006	April 2007
	Questions	Range	Average Score	Average Score	Average Score
1	How fast do you perceive the overall traffic traveling on See-Gwun Avenue?	1 – very slow 5 – at speed limit 10 – extremely fast	7.6	6.0	5.9
2	How much traffic do you believe there to be on See-Gwun Avenue?	1 – very little 5 – reasonable amount 10 – way too much	7.6	6.5	6.4
3	How safe is See-Gwun Avenue for pedestrians to cross the street?	1 – very unsafe 5 – somewhat safe 10 – very safe	5.5	6.0	6.2
4	How safe is See-Gwun Avenue for bicyclists to use the street?	1 – very unsafe 5 – somewhat safe 10 – very safe	4.8	5.5	5.8
5	How much impact do you believe the speed humps (will) have had on reducing the overall speed of vehicles?	1 – none 5 – some 10 – tremendous	6.6	6.0	5.9
6	How much impact do you believe the speed humps (will) have had on reducing the number of vehicles?	1 – none 5 – some 10 – tremendous	5.0	5.6	5.4
7	How concerned are you with the potential impact speed humps may have on response time by emergency vehicles?	1 – not 5 – somewhat 10 – extremely	4.7	4.0	4.7
8	How (concerned) displeased are you with the impact they (may) have on noise caused by breaking and accelerating?	1 – not 5 – somewhat 10 – extremely	5.6	3.9	4.6
9	How (concerned) displeased are you with the impact they (may) have on aesthetics of the neighborhood?	1 – not 5 – somewhat 10 – extremely	5.6	4.5	5.0
10	How (concerned) displeased are you with the impact they (may) have on loss of on-street parking (on speed hump)?	1 – not 5 – somewhat 10 – extremely	4.1	2.8	3.8
11	How confident are you the positive impact of speed humps will outweigh any potential concerns you may have?	1 – sure it won't 5 – unsure 10 – totally confident	5.9		
12	How satisfied are you with the speed humps on your street?	1 – very unsatisfied 5 – somewhat satisfied 10 – extremely satisfied		5.9	5.2
13	Would you prefer the Village leave the speed humps in place or remove them?			leave remove	34 27

In October 2006 and April 2007, surveys were also sent to the 157 residents along We-Go Trail and Na-Wa-Ta Avenue in the project area. 77 properties (49%) responded to the October 2006 survey and 73 properties (46%) responded to the April 2007 survey. Overall, residents on these streets indicated they believe there to be an increase in vehicular volume and speed since installation of the speed humps (Questions 5 & 6). Residents were evenly split on their support (or lack of) for the speed humps on See-

Gwun Avenue but a majority did not believe speed humps on their street or throughout the neighborhood would have a positive impact (Questions 7 – 9). The table below shows the results of the surveys.

We-Go Trail & Na-Wa-Ta Avenue			Oct 2006	April 2007
	Questions	Range	Average Score	Average Score
1	How fast do you perceive the overall traffic traveling on your street?	1 – very slow 5 – at speed limit 10 – extremely fast	6.3	6.4
2	How much traffic do you believe there to be on your street?	1 – very little 5 – reasonable amount 10 – way too much	5.8	6.0
3	How safe is your street for pedestrians to cross?	1 – very unsafe 5 – somewhat safe 10 – very safe	6.9	6.8
4	How safe is your street for bicyclists to use?	1 – very unsafe 5 – somewhat safe 10 – very safe	6.8	6.7
5	Since installation of the speed humps on See-Gwun Avenue, how have they affected vehicle speed on your street?	1 – extremely lower 5 – no change 10 – extremely higher	6.2	6.2
6	Since installation of the speed humps on See-Gwun Avenue, how have they affected traffic volume on your street?	1 – extremely lower 5 – no change 10 – extremely higher	6.6	6.6
7	Do you support the speed humps on See-Gwun Avenue?	Yes No Unsure	Yes – 26 No – 32 Unsure - 18	Yes – 26 No – 24 Unsure - 21
8	What impact do you believe speed humps would have on your street?	1 – extremely negative 5 – none 10 – extremely positive	4.4	4.9
9	What impact do you believe speed humps throughout your neighborhood would have on your neighborhood?	1 – extremely negative 5 – none 10 – extremely positive	4.1	4.7

ANALYSIS

Positive Impact

The two issues raised by residents of See-Gwun Avenue have been excessive vehicular speed and volume along their street. While the primary purpose of speed humps is to slow down traffic, they also can lower vehicular volume as some motorists will choose alternative routes. And based on the results of the traffic data and resident surveys, the vehicular speed and volume are lower on See-Gwun Avenue.

The 500 and 900 blocks of See-Gwun Avenue had traffic counters placed midway between two speed humps. On the 500 block, the average speed decreased from 25 mph to 22 mph. And on the 900 block, the average speed decreased from 31 mph to 23 mph. In addition, excessive speeding decreased significantly along the 900 block. Before the speed humps, 43.9% of motorists were traveling 32 mph or greater. From the April 2007 study, only 3.7% of motorists were traveling 32 mph or greater. From the residents' perspective, on a scale of 1 to 10 (1-very slow, 5-at speed limit, 10-extremely fast), when asked about the perceived vehicular speed the average score decreased by 1.7 comparing the survey before the speed humps to the latest survey in April 2007.

At the four traffic counter locations along See-Gwun Avenue, volume decreased between 16% (700 block) and 49% (400 block). This equates to a decrease in approximately 350 – 550 vehicles per day

depending on the section of See-Gwun Avenue. From the residents' perspective, on a scale of 1 to 10 (1-very little, 5-reasonable amount, 10-way too much), when asked about the perceived vehicular volume the average score decreased by 1.2 comparing the survey before the speed humps to the latest survey in April 2007.

Not only have the speed humps impacted the vehicular speed and volume along See-Gwun Avenue, residents have also perceived an increase in pedestrian and bicycle safety. On a scale of 1 to 10 (1-very unsafe, 5-somewhat safe, 10-very safe), when asked about the perceived pedestrian safety the average score increased by 0.7 comparing the survey before the speed humps to the latest survey in April 2007. On a scale of 1 to 10 (1-very unsafe, 5-somewhat safe, 10-very safe), when asked about the perceived bicycle safety the average score increased by 1.0 comparing the survey before the speed humps to the latest survey in April 2007.

Negative Impact

According to the Village Code, See-Gwun Avenue is a collector street. It provides the only north-south connection between Lincoln Street and Golf Road within the neighborhood. It also provides direct access to the Mount Prospect Golf Course. And as a collector street, mobility should be encouraged to promote the hierarchy of street classifications within the neighborhood. While vehicular volume has decreased on See-Gwun Avenue to the support of residents along the street, this redistribution of traffic is not necessarily beneficial to the neighborhood. Comparing the traffic study before speed humps to the latest study in April 2007, vehicular volume on the adjacent parallel streets have increased between 10% and 52%. This equates to an increase in approximately 30 – 200 vehicles per day depending on the street. The 400 block of We-Go Trail which is a narrower street than See-Gwun Avenue now experiences more daily traffic than all studied blocks on See-Gwun Avenue except at the bridge (700 block). Speed humps are known as a volume reducer because some motorists will choose alternate routes. When placed on a collector street, a larger number of vehicles will shift to other streets compared to when they are placed on a smaller local street simply because a collector street experiences more traffic to begin with. Even residents on We-Go Trail and Na-Wa-Ta Avenue commented in the surveys a perceived increase in vehicular volume on their streets.

Another issue with speed humps is their affect on all motorists not just those speeding excessively. Often times, a few careless motorists will give the impression there is an overall speeding problem on a street. Case in point, the traffic counter on the 500 block of See-Gwun Avenue recorded only 6% of vehicles traveling 32 mph or greater before the speed humps. While the solution should be to correct the behavior in this small percentage of motorists, speed humps cause all motorists to drive differently. They force the driver to traverse them at no more than 15 mph, well below the posted speed limit of 25 mph. This rise and fall in speed every 350' to 450' can frustrate motorists and also increases noise pollution in the neighborhood caused by constant braking and accelerating of vehicles.

Emergency vehicle response also continues to be a concern for the both the Fire Department and Police Department, especially with speed humps on a collector street. Use of collector streets to get to an emergency in a neighborhood is essential and speed humps increase their response time as detailed by the Fire Department in their attached memos. The jarring going over the speed humps can affect the passengers and also wears the emergency vehicles causing an increase in maintenance costs. Even residents expressed in the surveys some concern with potential delays with emergency vehicles caused by the speed humps. Comments from the Fire Department and Police Department are in the Appendix.

The Public Works Department did not express significant concern with the speed humps from an operational standpoint. Street sweepers and snow plow trucks travel at a reduced speed and their drivers did not share any difficult experiences over the past year. However, larger snow falls and speed humps throughout the Village could pose concerns for their services. From a maintenance standpoint, annual repair to the asphalt and pavement markings would be necessary. This would be an added cost to the

Village Budget. Pictures in the Appendix show damage to the speed humps as a result of snow plows. In addition, comments from the Public Works Department are in the Appendix.

A final issue that is worth mentioning is aesthetics. Some other traffic calming projects completed in the Village including curb extensions and median islands have had an element of landscaping incorporated into them. By adding features such as trees, bushes and grass, a project can enhance the attractiveness of a neighborhood. Speed humps, however, do not have an ornamental feature. They are comprised of asphalt, pavement marking and signs. This “hard” look can detract from the look of a neighborhood. On a scale of 1 to 10 (1-not, 5-somewhat, 10-extremely), when asked how displeased residents are with the aesthetics of the speed humps the average score increased from 4.5 from the September 2006 survey to 5.0 from the latest survey in April 2007.

R E C O M M E N D A T I O N

Based on the speed hump test project performed by the Village over the past year, it is the Engineering Division’s recommendation that speed humps not be considered as an acceptable traffic calming measure in Mount Prospect. Further, it is recommended that the speed humps on See-Gwun Avenue be removed at the earliest opportunity.

While the speed humps have proven to reduce vehicular volume and speed, it is our opinion that the negative aspects of speed humps outweigh the positive aspects. First, the speed humps have caused a significant number of motorists to look for alternative routes. And in a neighborhood that has a grid layout, an alternative route can easily be navigated. This adds traffic to adjacent streets and is accentuated when speed humps are placed on a collector street. In order to respond to these newly created traffic issues and provide equality in a neighborhood, all streets would then require speed humps. This would be a tremendous cost to the Village and is not necessarily supported by residents as is evident from the surveys sent to those on We-Go Trail and Na-Wa-Ta Avenue.

Second, speed humps affect all motorists (not just those driving excessively fast) and require them to constantly vary their speed over the length of the street. When traversing a speed hump, motorists are forced to slow down well below the speed limit in an effort to regulate their speed between speed humps. This design of inconsistent speed increases noise pollution in the neighborhood, adds wear and tear on vehicles, and frustrates motorists to the point of seeking alternative routes. Other traffic calming measures that result in more consistent speeds produce these negative issues to a much lesser extent but still can control excessive speeding.

Third, a series of speed humps on a particular street or throughout the Village will impact response time of emergency vehicles. This is especially true for speed humps on collector streets where emergency personnel depend on these streets for access to neighborhoods. Other traffic calming measures such as horizontal deflectors (i.e. curb extensions, median islands, traffic circles) have less impact on emergency response time as they do not significantly slow down the vehicles and cause less wear and tear on them as well.

Finally, aesthetics cannot be underestimated. The evolution of traffic calming has moved toward more aesthetically pleasing projects. Incorporating trees, bushes and other landscaping into a project not only enhances the look of a neighborhood but can affect driver behavior. As an example, trees along a median island interrupt the line of sight for motorists causing them to use caution as they approach and pass by. Speed humps along with their associated signs, on the other hand, are much more pronounced in a neighborhood and do not blend in with its surroundings. They provide a more urban look rather than complementing the adjacent parkways.

N E X T S T E P S

Speed humps were installed on See-Gwun Avenue in response to a petition to address the perceived vehicular volume and speeding concerns. Should they be removed, questions will arise as to what other alternative solutions can be considered not only for See-Gwun Avenue but for other streets that experience similar traffic issues. Below are some ideas for the direction of traffic calming in our neighborhoods.

In April 2005, a document titled the Neighborhood Traffic Calming Program (NTCP) was drafted by the Engineering Division. A copy is attached. The document covers goals, policy statements, a detailed process and acceptable traffic calming measures. One of the most important aspects of the program is the review process. It establishes minimum criteria that are to be met for a street to be eligible for traffic calming measures. It provides a two-tiered approach that requires less intrusive education, enforcement and engineering measures before considering traffic calming measures. And it requires a collaborative effort of many stakeholders including residents, businesses, Police, Fire, Public Works and Engineering. Working together allows everyone to have a say and shape the project before any final decisions are made. Discussion of the NTCP has been set aside in order to concentrate on implementing the Neighborhood Traffic Study that involves reviewing all intersections for proper traffic control and all streets for proper speed limits. Now that several neighborhoods have been completed or are under review as part of this study, now may be an opportune time to revisit the NTCP.

As part of a discussion with the Village Board of Trustees and Safety Commission, it would be beneficial to talk about the different aspects of the program as mentioned above including acceptable traffic calming measures. The discussion would include measures previously constructed in Mount Prospect as well as other potential measures. Some of these other measures include traffic circles, midblock deflector islands, chicanes and raised crosswalks. The discussion would also include considering different acceptable measures for collector streets versus local streets. While some measures such as speed humps and raised crosswalks maybe prohibited on collector streets, the Village Board of Trustees may consider them an acceptable solution for local streets.

With respect to See-Gwun Avenue, a traffic calming measure that redistributes 50% of the traffic from a collector street onto nearby local streets is not beneficial to the neighborhood. A collector street's function is to provide mobility within a neighborhood. And when that mobility is impeded to the point of inconveniencing motorists, alternate routes will be sought placing an undesirable burden on other streets. The Engineering Division's suggestion would be to have a unified resident group clearly articulate the concerns to the Village. The concerns would then be discussed along with the traffic data collected prior to the speed humps. A set of agreed upon goals would be created and discussion would begin as to how best to achieve them following the guidelines of the NTCP. This may include less intrusive measures such as an education and enforcement campaign, signs and/or pavement markings. It may also include traffic calming measures that can be supported by all stakeholders and would not be expected to have an adverse affect on the neighborhood. And it may include a more neighborhood-wide analysis such as the feasibility and pros/cons of constructing an additional bridge(s) over Weller Creek to better serve the neighborhood while alleviating some burden from See-Gwun Avenue.

C O N C L U S I O N

The Engineering Division does not support speed humps as an acceptable traffic calming measure in Mount Prospect, especially on collector streets. The dramatic shift in vehicular volume to adjacent streets, significant reduction in speed required to traverse them, affect on emergency response time, and aesthetics are all factors in this decision. We support traffic calming in general but recommend that a detailed process be followed so that projects are implemented only on those streets that have a defined

problem, only after less intrusive measures have been exhausted, and is supported by the stakeholders. To that end, it is recommended that further discussion take place with the Village Board of Trustees and Safety Commission on the Neighborhood Traffic Calming Program. Such a meeting will assist the Engineering Division in understanding the direction of traffic calming in Mount Prospect. From the discussion, resumed dialogue with a See-Gwun Avenue resident group could take place to strategize next steps for the street and possibly the neighborhood.

At your direction, the Engineering Staff will make ourselves available to discuss the speed hump project in further detail with the Village Board of Trustees, Safety Commission and public.

Matthew P. Lawrie

Appendix

c: Police Chief John Dahlberg
 Fire Chief Michael Figolah
 Director of Public Works Glen Andler
 Streets/Buildings Superintendent Paul Bures
 Village Engineer Jeff Wulbecker

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From: [Jakupovic, Kristina](#)
To: [Dorsey, Sean](#)
Cc: [Lawrie, Matt](#); [Foresman, Luke](#); [Leib, Jason](#)
Subject: Unwarranted Stop Signs
Date: Friday, December 5, 2025 10:11:15 AM
Attachments: [image002.png](#)

FYI

KRISTINA JAKUPOVIC

ADMINISTRATIVE SUPERINTENDENT | MOUNT PROSPECT PUBLIC WORKS DEPARTMENT

1700 WEST CENTRAL ROAD | MOUNT PROSPECT, IL 60056

847.870.5640 | kjakupovic@mountprospect.org

Together Everyone Achieves More



From: Kerensky, Jeff <jeffk@irmarisk.org>
Sent: Friday, December 5, 2025 9:46 AM
To: Jakupovic, Kristina <KJakupovic@mountprospect.org>; Garvey, Susan <susang@irmarisk.org>; Giannetti, Frankie <frankieg@irmarisk.org>
Cc: Swahlstedt, Jennifer <jennifers@irmarisk.org>
Subject: RE: Unwarranted Stop Signs

Hi Kristina,

The mere placement of an unwarranted stop sign does not create liability for the Village. Exposure to liability arises if there is an injury or damage that can be attributed to the placement of the unwarranted sign, or the sign is installed incorrectly or negligently and causes injury or damage. Having said that, the Village does have protections under the Illinois Tort Immunity Act for liability caused by their negligent acts. The Illinois Tort Immunity Act provides for an absolute immunity for **not** installing a traffic sign; however, the Act does not include the same immunity for installing an unwarranted sign. Another provision of the Tort Immunity Act is applicable. Under the Tort Immunity Act the Village has the duty to exercise ordinary care to maintain its property in a reasonably safe condition for by people who are using the property. However, if the Village has notice of a condition that is not reasonably safe and does not correct it and someone is injured, this immunity would not apply.

An unwarranted stop sign is a stop sign that has not been installed according to a traffic

engineering study and the guidelines of the Illinois Manual on Uniform Traffic Control Devices (MUTCD) which adopts the national MUTCD. The Illinois Vehicle Code (625 ILCS 5/11-301) requires local authorities to place and maintain their traffic control devices in conformance with MUTCD. Thus, when a municipality decides, for reasons of safety or economy, to provide a traffic control device, they must do so in compliance with the MUTCD. The MUTCD provides that the placement of signs should be used only when justified by engineering judgment or studies. It is our understanding that the Village has an engineering study that does not recommend the placement of the requested stop signs.

This then raises the concern of whether the failure to follow the requirements of the MUTCD requirements and install unwarranted stop signs not recommended by the engineering study creates a condition that is unreasonably safe. And, if the Village have knowledge of that condition. The MUTCD requirement that placement of stop/traffic signs be justified by engineering studies is necessarily based in safety concerns.

Unwarranted stop signs can create a false sense of security, lead to increased speeding between signs creating a higher accident potential. Therefore, it can be asserted that the Village's knowing failure to comply with the MUTCD requirements by installing an unwarranted sign contrary to the engineering study creates a condition that is not reasonably safe. As a result, the protections afforded by the Tort Immunity Act would not apply, exposing the Village to liability for any resulting loss or damage.

Other municipalities, both IRMA members and non-members, include statements on their website about the placement of unwarranted stop signs. See the following examples:

https://www.cityoflakeforest.com/departments/police/traffic_safety_committee/stop_signs.php

<https://www.hpil.org/269/Stop-Yield-Signs>

<https://www.glenellyn.org/657/Stop-Sign-Requests>

<https://www.northbrook.il.us/1149/Traffic-Complaints>

Based on all of the above, IRMA encourages the Village to ensure compliance with the MUTCD requirements. Adhering to these standards aligns with best practices for traffic control and reduces potential liability exposure. The Village could consider other alternatives such as a sign which says "No Through Traffic (Mon-Friday 7-10am, 4-6pm)" or "Local Traffic Only." The Village might also consider temporarily installing a visible speed camera which displays the vehicle's speed.

Please let us know if you would like to discuss this further. (Susan is out of the office today, but Jeff is available if you would like to discuss this today.)

Susan Garvey
Deputy Executive Director

and

Jeff Kerensky
Director of Legal Services
(708) 236-6361

IRMA (Intergovernmental Risk Management Agency)

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Date	Description	Delivery	Number Delivered	Respc
				Number
11/20/2024	Initial Traffic Survey	Mail	134	27
2/18/2025	Preliminary Plan Feedback	Mail	147	24
5/12/2025	Temporary Traffic Calming Measures	Mail	147	36
8/1/2025	Balloting	Mail	147	70
	Invitation to Transportation Safety Commission - Included with Balloting Letter			7
11/17/2025	Village Board Invitation	Hand Deliver	147	3

Hatlen Heights Formal Outreach Summary

Responses	Percentages based on number of responses, not surveys sent out					
	Speed Hump Suggested		Stop Signs Suggested		Street Closures Suggested	
Percent	Number	Percent	Number	Percent	Number	Percent
20%	1	4%	4	15%	3	11%
16%	3	13%	6	25%	6	25%
24%	6	17%	6	17%	3	8%
48%	N/A					
5%	N/A					
2%	N/A					

Notes
More responses indicated an issue with drivers ignoring stop signs (5) than requesting additional stop signs (4)
Mailing expanded to include Meier Road, includes March TSC Discussion
Residents did not like the traffic calming trial and some suggested other alternatives
7 residents attended the TSC meeting, most were against the proposal with one indicating a traffic calming project is not needed. Most wanted something done and suggested additional stop signs and police.
3 residents spoke at meeting, 2 against proposal and 1 general comment

Municipality	1. Does your community install permanent speed humps?	2. If not, did you ever install speed humps?	3. If you have speed humps and you stopped installing them, are you removing the existing humps you have?	4. What is the reason for removing them and is there a process for their removal?	5. If a speed hump is removed, are other measures installed to reduce speed? If so, what?	6. How many speed humps do you have?	7. What criteria do you use for placement of speed humps – speed study, traffic volume, street width, proximity to schools, etc.?	8. Do you have specific requirements for location of speed humps – distance from intersections, distance from driveways, minimum length of block required, etc.
Antioch	No.	No.						
Arlington Heights	No.	No.	N/A.	N/A.	N/A.	0	N/A.	N/A.
Barrington	No.	No.	N/A.	N/A.	N/A.	None.	N/A.	N/A.
					We don't use speed humps, but we have tried road diets in the past.			
Bartlett	No.	No.	Not applicable.	Not applicable.		None.	Not applicable.	No.
Deerfield	No.	No.				None.		
								Humps typically extend the full width of the street with height tapering near the drain gutter to allow unimpeded bicycle travel. Excluded Streets include:
								• Arterial streets • Collector streets • Truck routes • Streets adjacent to Hospitals • CTA/PACE Bus Routes • Snow Routes • Dead end blocks of local residential streets • Emergency Response Routes as designated by the Fire Department • Streets deemed inappropriate for speed humps as determined by the Staff Traffic Advisory Committee (STAC), based upon other factors not considered above.
Des Plaines	No.	Yes, but by request.	No.	See attached.	Our Police Department will often install speed radar signs and host educational campaigns. We also have done curb bump outs and road diets.	3	See attached.	
Glencoe	No.	No.	N/A.	N/A.	N/A.	N/A.	N/A.	N/A.
Glenview	No.	Once as a pilot project 10-15 years ago.	The pilot project was removed within a year of installation.	Noise, impacts for emergency vehicles.	Speed board - rotated refuge islands where applicable or medians or bump outs to narrow traffic lanes.	0	N/A.	
Grayslake	No.	No.	N/A.	N/A.	N/A.	N/A.	N/A.	N/A.
Highland Park	No.	No.						

Municipality	1. Does your community install permanent speed humps?	2. If not, did you ever install speed humps?	3. If you have speed humps and you stopped installing them, are you removing the existing humps you have?	4. What is the reason for removing them and is there a process for their removal?	5. If a speed hump is removed, are other measures installed to reduce speed? If so, what?	6. How many speed humps do you have?	7. What criteria do you use for placement of speed humps – speed study, traffic volume, street width, proximity to schools, etc.?	8. Do you have specific requirements for location of speed humps – distance from intersections, distance from driveways, minimum length of block required, etc.
Kenilworth	Yes.	N/A.	N/A.	N/A.	N/A.	4	we have always approved based on location and Police and Public Works opinion. We are now creating a Traffic Calming Policy to help develop a procedure for these requests.	N/A.
Lake Forest	No.	No.	N/A.	N/A.	N/A.	N/A.	N/A.	N/A.
Lake Zurich	No, but we are currently analyzing the possibility of installing humps/bumps in some areas throughout the community.	No.	N/A.	N/A.	N/A.	N/A.	N/A.	N/A.
Libertyville	No.	We have one current installation on Fourth Ave. (local street) for a pedestrian crossing for a K-4 public school.	No.	N/A.	N/A.	1	Pedestrian crossing for a K-4 public school.	At a pedestrian crossing for a grade school.
Mount Prospect	No.	Yes.	Yes.	The Village trialed speed bumps on a street that regularly received speed complaints. The speed bumps were effective in reducing speeds on that street, but they diverted traffic to other neighborhood streets. Ultimately, the residents on the street complained about having to drive over the speed bumps everyday and they were removed.	Yes, when the speed bumps were removed, they were replaced with textured pavement (bricks) and speed feedback signs. This resulted in a similar traffic calming effect.	0	We do not install speedbumps anymore, but we have a traffic calming plan for installing other traffic calming measures. It can be found at this link: https://www.mountprospect.org/departments/public-works/engineering/traffic/traffic-calming	None.
Northbrook	No.	No.	We have never had speed humps in public roadways.	N/A.	N/A.	0	N/A.	No speed humps in public roadways.

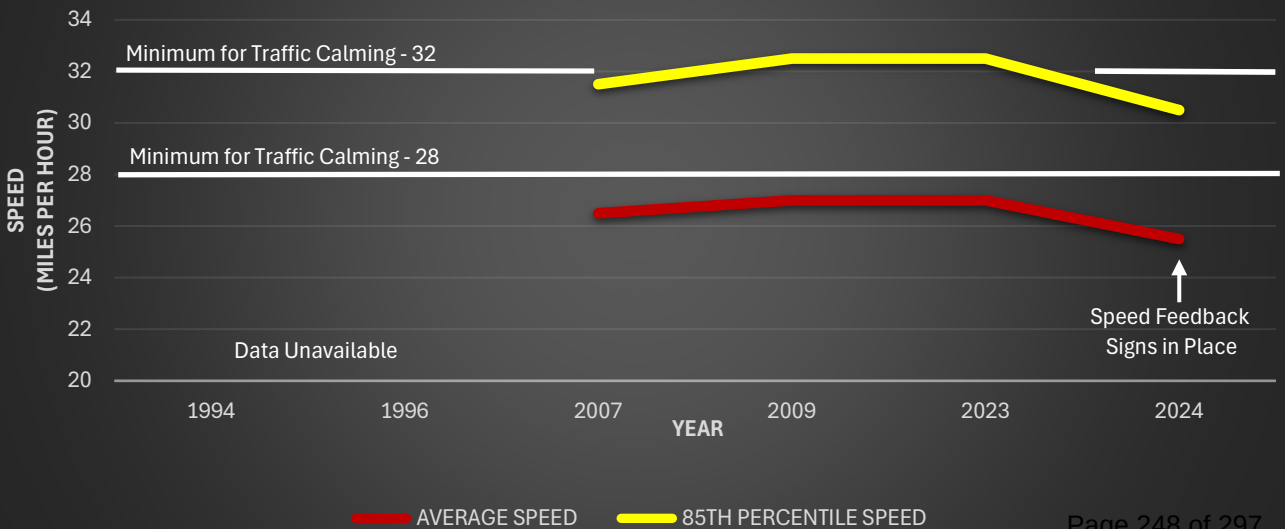
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Northfield	No.	No.	DNA.	DNA.	DNA.	0	DNA.	DNA.
Palatine	No.	No.	N/A.	N/A.	N/A.	0	N/A.	N/A.
Prospect Heights	No.	No.	N/A.	N/A.	N/A.	N/A.	N/A.	N/A.
Schaumburg	No.	Not that I am aware of.	N/A.	N/A.	N/A.	None.	N/A.	N/A.
Skokie	No.	No.						
Streamwood	No.	No.						
Vernon Hills	No.	No.	N/A.	N/A.	N/A.	N/A.	N/A.	N/A.
West Dundee	None to date.	Yes we have 3 temporary installed though out town. Put in the spring removed in the fall.			Staff is trying to get away from speed humps as a traffic calming measure but the community is quite supportive of them. Generally police enforcement is used to reduce speed.	3	Board approval now. Asked the police dept to create set of criteria based on the growing list of requested locations.	
Wheeling	No.	No.	N/A.	Our Fire Department has life safety concerns with their vehicles and speedbumps. That is why they've never been allowed.	Roadway improvements are contemplated if the problem is significant enough.	None.	N/A.	N/A.
Wilmette	Yes.	N/A.	N/A.	N/A.	N/A.	23 as of 07/10/25.	Wilmette conducts traffic studies internally to determine candidates for calming considerations. The criterion for consideration is referenced in the Policy Excerpt attachment.	General standards for speed humps are noted in the Speed Hump Excerpt attachment. If a street is recommended for physical intervention, Wilmette will hire a traffic engineering firm to evaluate specific calming options and layouts for that location.

Municipality	Name	Email
Antioch	Sherry Hoban	shoban@antioch.il.gov
Arlington Heights	Cris Papierniak	cpapierniak@vah.com
Barrington	Fred Braun	fbraun@barrington-il.gov
Bartlett	Samuel Moran	smoran@bartlett.il.gov
Deerfield	Robert Phillips	rphillips@deerfield.il.us
Des Plaines	Thomas Semanic	tsemanic@desplainesil.gov
Glencoe	Monica Sarna	msarna@villageofglencoe.org
Glenview	Adriana Webb	awebb@glenview.il.us
Grayslake	Nicholas Robinson	nrobinson@villageofgrayslake.com
Highland Park	Ghida Neukirch	gneukirch@cityhpil.com
Kenilworth	Donald Leicht	dleicht@vok.org
Lake Forest	Matt Brugioni	brugionm@cityoflakeforest.com
Lake Zurich	Michael Brown	mike.brown@lakezurich.org
Libertyville	Paul Kendzior	pkendzior@libertyville.com
Mount Prospect	Luke Foresman	lforesman@mountprospect.org
Northbrook	Aram Beladi	aram.beladi@northbrook.il.us
Northfield	Michael Nystrand	mnystrand@northfieldil.org
Palatine	Matt Barry	mbarry@palatine.il.us
Prospect Heights	Joe Wade	jwade@prospect-heights.org
Schaumburg	Michael Hall	mhall@schaumburg.com
Skokie	Max Slankard	max.slankard@skokie.org
Streamwood	Matt Mann	mmann@streamwood.org
Vernon Hills	Chris Venatta	christopherv@vhills.org
West Dundee	Joseph Cavallaro	jcavallaro@wdundee.org
Wheeling	Kyle Goetzelmann	kgoetzelmann@wheelingil.gov
Wilmette	Ryan Kearney	kearneyr@wilmette.com

Average Daily Traffic History 100 Block of Audrey Lane



Vehicle Speed History 100 Block of Audrey Lane





NO IMPROVEMENTS

NEW SPEED FEEDBACK
SIGN

PROPOSED MINI-TRAFFIC
CIRCLE TO SLOW
VEHICLES THROUGH
INTERSECTION
SEE DETAIL

NEW SPEED FEEDBACK
SIGN ON SOUTHBOUND
HATLEN AVENUE AROUND
104 HATLEN AVENUE (NOT
SHOWN)

CENTRAL ROAD

HATLEN AVENUE

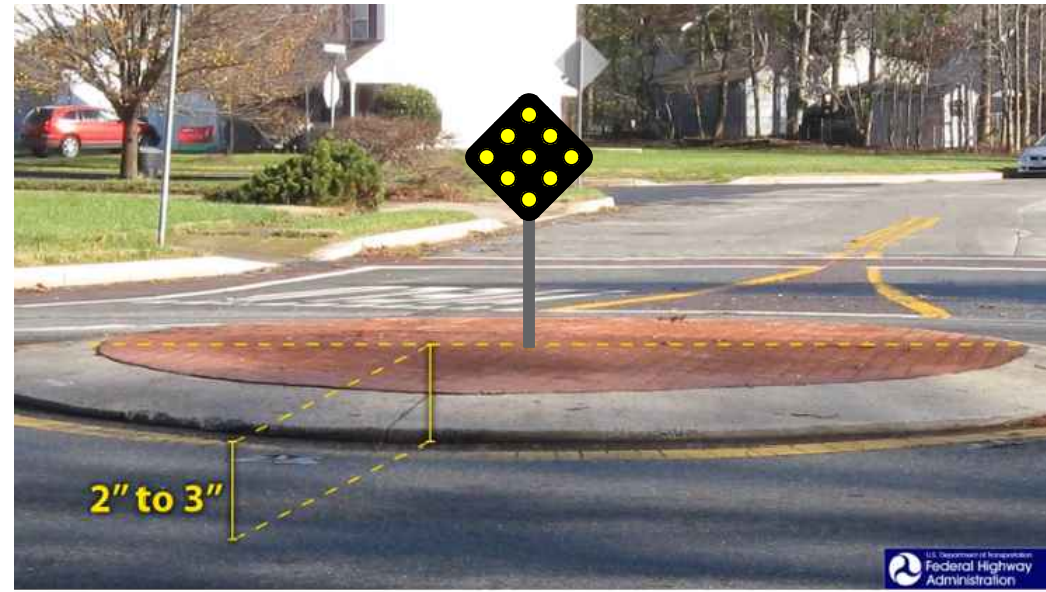
GRINDEL DRIVE

AUDREY LANE

NO IMPROVEMENTS

PROPOSED MINI-TRAFFIC CIRCLE
TO SLOW VEHICLES THROUGH
INTERSECTION
SEE DETAIL

SPEED FEEDBACK
SIGN TO BE
RELOCATED



SEE PAGE TWO FOR CONTINUATION
OF AUDREY LANE

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PLOT DATE	= 9/16/2025	DATE - 9/16/2025	REVISED -

VILLAGE OF MOUNT PROSPECT

FRIENDLY NEIGHBORHOOD STREETS PROGRAM
HATLEN HEIGHTS - FOR VILLAGE BOARD

SCALE: 1:75 SHEET 1 OF 2 SHEETS CENTRAL RD - GRINDEL DR

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	2	1
CONTRACT NO. N/A				
ILLINOIS				

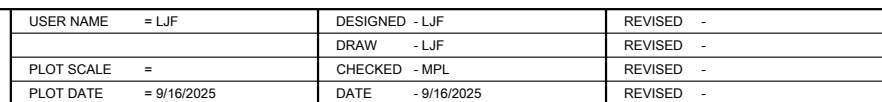
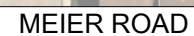


SPEED FEEDBACK
SIGN TO BE
RELOCATED



PROPOSED STRIPED ON
STREET PARKING ON
BOTH SIDES OF MEIER
ROAD TO MATCH SOUTH
OF LINCOLN STREET,
VISUALLY NARROWS
STREET TO SLOW DRIVES

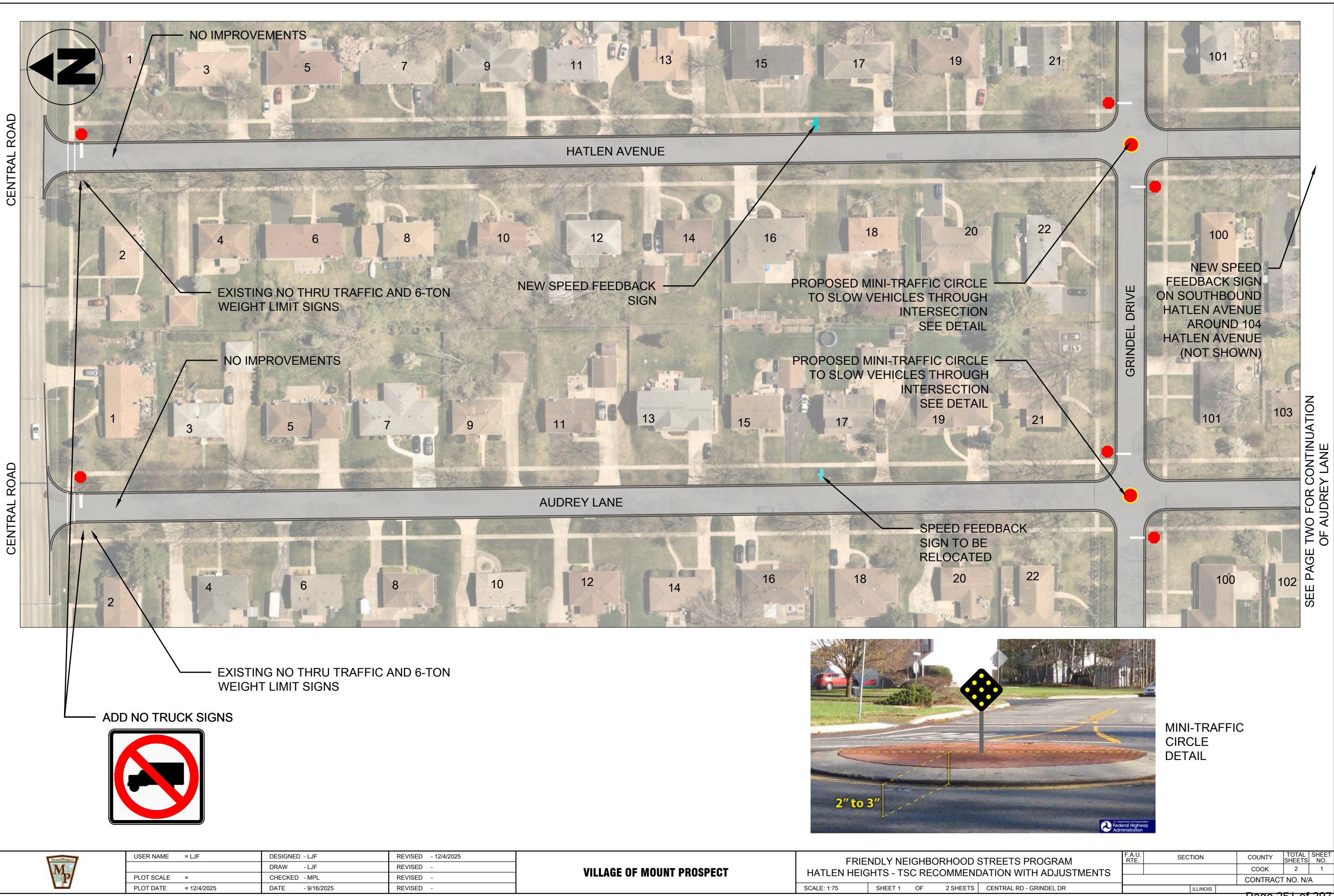
SEE ABOVE RIGHT FOR
CONTINUATION OF MEIER ROAD



FRIENDLY NEIGHBORHOOD STREETS PROGRAM
HATLEN HEIGHTS - FOR VILLAGE BOARD

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	2	2
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	ILLINOIS			

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PLOT DATE	= 12/4/2025				

VILLAGE OF MOUNT PROSPECT

FRIENDLY NEIGHBORHOOD STREETS PROGRAM			
HATLEN HEIGHTS - TSC RECOMMENDATION WITH ADJUSTMENTS			
SCALE: 1:75	SHEET 1	OF	2 SHEETS
CENTRAL RD - GRINDEL DR			

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	2	1
CONTRACT NO. N/A				
ILLINOIS				



SPEED FEEDBACK
SIGN TO BE
RELOCATED

PROPOSED ALL-WAY STOP
CONTROL

SEE PAGE ONE FOR CONTINUATION
OF AUDREY LANE



PROPOSED STRIPING ON
BOTH SIDES OF MEIER
ROAD TO MATCH SOUTH
OF LINCOLN STREET,
VISUALLY NARROWS
STREET TO SLOW DRIVES

EXISTING NO THRU TRAFFIC SIGN

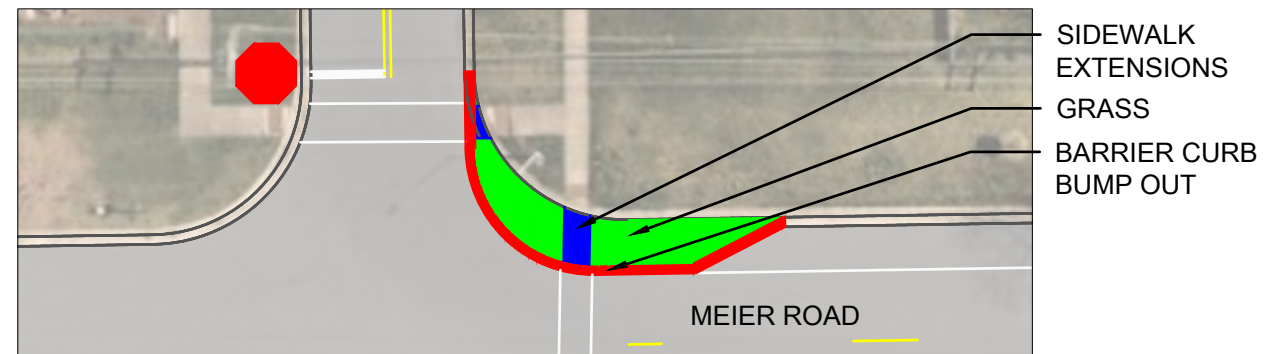
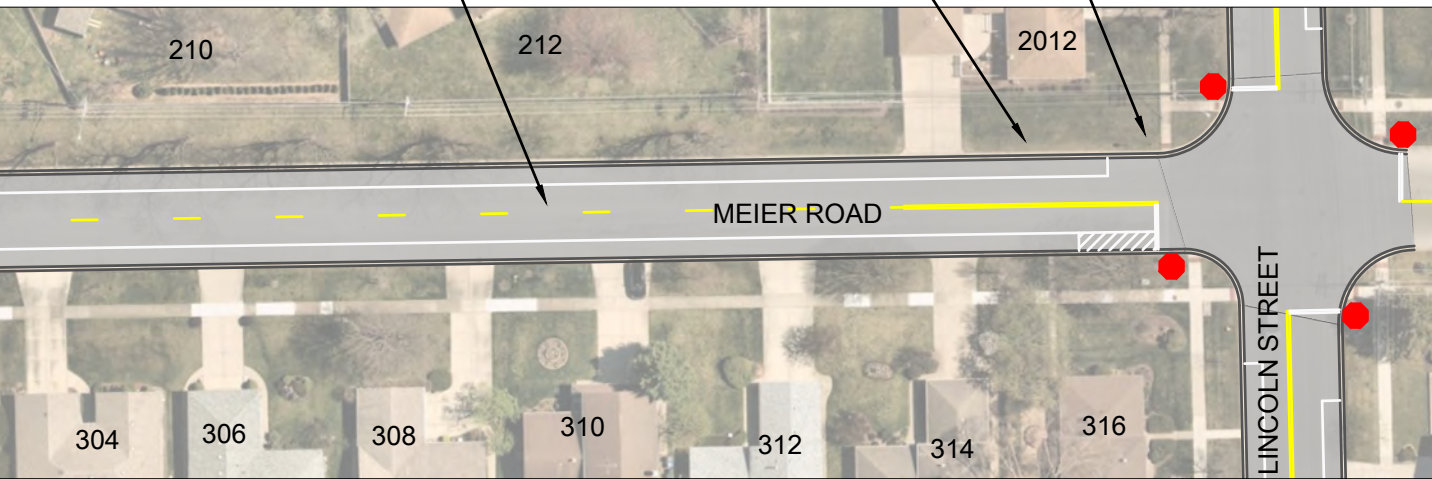
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CENTERLINES ADJACENT TO
STOP SIGNS
NO PARKING CHANGES

EXISTING STOP CONTROL
ON CONNIE LANE ONLY

PERMANENT
BUMP OUT TO SLOW
TURNING DRIVERS

PROPOSED STRIPING ON BOTH SIDES OF MEIER
ROAD TO MATCH SOUTH OF LINCOLN STREET,
VISUALLY NARROWS STREET TO SLOW DRIVES

SEE ABOVE RIGHT FOR
CONTINUATION OF MEIER ROAD



SEE BELOW LEFT FOR CONTINUATION OF MEIER ROAD



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PLOT DATE	= 12/4/2025

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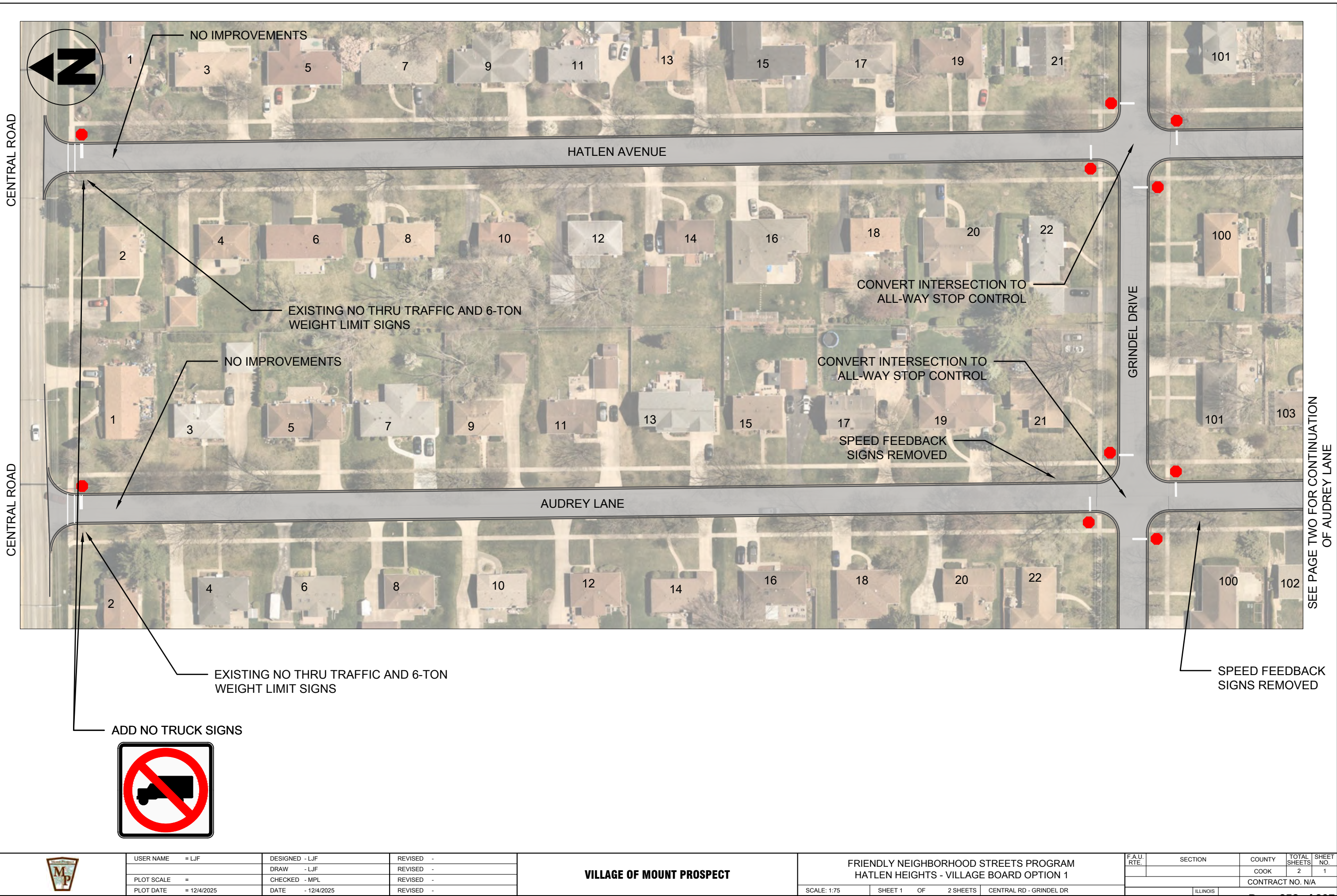
VILLAGE OF MOUNT PROSPECT

FRIENDLY NEIGHBORHOOD STREETS PROGRAM
HATLEN HEIGHTS - TSC RECOMMENDATION WITH ADJUSTMENTS

SCALE: 1:75	SHEET 2	OF	2 SHEETS	GRINDEL DR - WHITE OAK ST
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	2	2
CONTRACT NO. N/A				
ILLINOIS				

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VILLAGE OF MOUNT PROSPECT

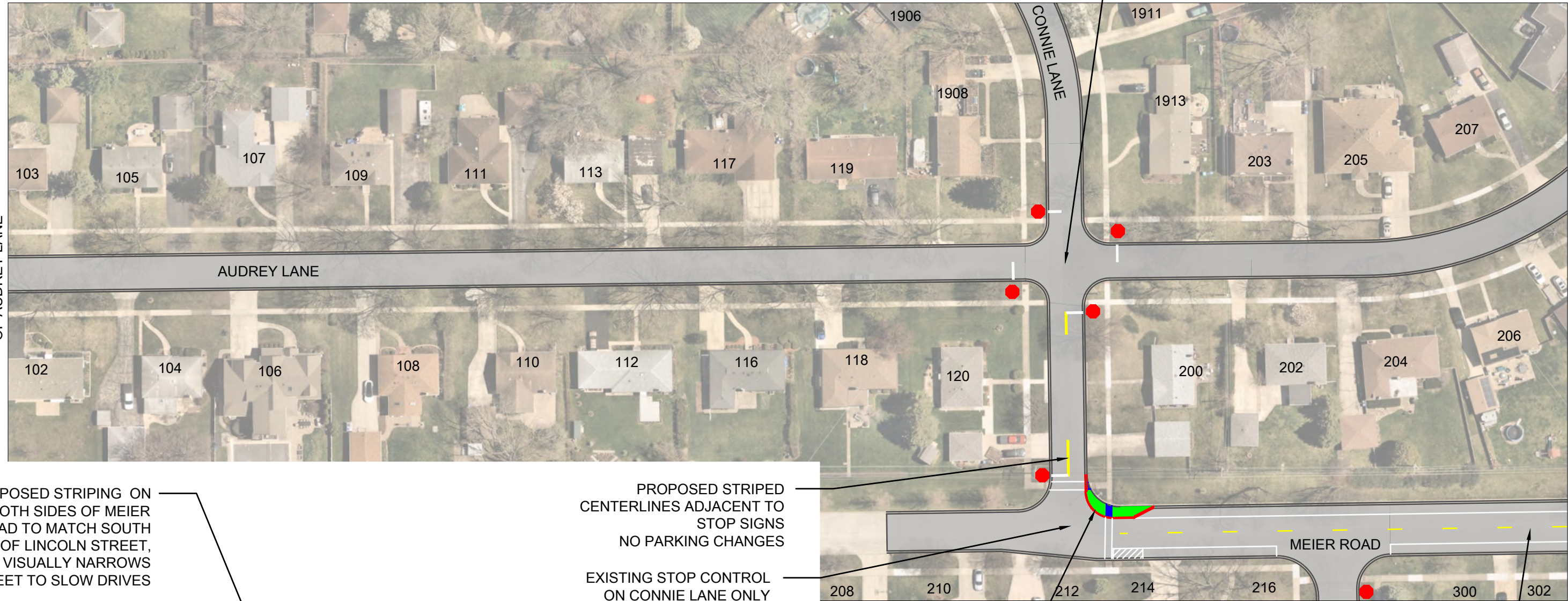
FRIENDLY NEIGHBORHOOD STREETS PROGRAM
HATLEN HEIGHTS - VILLAGE BOARD OPTION 1

SCALE: 1:75 SHEET 1 OF 2 SHEETS CENTRAL RD - GRINDEL DR

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	2	1
CONTRACT NO. N/A				
ILLINOIS				



SEE PAGE ONE FOR CONTINUATION
OF AUDREY LANE



PROPOSED STRIPING ON
BOTH SIDES OF MEIER
ROAD TO MATCH SOUTH
OF LINCOLN STREET,
VISUALLY NARROWS
STREET TO SLOW DRIVES

PROPOSED STRIPED
CENTERLINES ADJACENT TO
STOP SIGNS
NO PARKING CHANGES

EXISTING STOP CONTROL
ON CONNIE LANE ONLY

PERMANENT
BUMP OUT TO SLOW
TURNING DRIVERS

PROPOSED STRIPING ON BOTH SIDES OF MEIER
ROAD TO MATCH SOUTH OF LINCOLN STREET,
VISUALLY NARROWS STREET TO SLOW DRIVES



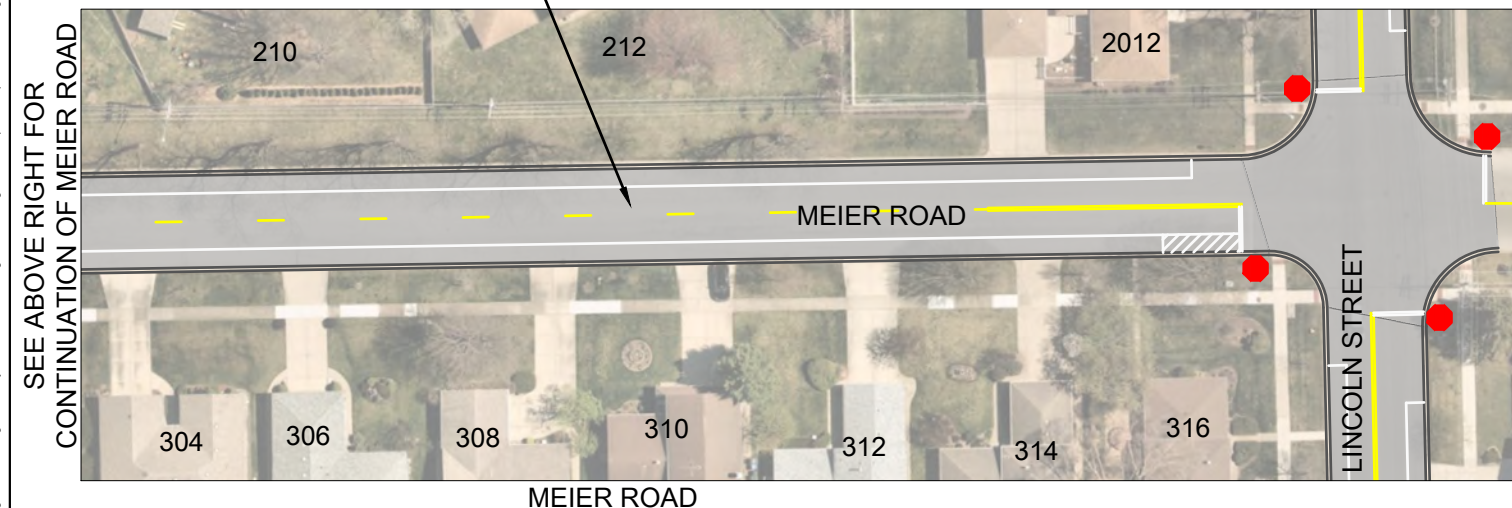
SIDEWALK
EXTENSIONS

GRASS

BARRIER CURB
BUMP OUT

BUMP OUT DETAIL

SEE BELOW LEFT FOR CONTINUATION OF MEIER ROAD



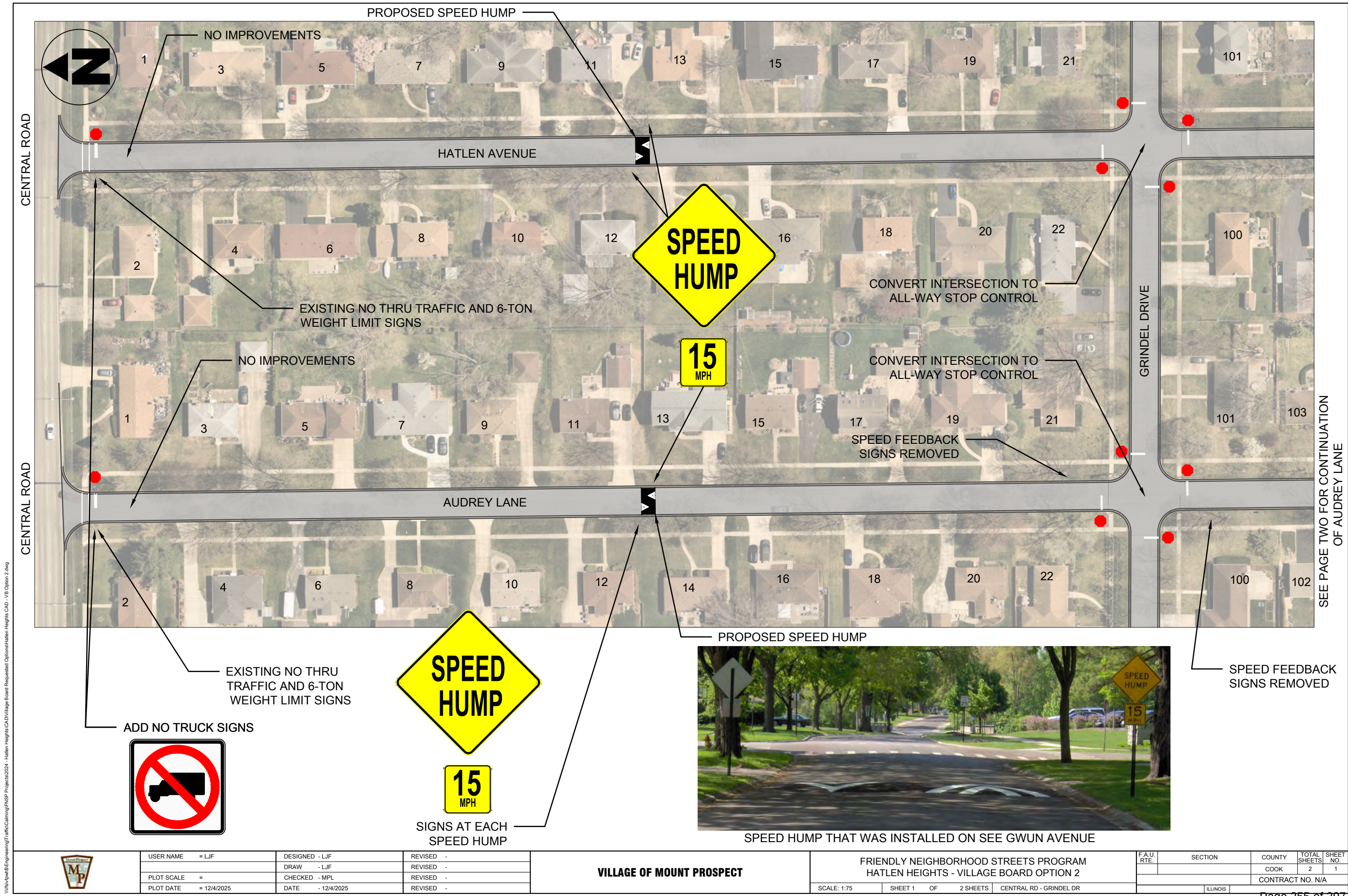
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VILLAGE OF MOUNT PROSPECT

FRIENDLY NEIGHBORHOOD STREETS PROGRAM
HATLEN HEIGHTS - VILLAGE BOARD OPTION 1

SCALE: 1:75 SHEET 2 OF 2 SHEETS GRINDEL DR - WHITE OAK ST

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	2	2
CONTRACT NO. N/A				



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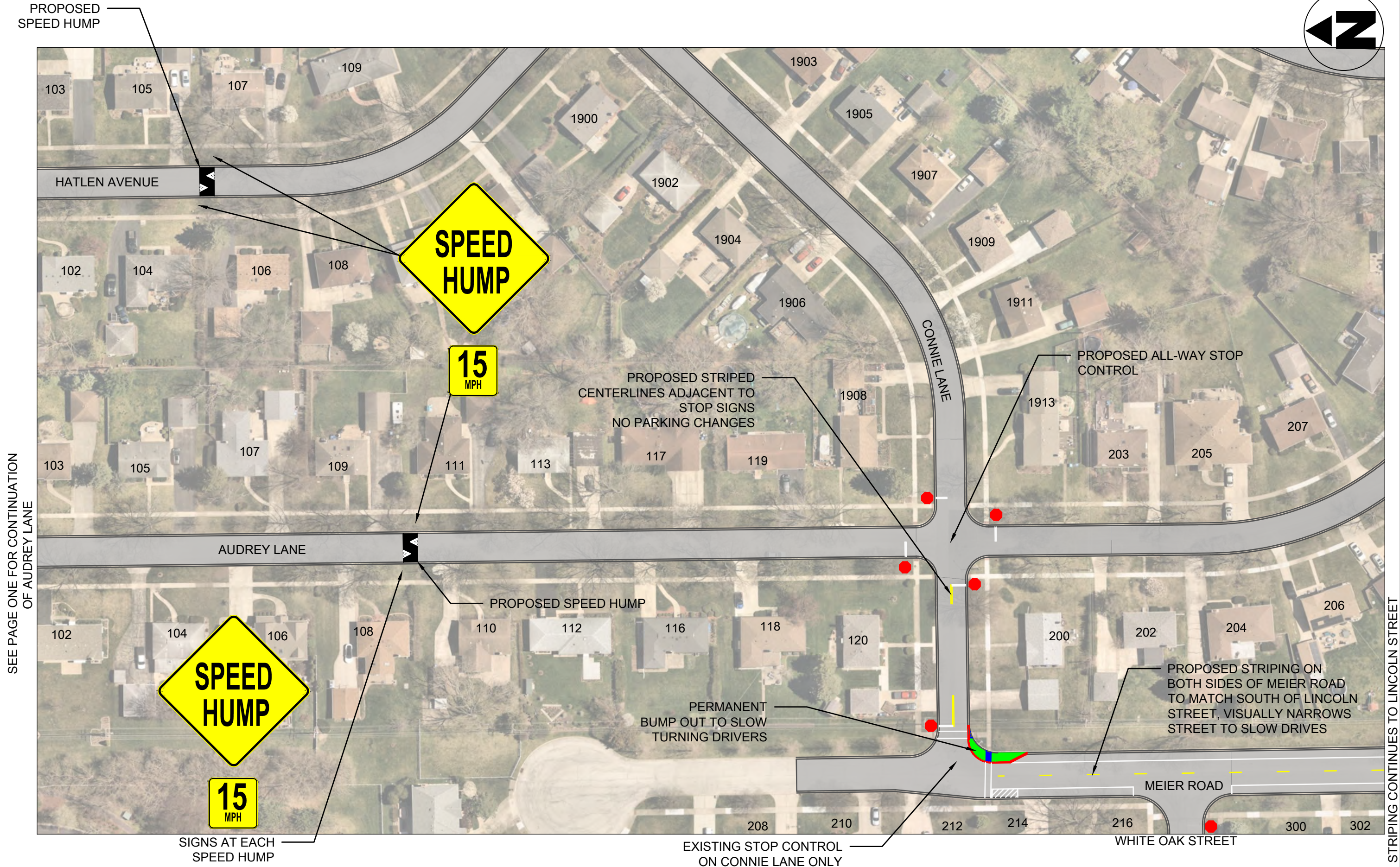
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VILLAGE OF MOUNT PROSPECT

FRIENDLY NEIGHBORHOOD STREETS PROGRAM
HATLEN HEIGHTS - VILLAGE BOARD OPTION 2

SCALE: 1:75 SHEET 1 OF 2 SHEETS CENTRAL RD - GRINDEL DR

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	2	1
CONTRACT NO. N/A				
ILLINOIS				



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SEE PAGE ONE FOR CONTINUATION
OF AUDREY LANE

STRIPING CONTINUES TO LINCOLN STREET



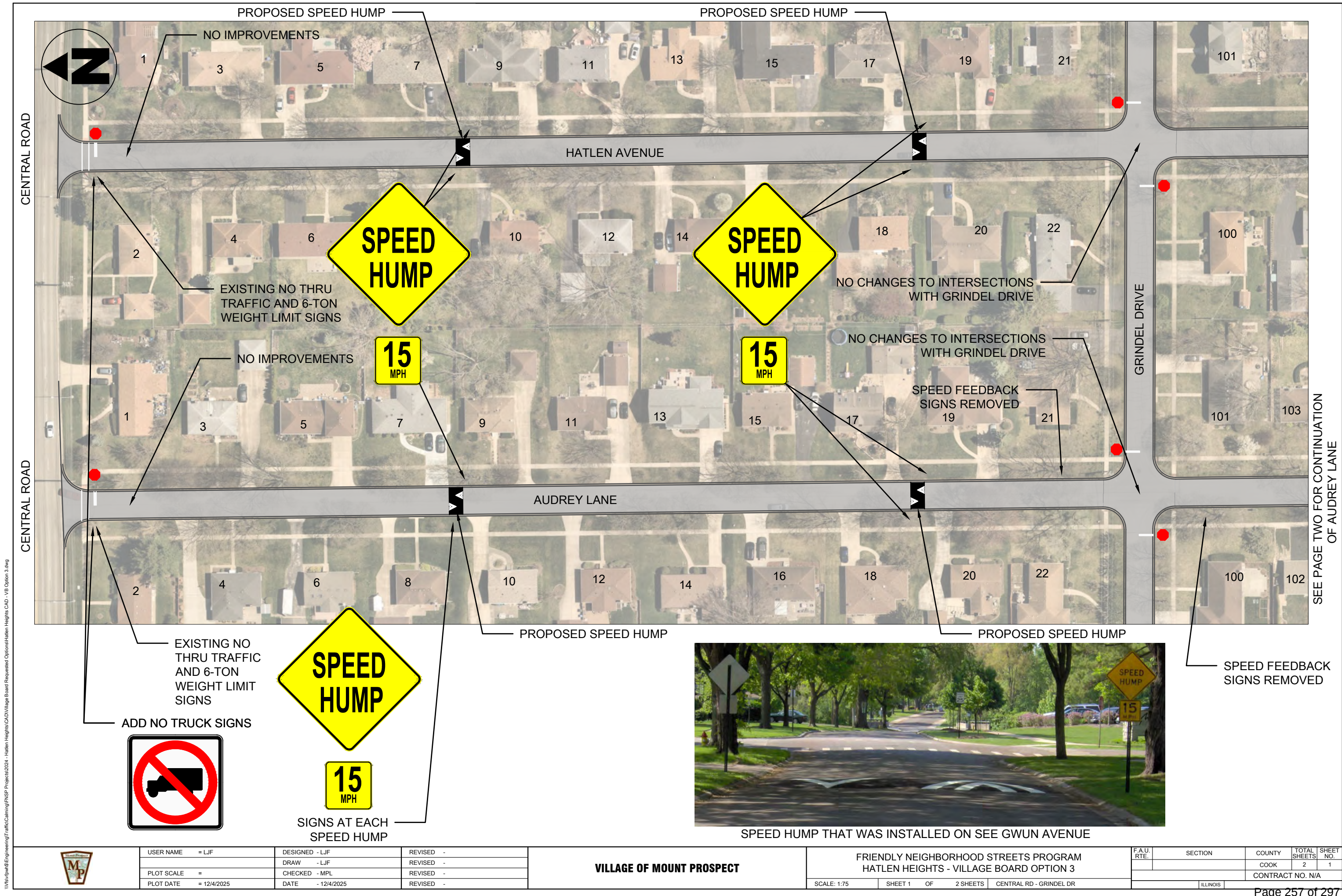
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PLOT DATE	= 12/4/2025	DATE - 12/4/2025	REVISED -

VILLAGE OF MOUNT PROSPECT

FRIENDLY NEIGHBORHOOD STREETS PROGRAM
HATLEN HEIGHTS - VILLAGE BOARD OPTION 2

SCALE: 1:75 SHEET 2 OF 2 SHEETS GRINDEL DR - WHITE OAK ST

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	2	2
CONTRACT NO. N/A				
ILLINOIS				



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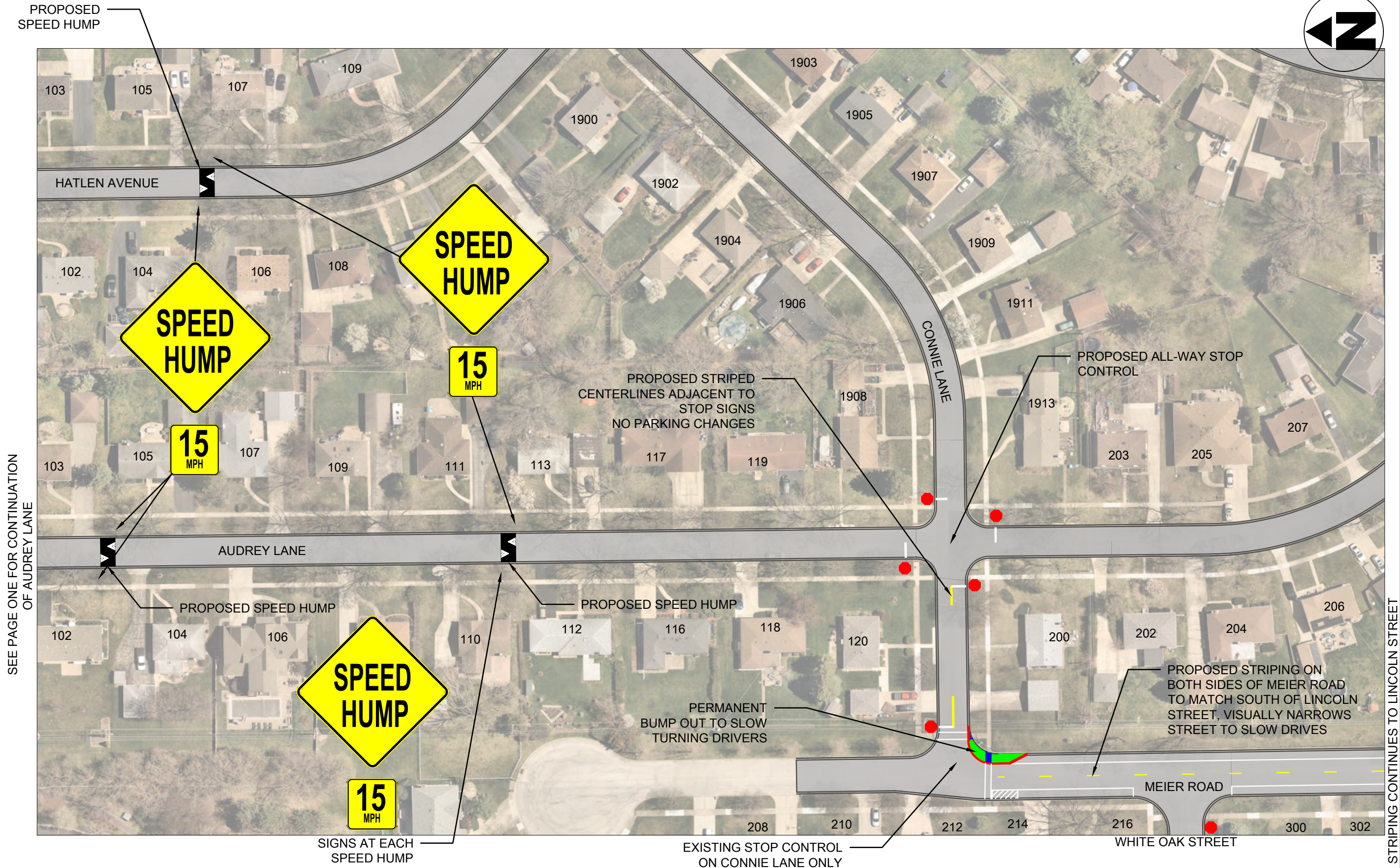


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PLOT DATE	= 12/4/2025	DATE	- 12/4/2025	REVISED	-

VILLAGE OF MOUNT PROSPECT

FRIENDLY NEIGHBORHOOD STREETS PROGRAM HATLEN HEIGHTS - VILLAGE BOARD OPTION 3			
SCALE: 1:75	SHEET 1	OF 2 SHEETS	CENTRAL RD - GRINDEL DR

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	2	1
CONTRACT NO. N/A				
ILLINOIS				



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PLOT DATE	= 12/4/2025	DATE - 12/4/2025	REvised -

REvised -
REvised -
REvised -
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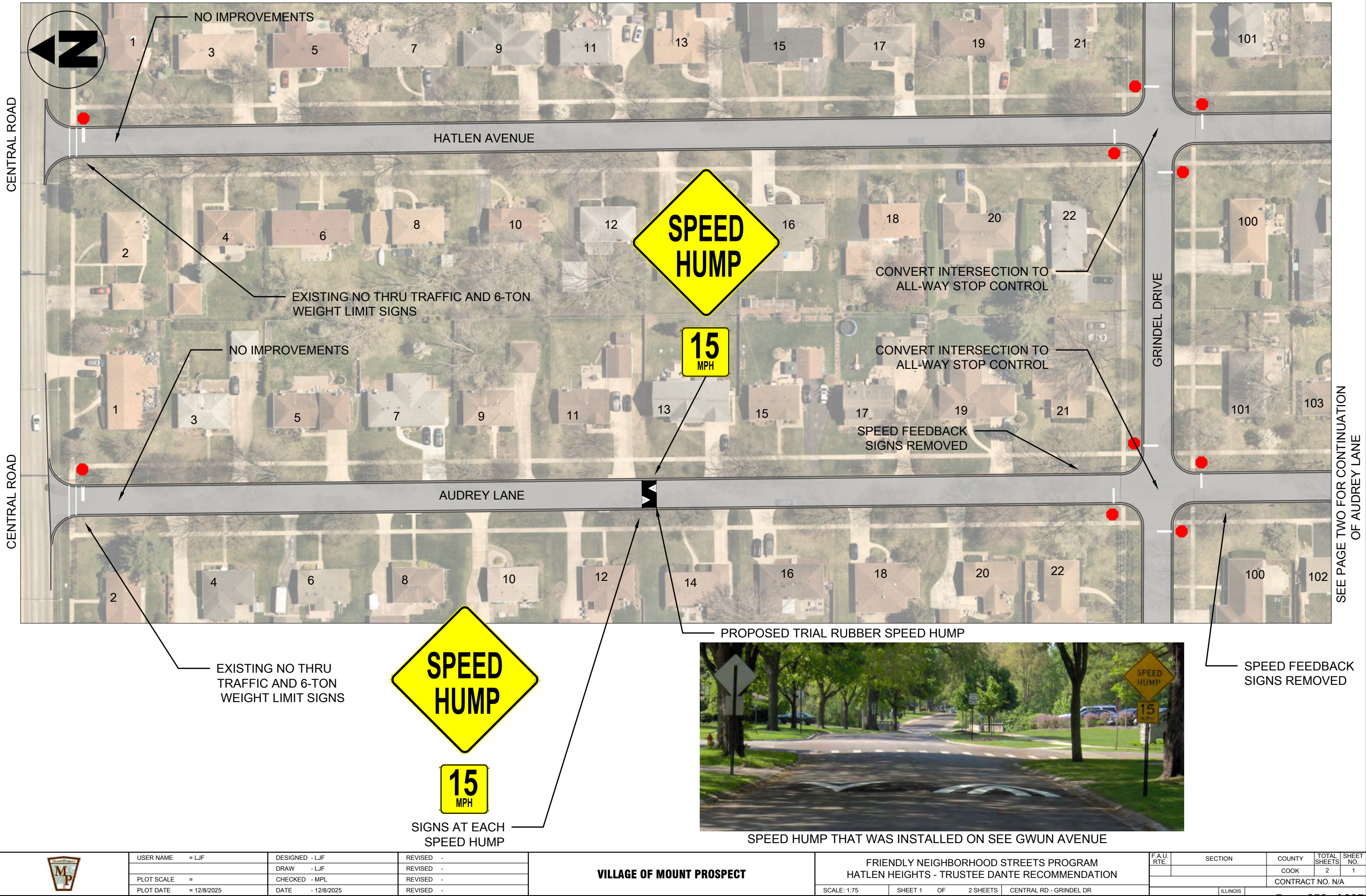
VILLAGE OF MOUNT PROSPECT

FRIENDLY NEIGHBORHOOD STREETS PROGRAM
HATLEN HEIGHTS - VILLAGE BOARD OPTION 2

SCALE: 1:75 SHEET 2 OF 2 SHEETS GRINDEL DR - WHITE OAK ST

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	2	2
CONTRACT NO. N/A				
ILLINOIS				

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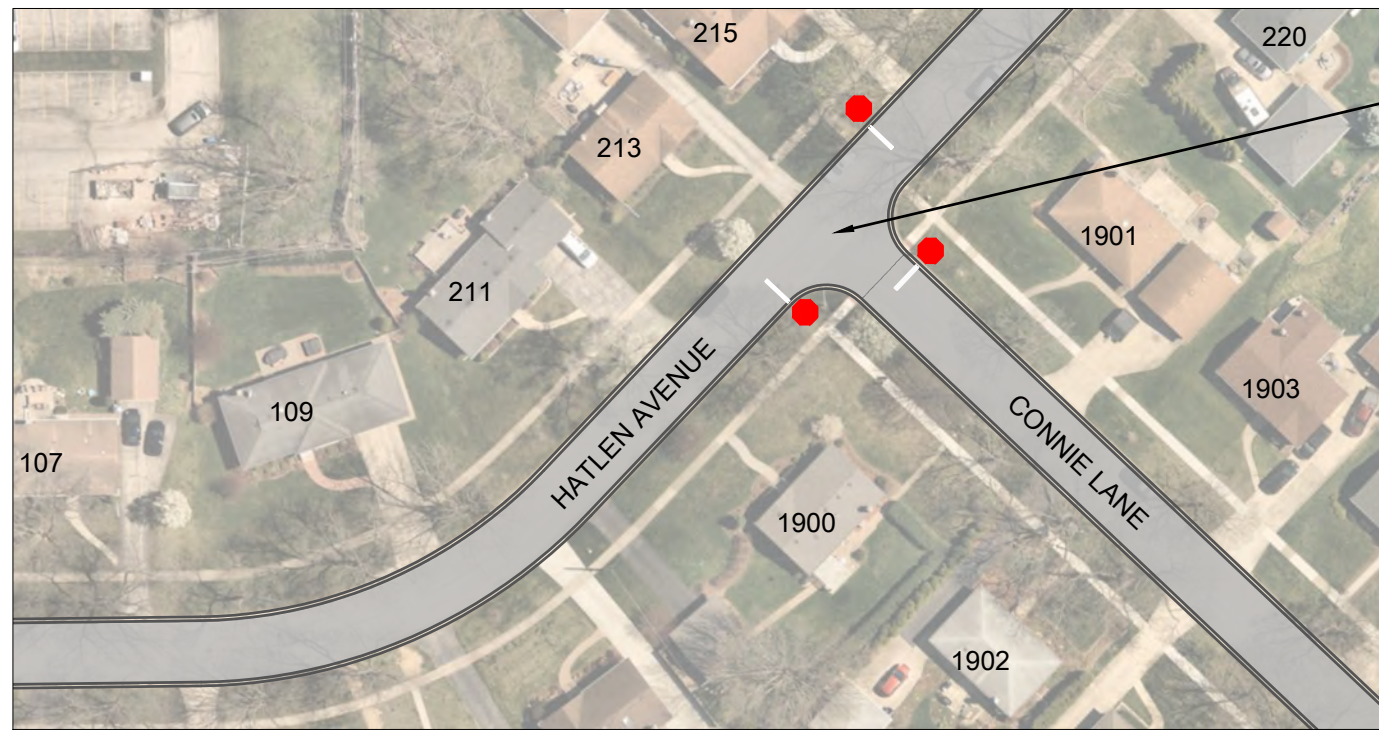


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VILLAGE OF MOUNT PROSPECT

FRIENDLY NEIGHBORHOOD STREETS PROGRAM HATLEN HEIGHTS - TRUSTEE DANTE RECOMMENDATION			
SCALE: 1:75	SHEET 1	OF 2 SHEETS	CENTRAL RD - GRINDEL DR

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	2	1
CONTRACT NO. N/A				
ILLINOIS				



PROPOSED STRIPED CENTERLINES ADJACENT TO STOP SIGNS
NO PARKING CHANGES

103 105 107 109 111 113 117 119 1908

AUDREY LANE

1913 203 205 207

CONNIE LANE

PROPOSED ALL-WAY STOP CONTROL

102 104 106 108 110 112 116 118 120

NEW NO THRU TRAFFIC SIGN

PAVEMENT MARKING BUMP OUT TO SLOW TURNING DRIVERS

NO THRU TRAFFIC

PROPOSED STRIPING ON BOTH SIDES OF MEIER ROAD TO MATCH SOUTH OF LINCOLN STREET, VISUALLY NARROWS STREET TO SLOW DRIVES

200 202 204 206

MEIER ROAD

208 210 212 214 216 300 302



NO
THRU
TRAFFIC

- PROPOSED STRIPING ON BOTH SIDES OF MEIER ROAD TO MATCH SOUTH OF LINCOLN STREET, VISUALLY NARROWS STREET TO SLOW DRIVES

STRIPING CONTINUES TO LINCOLN STREET



USER NAME = LJF	DESIGNED - LJF	REVISED -
	DRAW - LJF	REVISED -
PLOT SCALE =	CHECKED - MPL	REVISED -
PLOT DATE = 12/8/2025	DATE - 12/8/2025	REVISED -

FRIENDLY NEIGHBORHOOD STREETS PROGRAM
HATLEN HEIGHTS - TRUSTEE DANTE RECOMMENDATION

SCALE: 1:75	SHEET 2	OF	2 SHEETS	GRINDEL DR - WHITE OAK ST
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	2	2
		CONTRACT NO. N/A		
	ILLINOIS			



Item Cover Page

Subject	Motion to accept the Suburban Purchasing Cooperative joint bid results for the purchase of three 2026 Ford Explorer all-wheel drive hybrid pursuit vehicles and two non-pursuit rated 2026 Ford Explorers from Currie Motors, and the purchase and installation of any associated emergency lighting and communications equipment for these five vehicles in an amount not to exceed \$335,000.00.
Meeting	December 16, 2025 - REGULAR MEETING OF THE MOUNT PROSPECT VILLAGE BOARD
Fiscal Impact (Y/N)	Y
Dollar Amount	\$335,000.00
Budget Source	
Category	VILLAGE MANAGER'S REPORT
Type	Action Item

Information

The Police Department is requesting the purchase of five vehicles to replace current vehicles in the department's fleet. The 2026 Budget allocates funds to replace these five vehicles. Three of the current vehicles serve as marked, front line emergency vehicles and are utilized by the patrol section. Two vehicles will be utilized by Staff and the Investigations Sections. The vehicles in need of replacement are:

Vehicle Number	Miles
P-3	84,241
P-7	85,732
P-9	144,950
S-22	101,608
I-30	50,197

Replacement Policy

The five vehicles being replaced were evaluated utilizing Public Work's detailed comprehensive replacement policy. The policy uses a point-based criterion that rates the following four major factors: age, mileage, repair and maintenance (R&M) costs, and condition of the body/mechanical components. A point total equaling or exceeding eleven out of sixteen indicates that the vehicle should be replaced. A copy of the Public Works Vehicle Examination Forms (Appendix A and B) are attached. Each of these vehicles scored between 13-15 points, which indicates the vehicles are recommended for replacement.

Discussion

Staff would like to replace the three frontline patrol vehicles (P-3, P-7, and P-9) with three 2026 Ford Explorer all-wheel drive (AWD) hybrid pursuit rated utility vehicles. The detective's vehicle (I-30) and the Staff vehicle (S-22) would be replaced with two non-pursuit rated 2026 all-wheel drive Ford Explorers.

The Police Department has utilized Ford Explorers for the past 15 plus years, primarily as frontline patrol vehicles. During this time, we have found them to be reliable.

The Village is a member of the Northwest Municipal Conference (NWMC), which has pricing available through the Suburban Purchasing Cooperative (SPC). The 2026 Ford Explorer all-wheel drive hybrid pursuit rated vehicles are included in the Joint Purchasing Contract #204. The non-pursuit rated 2026 Ford Explorers are included in the Joint Purchasing Contract #231. Both of these vehicles are available for purchase through Currie Motors in Frankfort, IL. These are public bid contracts that satisfies the procurement requirements of the Village of Mount Prospect's Purchasing Policy.

Funding for the replacement of the five Ford Explorer's is provided in the 2026 Annual Budget under the Community Investment Program section and listed under account number 061.60.90.00.1.708.660.003. The total budgeted amount for this purchase is \$335,000.00

The vehicles being replaced will be evaluated by Public Works to determine whether they should be sold through GovDeals.com internet auction or repurposed within the Village as a pool car.

Alternatives

1. Accept the Suburban Purchasing Cooperative bid for the purchase of three 2026 Ford Explorer all-wheel drive (AWD) hybrid pursuit rated utility vehicles, and two non-pursuit rated 2026 Ford Explorers from Currie Motors in an amount not to exceed \$335,000.00.
2. Action at the discretion of the Village Board.

Staff Recommendation

Staff recommends the acceptance of the Suburban Purchasing Cooperative joint bid results for the purchase of three 2026 Ford Explorer all-wheel drive hybrid pursuit vehicles and two non-pursuit rated 2026 Ford Explorers from Currie Motors, and the purchase and installation of any associated emergency lighting and communications equipment for these five vehicles in an amount not to exceed \$335,000.00.

Attachments

1. P3 P7 P9 Order
2. I-22 Order
3. I-30 Order
4. I-22-2025 Vehicle_Equipment Condition Evaluation Form
5. P-3-2025 Vehicle_Equipment Condition Evaluation Form
6. P-7-2025 Vehicle_Equipment Condition Evaluation Form
7. P-9-2025 Vehicle_Equipment Condition Evaluation Form
8. I-30-2025 Vehicle_Equipment Condition Evaluation Form

P3
P7
P9



**2026 Ford Utility
Interceptor Contract #204**

\$44,954.00



Currie Motors Fleet

Nice People to do Business With!

Good Thru 11/15/25
Order Cut-Off 12/25



2026 Ford Utility Interceptor

\$44,954.00

Standard Features

MECHANICAL ● **3.3L V-6 TI-VCT Motor Gasoline –Standard** ● AWD Drivetrain Transmission – 10-speed automatic, police calibrated ● Brakes – Police calibrated high-performance ● 4- Wheel heavy-duty disc w/heavy-duty front and rear calipers

● Brake Rotors – large mass for high thermal capacity and calipers with large swept area. ● Electric Power-Assist Steering (EPAS) – Heavy-Duty ● DC/DC converter – 220-Amp ● Cooling System – Heavy-duty, Engine oil cooler and transmission oil cooler ● Engine Idle Hour Meter ● Powertrain mounts – Heavy-Duty ● Class III Trailer Hitch Receiver and (2) recovery hooks ● Class III Trailer Tow Lighting Package ● Wheels— Heavy-duty steel, vented with center cap— Full size spare tire w/TPMS ● 50-State Emissions System ● H8 AGM Battery ● **Engine Idle Control** ● **Manual Police Pursuit Mode**

EXTERIOR ● Antenna, Roof-mounted ● Cladding – Lower body-side cladding ● Door Handles – Black

● Exhaust, True Dual ● **Daytime Running Lamps – Configurable ON/OFF through instrument cluster** ● Door-Lock Cylinders (Front Driver / Passenger / Lift-gate) ● Glass – 2nd Row, Rear Quarter and Lift-gate Privacy Glass ● Grille – Black ● Headlamps – Automatic, LED Low-and-High-Beam ● Lift-gate – Manual 1-Piece – Fixed Glass w/Door-Lock Cylinder ● Mirrors – **Black Caps** ● **Power Electric Remote Heated Manual Folding with Integrated Spotter** ● Spare – Full size 18" Tire w/TPMS ● Spoiler – Painted Black ● Lift-gate Handle ● Tail lamps – LED ● Tires – 255/60R18 A/S BSW ● Wheel-Lip Molding – Black ● Wheels – 18" x 8.0 painted black steel with polished stainless steel hub cover ● Windshield – Acoustic Laminated ● **Rear Tail Light Housing**

INTERIOR/COMFORT ● Cargo Hooks in cargo area ● Climate Control – Dual-Zone Electronic Automatic Temperature Control ● Door-Locks— Power ● Fixed Pedals (Driver Dead Pedal) ● Floor – Heavy-Duty Thermoplastic Elastomer

● Glove Box – Locking/non-illuminated ● Grab Handles ● Heated Sanitization Solution ● **Lift gate Release Switch located in overhead console (45 second timeout feature)** ● Lighting— Overhead Console— Red/White Task Lighting in Overhead Console— 3rd row overhead map light ● Mirror – Day/night Rear View

● Particulate Air Filter ● Power points – (1) First Row ● Rear-door closeout panels ● Rear-window Defrost ● Scuff Plates – Front & Rear ● Seats— 1st Row Police Grade Cloth Trim, Dual Front Buckets with reduced bolsters — 1st Row – Driver 6-way lower track (fore/aft. Up/down, tilt with manual recline, 2-way manual lumbar) — 1st Row – passenger 2-way manual track (fore/aft. with manual recline) — Built-in steel intrusion plates in both driver/passenger seatbacks — 2nd Row Vinyl, 35/30/35 Split Bench Seat (manual fold-flat, no tumble) ● Speed (Cruise) Control ● Speedometer –

Calibrated (includes digital readout) •Steering Wheel – Manual / Tilt / Telescoping, Speed Controls and 4 user – configurable latching switches Sun visors, color-keyed, non-illuminated •Universal Top Tray – Center of I/P for mounting aftermarket equipment •Windows, Power, 1-touch Up/Down Front Driver/Passenger-Side with disable feature • **Power Passenger Seat • Courtesy Lights Disabled • Rear Dome Light •Aux. Rear A/C**

SAFETY/SECURITY •Advance Trac® w/RSC® •Airbags, dual-stage driver & front-passenger, side seat, passenger-side knee, Roll Curtain Airbags and Safety Canopy®•Anti-Lock Brakes (ABS) with Traction Control • Brakes – Police calibrated high-performance regenerative braking system •Belt-Minder® (Front Driver / Passenger)•Child-Safety Locks •Individual Tire Pressure Monitoring System (TPMS)•LATCH (Lower Anchors and Tethers for Children) system on rear outboard seat locations •**Rearview Camera viewable on 8" Center Stack • S eat Belts, Pretensioner /Energy-Management System w/adjustable height in 1st Row •SOS Post-Crash Alert System™• Perimeter Alert • Remote Keyless Fob •BLIS •Cross Traffic Brake Assist •Pre-Collision Mitigation System •Reverse Sensing System**

Police Up-fit Friendly •Consistent 11-inch space between driver and passenger seats for aftermarket consoles (9-inch center console mounting plate)•Console mounting plate •Dash pass-thru opening for aftermarket wiring •Headliner- easy to service •Two (2) 50 amp battery ground circuits – power distribution junction block (repositioned behind 2nd row seat floorboard). • **Grill Wiring •100 Watt siren/Speaker Prep Kit**

Functional •Audio— AM/FM / MP3 Capable / Clock / 4-speakers— SYNC® interface — Includes hands-free voice command support — USB Port — (1) — 8" Color LCD Screen Center- Stack "Smart Display"• Easy Fuel® Capless Fuel-Filler •Fleet Telematics Modem to support Ford Pro™ Telematics •Front door tether straps (driver/passenger)•Power pigtail harness •Simple Fleet Key; 4-keys•Two-way radio pre-wire •Two (2) 50 amp battery power circuits – power distribution junction block (behind 2nd row passenger seat floorboard)•Wipers – Front Speed- Sensitive Intermittent; Rear Dual Speed Wiper •Up fitter Interface System •PAITRO output tied to lift gate release switch •3 Year 36,000 Mile Warranty-5 Year 100,000 mile Powertrain Warranty •**Delivery under 75 miles**



Models

☒	K8A	2026 Utility Interceptor- 3.3L V-6 TI-VCT Motor	44,954.00
☐			
☐			
☐			
☐			
☐			
☐			
☐			
☐			
☐			

OPTIONS-Mechanical/Functional

☒	99W-3.3L V-6 Direct Injected Hybrid System	2661.00
☐	99C-3.0L Eco boost-NA w/ 65U	2,679.00
☐	76D-Deflector Plate (engine and transmission shield)	320.00
☐	41H-Block Heater	179.00
☐	18X-100 Watt Siren Speaker (includes bracket and pig tail)	329.00
☐	60R-Noise Suppression	94.00
☐	67U-Ultimate Wiring Kit	602.00
☐	67V-Connector Kit	188.00
☐	85D-Front Console Mounting Plate Delete (NA with 67H, 67U, 85R)	NC
☐	85R-Rear Mounting Plate (NA with 65U, 85D)	56.00
☐	67H Ready For the Road Package-OEM Lighting and Wiring Package	3,807.00
☒	18D-Global Lock/Unlock- Deletes 45 second Lift Gate Lock Release	N/C

Options-Exterior

☐	16P Rear Bumper Step Pad	94.00
☐	65L 18" Wheel Covers	65.00
☒	Keyed Alike CODE _____	47.00
☐	942-Daytime Running Light-Cannot be Reprogrammed	47.00
☐	68G- Rear Door Locks Inoperable	N/C
☐	52P-Hidden Door Lock Plunger Includes 68G	150.00
☒	43A-Rear Auxiliary Lights	376.00
☐	96T-Rear Spoiler Traffic Light-Compatible with Interior Upgrade Package	1,410.00
☐	51P-Drivers Side Spot Light Prep	132.00
☐	51S-Dual Spot Lights-Unity	743.00
☐	51T-Drivers Spot Light-Whelen	394.00
☐	51V-Dual Spot Lights-Whelen	828.00
☐	51W-Dual Spot Prep	282.00
☒	51R-Drivers Side Unity Spot Light- PLEASE SELECT IF DESIRED	N/C
☐	63B-Side Marker Lights	461.00
☐	63L-Quarter Glass Lights	546.00
☒	66A-Front Headlamp Package	846.00
☒	66B-Tail Lamp Package	405.00
☐	66C-Rear Light Package	432.00
☐	16D-Badge Delete	N/C
☒	21L Front Auxiliary Light	546.00

Options-Interior

☐	47E 12.1" Integrated Computer Screen	3,478.00
☐	63V Cargo Vault (Lockable Small Compartment)	253.00
☐	65U Interior Upgrade Package-Includes Civilian-Style Console /Carpet- NA w/99C	573.00
☐	92R Solar Tint 2 nd Row (Deletes Privacy Glass)	85.00
☐	92G Solar Tint 2 nd Row and Cargo Area (Deletes Privacy Glass)	112.00
☐	87M 4" Rear Camera (1/4 size Picture in Picture in Upper Left Quadrant of Display)	N/C
☐		

☐	16C Carpet Floor Covering	141.00
☐	FW Ebony Cloth Seating	65.00
☐	90D Ballistic Door Panels (Level III +)-Driver Front Door Only	1495.00
☐	90E Ballistic Door Panels (Level III+)- Driver and Passenger Front Doors Only	2979.00
☐	90F Ballistic Door Panels (Level IV+)- Driver Front Door Only	2274.00
☐	90G Ballistic Door Panels (Level IV +)- Driver and Passenger Front Doors Only	4541.00
☐		
☐		

Exterior Colors

☐	E4-Vermillion Red	
☐	YZ-Oxford White	
☐	LK-Dark Blue	
☐	LM-Royal Blue	
☐	M7-Carbonized Gray	
☐	TN-Silver Grey Metallic-Replaces Silver	
☐	UJ-Sterling Gray	
☒	UM-Agate Black	
☐	F1-Police Green	
☐		

Miscellaneous Options

☐	4-Corner LED Amber Strobes	1,595.00
☐	Rustproofing (Does Not Include Undercoating)	395.00
☐	Delivery Over 75 Miles	250.00
☐	Certificate of Origin (Customer to Complete Licensing)	N/C
☒	License and Title- Municipal	203.00
☐	Passenger Title and Plates	351.00
☐		



Title Name: Village of Mount Prospect

Title Address: 50 S. Emerson Street

Title City: Mount Prospect

Title Zip Code: 60056

License Plate Desired: Municipal Police Plates

Contact Name: Kevin Deluca-Vehicle Maintenance Supv

Phone Number: 847-875-0921

PO Number: _____

FIN Code: _____

Tax Exempt Number: E99981475

Total Dollar Amount: \$ 50,038.00 X 3 = \$150,114.00

Delivery Address: 1700 W. Central Road

Mount Prospect, IL 60056

Additional Information / Notes:

Authorized Signature: _____

Date: _____



IMPORTANT ORDERING INFORMATION

Orders require a signed original Purchase Order and Tax-Exempt Letter.

Stock Units Available

Submit documents to:

Currie Motors Commercial Center

10125 W Laraway

Frankfort, IL 60423

Main Phone: (815)464-9200

Contacts:

Tom Sullivan

Email: tsullivan@curriemotors.com

Phone: (815) 464-9200

Nic Cortellini

Email: ncortellini@curriemotors.com

Phone: (815) 464-9200

Note: Production is based upon plant scheduling and commodity restrictions and is subject to cancellation.

Payment is due at the time of delivery.

I-22



2026 Ford Explorer RWD
Contract #231

\$36,595.00



Currie Motors Fleet

Nice People to do Business With

Good Thru 03/18/26



2026 Ford Explorer RWD

\$36,595.00

Standard Features

MECHANICAL ●● 3.58 Non-Limited-Slip Rear Axle (RWD and 4WD)

- Electric Parking Brake with Auto Hold
- Electric Power-Assisted Steering (EPAS)
- Engine – 2.3L EcoBoost® I-4 with Auto Start-Stop
- Four-Wheel Disc Brakes with Anti-Lock Brake System (ABS), Electric Brake Boost and ESC
- Front and Rear Stabilizer Bars Mechanical
- Standard-Duty Front and Rear Brake Calipers
- Transmission – 10-Speed Automatic

EXTERIOR ● 17.9 Gallon Tank ● Active Grille Shutters ● Black – Molded-in-Color – Liftgate Scuff – Wheel Lip Molding ● Body-Color Bumpers, Front and Rear (Body-Color Upper, Black Lower) – Door Handles – Rear Spoiler ● Class III Trailer Tow Package ● Configurable Daytime Running Lamps (DRL) ● Door Spears – Black Molded-in-Color ● Easy Fuel® Capless Fuel Filler ● Front Air Curtain ● Grille – Black Mesh Insert with Chrome Bars ● LED Taillamps ● Lower Bodyside Cladding – Black ● Manual Liftgate ● Privacy Glass – Second Row, Third Row and Liftgate ● Rear Bumper Step Pad – Molded-In-Color Black ● Roof-Mounted Antenna ● Tires – P255/65R18 All-Season (A/S) BSW ● Tire Inflator and Sealant Kit ● Wheels – 18" Sparkle Silver-Painted Aluminum ● Wipers – Windshield – Variable Intermittent/Continuous – Rear Window – Single-Speed Intermittent/Continuous

INTERIOR/COMFORT ● Beverage Holders ● Center Floor Console – Front – Armrest – Storage Bin ● Climate Control – Tri-Zone Electronic Temperature Control – Cabin Particulate Air Filter ● Door-Sill Scuff Plates ● Driver and Front Passenger Seat Back Map Pockets ● Driver's Side Footrest ● Floor Mats – Black Carpet, Front and Second Rows ● Grab Handles ● Illuminated Visor Vanity Mirrors ● Instrument Panel Cluster – 12.3" Color LCD Productivity Screen – Message Center – Outside Temperature Display – Trip Computer ● Lighting – Front Overhead Console Mounted Map Lights – Illuminated Entry System – Rear Cargo Area Light – Second and Third Row Dome Lights ● Overhead Console with Sunglasses Storage ● Powerpoints (12V) – three (3) – Front row; one (1) in Media Hub – Second row; one (1) in rear section of center console – Rear Cargo Area; one (1) ● Rotary Gear Shift Dial ● Seats – Unique Cloth – Front Captain's Chairs – 6-way Power Driver's – 4-way Manual Passenger – Second Row Captain's Chairs Bench with E-Z Entry¹ and Armrests – Third Row Split Bench with Manual Fold ● Steering Column – Manual Tilt/Telescoping ● Steering Wheel with Mounted Features – 5-Way Controls – Audio Controls – Cruise Controls ● Windows, Power – Front and Rear. Front Row One-Touch-Up/Down Feature

SAFETY/SECURITY • AdvanceTrac™ with RSC® (Roll Stability Control™) • Airbags— First Row: Driver and Passenger Dual-Stage Front, Front-seat Side and Driver Knee— All Rows: Safety Canopy® Side-Curtain with Rollover Sensor • Center High-Mounted Stop Lamp • Curve Control • Day/Night Rearview Mirror – Manually Adjustable • Door Locks, Power— Auto lock/Auto unlock— Child-Safety Rear • Head Restraints— Two-Way Manually Adjustable (Up/Down) – First & Second Rows. Second Row Center Head Restraint is fixed position. • Headlamps— LED Low and High Beams with Courtesy Delay— Wiper-Activated • Hooks— Cargo Net – Four (4)— Load Floor Tie-Down – Four (4) • Individual Tire Pressure Monitoring System (ITPMS) • LATCH (Lower Anchors and Tether Anchors for Children) on Second and Third Row Outboard Seating Positions • Mirrors, Sideview – Heated Glass, Manual-Folding and Molded-in-Color (MIC) Black Caps (Puddle Lamps Removed) • Perimeter Alarm • Personal Safety System™2 • Rear-Window Defroster and Washer • Safety Belts— Front Row – Belt-Minder® (Front Safety Belt Reminder)— Front Row – Adjustable Height— Second Row – Outboard and Center Seat Shoulder— Third Row – Outboard • SecuriLock® Passive Anti-Theft System (PATS) • SOS Post-Crash Alert System™2

ADVANCED DRIVER ASSIST TECHNOLOGY • Ford Co-Pilot360™ Assist+— Adaptive Cruise Control with: Stop-and-Go Lane Centering— Auto High-Beam Headlamps— BLIS® (Blind Spot Information System) with Cross-Traffic Alert, Exit Warning and Trailer Coverage— Evasive Steering Assist— Intersection Assist— Lane-Keeping System Driver Alert Lane-Keeping Alert Lane-Keeping Assist— Pre-Collision Assist with Automatic Emergency Braking (AEB) Dynamic Brake Support Forward Collision Warning Pedestrian Detection— Rear Cross Traffic Braking— Rear View Camera-- Rear Parking Sensors— Post-Collision Braking— Speed Sign Recognition • Hill Start Assist • Side-Wind Stabilization • Trailer Sway Control

Functional • 4-Door Intelligent Access (Lock/Unlock) with Push-Button Start • Ford Power-Up Software Update Capability • Audio— AM/FM Stereo— MP3 Capable— Six (6) Speakers— Speed-Compensated Volume— SiriusXM® • • FordPass Connect™— Remotely start, lock and unlock vehicle— Schedule specific times to remotely start vehicle— Locate parked vehicle— Check vehicle status Note: Ford Telematics™ and Data Services Prep included for Fleet ONLY: FordPass Connect™ 4G Wi-Fi Modem provides data to support telematics and data services including but not limited to vehicle location, speed, idle time, fuel, vehicle diagnostics and maintenance alerts. Device enables telematics services through Ford or authorized providers. Activate at www.fleet.ford.com or call 833-FCS-Ford. (833-327-3673) Ford Connectivity Package (1-year Included) • Ford Connectivity Package includes:— 5G Connectivity for Ford Digital Experience— Unlimited Wi-Fi Hotspot— Audio and Video Streaming— Productivity (Video Conferencing Web Browser)— Voice Assistant— Entertainment Note*: Ford Connectivity Package included for one-year from warranty start date. Requires activation via FordPass® app with credit card authorization; customer may cancel at any time. • Ford Digital Experience5— 13.2" Color LCD Touchscreen in IP Center-Stack— Google Assistant, Google Maps and Google Play— Pinch-to-Zoom capability— 911 Assist®— Apple CarPlay® and Android Auto™ Wireless Compatibility— USB Ports, First Row and Second Row • Independent Front and Rear Suspension • Intelligent Oil-Life Monitor® • Selectable Drive Modes

4WD MODELS INCLUDE: • Hill Descent Control • Intelligent 4WD

• 3 Year 36,000 Mile Warranty-5 Year 60,000 mile Powertrain Warranty • Delivery under 75 miles



Models

☐	K7D	Active Rear Wheel Drive	36,595.00
☒	K8D	Active 4-Wheel Drive	39,150.00
☐	K7K	ST-Line Rear Wheel Drive	41,531.00
☐	K8K	ST-Line 4-Wheel Drive req. 68P	44,531.00
☐	K7G	ST Rear Wheel Drive	52,097.00
☐	K8G	ST 4-Wheel Drive	55,468.00
☐	K7H	Platinum Rear Wheel Drive	48,583.00
☐	K8H	Platinum 4-Wheel Drive-req. 64D Wheels	52,540.00
☐	K7D/K8D	Active Base Model-del. Power Liftgate-Roof Rack-Lower Cladding	-1,485.00
☐		Power Drivers Seat-USB Ports	

OPTIONS-Mechanical/Functional

☒	99H-2.3L EcoBoost I-4 with Auto Start-Stop Technology (Active, St Line, Platinum)	STD
☐	99C-EcoBoost V-6 Engine (req.68U Platinum Ultimate Package and K8H)	INC
☐	942-Daytime Running Lamps – Non-Configurable	42.00
☐	41H-Engine Block Heater	179.00
☐	76U Spare Tire and Jack Kit-deletes Inflator Kit	376.00
☐	91D-Ford Connectivity Package-One-Time Purchase-7 Years	2,000.00
☐	94B-Sirius XM with 3 Year Plan	745.00
☐	Shop Manual-Thumb Drive	450.00
☐	3 Year/100,000 mile Premium Care Warranty	2,725.00
☐	5 Year/100,000 mile Premium Care Warranty	2,870.00
☐	3 Year/100,000 mile Extra Care Warranty	2,240.00
☐	5 Year/100,000 mile Extra Care Warranty	2,440.00
☐	5 Year/125,000 mile Power Train Care	2,665.00
☐	6 Year/125,000 mile Power Train Care	2,765.00

Options-Exterior

☐	68P-ST-Line Street Package-req. 68L-2 nd row Capt. Chairs-Includes:	1,039.00
☐	21" Magnetite Alum.Wheels -Performance Brakes-Red Painted Calipers	
☐		
☐	68L-St-Line Premium Package-Includes: 110v AC Power Outlet-Ambient Lighting	1,278.00
☐	Auto-Dimming Rearview Mirror-Power Heated Sideview Mirrors with	
☐	Memory-Rain Sensing Wipers-Memory Drivers Seat	
☐	51G-ST Sun and Sound Package-ST-Model Only-Includes: B&O Sound System-	2,815.00
☐	Front Multi-contour Seats-Panoramic Roof	
☐		
☐	43H-Panoramic Fixed Glass Roof-req 2 nd Row Capt. Chairs	1,593.00
☐	60S-Black Painted Roof-ST and Platinum Model Only	4,601.00
☐	61E-Securicode Keyless Entry Keypad	428.00
☐	64Y-20" Carbonized Gray Aluminum Wheels-(req. K8D and Active Comfort	1,311.00
☐	Package-NA with Base Model and 2 nd Row Bench)	
☐	649-20" Luster Nickel Aluminum Painted Wheels-(req. K8D and Active Comfort	1,311.00
☐	Package-NA with Base Model and 2 nd Row Capt Chairs)	
☐	64D-Bright Machined Aluminum Wheels-Platinum Only	745.00
☐		
☐		
☐		
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Options-Interior

☐	68A-Active Comfort Package-Heated Steering Wheel-Remote Start-Power Pass Seat	2,956.00
☐	Req. 64Y/649 Wheels	
☒	17U-Second Row 35/30/35 Bench-na with 21B	N/C
☐	16B-Front and Second Row Floor Liners (With Carpet mats)	188.00
☒	16A-Front and Second Row Floor Liners (Without Carpet Mats)	150.00
☐	21B-Platinum Lux Leather Package-req. K8H-na with 17U 2 nd row Bench	1,593.00
☐		

Color/Trim Selections

☐	Exterior Colors	
☐		
☐	AZ-Star White Met. Tri-Coat	747.00
☐	A3-Space White Metallic	
☐	K1-Vapor Blue Metallic	465.00
☐	M7-Carbonized Gray Metallic	
☐	T9-Marsh Gray- ST-Line and ST Models Only	
☐	D4-Rapid Red Clearcoat-ST-Line, ST and Platinum Models Only	465.00
☒	UM-Agate Black Metallic	
☐	YZ-Oxford White-Active Model Only	
☐		
☐	Interior Colors	
☐		
☒	SH/8H-Dark Space Gray- Active Model	
☐	S7/8H-Space Gray-Active Model	
☐	EW/AW-Onyx-St-ST-Line	
☐	C6-Mojave Dusk/Onyx-Platinum	
☐		

Miscellaneous Options

☐	4-Corner LED Amber Strobes	1,595.00
☐	Rustproofing (Does Not Include Undercoating)	395.00
☐	Delivery Over 65 Miles	160.00
☐	Certificate of Origin (Customer to Complete Licensing)	N/C
☐	License and Title- Municipal	203.00
☒	Passenger Title and Plates	351.00
☐		



Title Name: Village of Mount Prospect

Title Address: 50 S Emerson St

Title City: Mount Prospect

Title Zip Code: 60056

License Plate Desired: Passenger

Contact Name: Kevin DeLuca - Vehicle Maintenance Sup.

Phone Number: 847-870-5640

PO Number:

FIN Code:

Tax Exempt Number: E99981475

Total Dollar Amount: \$39,651

Delivery Address: 1700 W Central Rd., Mount Prospect, IL. 60056

Additional Information / Notes:

Authorized Signature: _____

Date: _____



IMPORTANT ORDERING INFORMATION

Orders require a signed original Purchase Order and Tax-Exempt Letter.

Submit documents to:

Currie Motors Commercial Center

10125 W Laraway

Frankfort, IL 60423

Main Phone: (815)464-9200

Contacts:

Tom Sullivan

Email: tsullivan@curriemotors.com

Phone: (815) 464-9200

Nic Cortellini

Email: ncortellini@curriemotors.com

Phone: (815) 464-9200

Note: Production is based upon plant scheduling and commodity restrictions and is subject to cancellation.

Payment is due at the time of delivery.

I-30



2026 Ford Explorer RWD
Contract #231

\$36,595.00



Currie Motors Fleet

Nice People to do Business With!

Good Thru 03/18/26



2026 Ford Explorer RWD

\$36,595.00

Standard Features

MECHANICAL ●● 3.58 Non-Limited-Slip Rear Axle (RWD and 4WD)

- Electric Parking Brake with Auto Hold
- Electric Power-Assisted Steering (EPAS)
- Engine – 2.3L EcoBoost® I-4 with Auto Start-Stop
- Four-Wheel Disc Brakes with Anti-Lock Brake System (ABS), Electric Brake Boost and ESC
- Front and Rear Stabilizer Bars Mechanical
- Standard-Duty Front and Rear Brake Calipers
- Transmission – 10-Speed Automatic

EXTERIOR ● 17.9 Gallon Tank ● Active Grille Shutters ● Black – Molded-in-Color – Liftgate Scuff – Wheel Lip Molding ● Body-Color Bumpers, Front and Rear (Body-Color Upper, Black Lower) – Door Handles – Rear Spoiler ● Class III Trailer Tow Package ● Configurable Daytime Running Lamps (DRL) ● Door Spears – Black Molded-in-Color ● Easy Fuel® Capless Fuel Filler ● Front Air Curtain ● Grille – Black Mesh Insert with Chrome Bars ● LED Taillamps ● Lower Bodyside Cladding – Black ● Manual Liftgate ● Privacy Glass – Second Row, Third Row and Liftgate ● Rear Bumper Step Pad – Molded-In-Color Black ● Roof-Mounted Antenna ● Tires – P255/65R18 All-Season (A/S) BSW ● Tire Inflator and Sealant Kit ● Wheels – 18" Sparkle Silver-Painted Aluminum ● Wipers – Windshield – Variable Intermittent/Continuous – Rear Window – Single-Speed Intermittent/Continuous

INTERIOR/COMFORT ● Beverage Holders ● Center Floor Console – Front – Armrest – Storage Bin ● Climate Control – Tri-Zone Electronic Temperature Control – Cabin Particulate Air Filter ● Door-Sill Scuff Plates ● Driver and Front Passenger Seat Back Map Pockets ● Driver's Side Footrest ● Floor Mats – Black Carpet, Front and Second Rows ● Grab Handles ● Illuminated Visor Vanity Mirrors ● Instrument Panel Cluster – 12.3" Color LCD Productivity Screen – Message Center – Outside Temperature Display – Trip Computer ● Lighting – Front Overhead Console Mounted Map Lights – Illuminated Entry System – Rear Cargo Area Light – Second and Third Row Dome Lights ● Overhead Console with Sunglasses Storage ● Powerpoints (12V) – three (3) – Front row; one (1) in Media Hub – Second row; one (1) in rear section of center console – Rear Cargo Area; one (1) ● Rotary Gear Shift Dial ● Seats – Unique Cloth – Front Captain's Chairs – 6-way Power Driver's – 4-way Manual Passenger – Second Row Captain's Chairs Bench with E-Z Entry¹ and Armrests – Third Row Split Bench with Manual Fold ● Steering Column – Manual Tilt/Telescoping ● Steering Wheel with Mounted Features – 5-Way Controls – Audio Controls – Cruise Controls ● Windows, Power – Front and Rear. Front Row One-Touch-Up/Down Feature

SAFETY/SECURITY • AdvanceTrac™ with RSC® (Roll Stability Control™) • Airbags— First Row: Driver and Passenger Dual-Stage Front, Front-seat Side and Driver Knee— All Rows: Safety Canopy® Side-Curtain with Rollover Sensor • Center High-Mounted Stop Lamp • Curve Control • Day/Night Rearview Mirror – Manually Adjustable • Door Locks, Power— Auto lock/Auto unlock— Child-Safety Rear • Head Restraints— Two-Way Manually Adjustable (Up/Down) – First & Second Rows. Second Row Center Head Restraint is fixed position. • Headlamps— LED Low and High Beams with Courtesy Delay— Wiper-Activated • Hooks— Cargo Net – Four (4)— Load Floor Tie-Down – Four (4) • Individual Tire Pressure Monitoring System (ITPMS) • LATCH (Lower Anchors and Tether Anchors for Children) on Second and Third Row Outboard Seating Positions • Mirrors, Sideview – Heated Glass, Manual-Folding and Molded-in-Color (MIC) Black Caps (Puddle Lamps Removed) • Perimeter Alarm • Personal Safety System™2 • Rear-Window Defroster and Washer • Safety Belts— Front Row – Belt-Minder® (Front Safety Belt Reminder)— Front Row – Adjustable Height— Second Row – Outboard and Center Seat Shoulder— Third Row – Outboard • SecuriLock® Passive Anti-Theft System (PATS) • SOS Post-Crash Alert System™2

ADVANCED DRIVER ASSIST TECHNOLOGY • Ford Co-Pilot360™ Assist+— Adaptive Cruise Control with: Stop-and-Go Lane Centering— Auto High-Beam Headlamps— BLIS® (Blind Spot Information System) with Cross-Traffic Alert, Exit Warning and Trailer Coverage— Evasive Steering Assist— Intersection Assist— Lane-Keeping System Driver Alert Lane-Keeping Alert Lane-Keeping Assist— Pre-Collision Assist with Automatic Emergency Braking (AEB) Dynamic Brake Support Forward Collision Warning Pedestrian Detection— Rear Cross Traffic Braking— Rear View Camera--Rear Parking Sensors— Post-Collision Braking— Speed Sign Recognition • Hill Start Assist • Side-Wind Stabilization • Trailer Sway Control

Functional • 4-Door Intelligent Access (Lock/Unlock) with Push-Button Start • Ford Power-Up Software Update Capability • Audio— AM/FM Stereo— MP3 Capable— Six (6) Speakers— Speed-Compensated Volume— SiriusXM® • • FordPass Connect™— Remotely start, lock and unlock vehicle— Schedule specific times to remotely start vehicle— Locate parked vehicle— Check vehicle status Note: Ford Telematics™ and Data Services Prep included for Fleet ONLY: FordPass Connect™ 4G Wi-Fi Modem provides data to support telematics and data services including but not limited to vehicle location, speed, idle time, fuel, vehicle diagnostics and maintenance alerts. Device enables telematics services through Ford or authorized providers. Activate at www.fleet.ford.com or call 833-FCS-Ford. (833-327-3673) Ford Connectivity Package (1-year Included) • Ford Connectivity Package includes:— 5G Connectivity for Ford Digital Experience— Unlimited Wi-Fi Hotspot— Audio and Video Streaming— Productivity (Video Conferencing Web Browser)— Voice Assistant— Entertainment Note*: Ford Connectivity Package included for one-year from warranty start date. Requires activation via FordPass® app with credit card authorization; customer may cancel at any time. • Ford Digital Experience5— 13.2" Color LCD Touchscreen in IP Center-Stack— Google Assistant, Google Maps and Google Play— Pinch-to-Zoom capability— 911 Assist®— Apple CarPlay® and Android Auto™ Wireless Compatibility— USB Ports, First Row and Second Row • Independent Front and Rear Suspension • Intelligent Oil-Life Monitor® • Selectable Drive Modes

4WD MODELS INCLUDE: • Hill Descent Control • Intelligent 4WD

• 3 Year 36,000 Mile Warranty-5 Year 60,000 mile Powertrain Warranty • Delivery under 75 miles



Models

☐	K7D	Active Rear Wheel Drive	36,595.00
☒	K8D	Active 4-Wheel Drive	39,150.00
☐	K7K	ST-Line Rear Wheel Drive	41,531.00
☐	K8K	ST-Line 4-Wheel Drive req. 68P	44,531.00
☐	K7G	ST Rear Wheel Drive	52,097.00
☐	K8G	ST 4-Wheel Drive	55,468.00
☐	K7H	Platinum Rear Wheel Drive	48,583.00
☐	K8H	Platinum 4-Wheel Drive-req. 64D Wheels	52,540.00
☐	K7D/K8D	Active Base Model-del. Power Liftgate-Roof Rack-Lower Cladding	-1,485.00
☐		Power Drivers Seat-USB Ports	

OPTIONS-Mechanical/Functional

☒	99H-2.3L EcoBoost I-4 with Auto Start-Stop Technology (Active, St Line, Platinum)	STD
☐	99C-EcoBoost V-6 Engine (req.68U Platinum Ultimate Package and K8H)	INC
☐	942-Daytime Running Lamps – Non-Configurable	42.00
☐	41H-Engine Block Heater	179.00
☐	76U Spare Tire and Jack Kit-deletes Inflator Kit	376.00
☐	91D-Ford Connectivity Package-One-Time Purchase-7 Years	2,000.00
☐	94B-Sirius XM with 3 Year Plan	745.00
☐	Shop Manual-Thumb Drive	450.00
☐	3 Year/100,000 mile Premium Care Warranty	2,725.00
☐	5 Year/100,000 mile Premium Care Warranty	2,870.00
☐	3 Year/100,000 mile Extra Care Warranty	2,240.00
☐	5 Year/100,000 mile Extra Care Warranty	2,440.00
☐	5 Year/125,000 mile Power Train Care	2,665.00
☐	6 Year/125,000 mile Power Train Care	2,765.00

Options-Exterior

☐	68P-ST-Line Street Package-req. 68L-2 nd row Capt. Chairs-Includes:	1,039.00
☐	21" Magnetite Alum.Wheels -Performance Brakes-Red Painted Calipers	
☐		
☐	68L-St-Line Premium Package-Includes: 110v AC Power Outlet-Ambient Lighting	1,278.00
☐	Auto-Dimming Rearview Mirror-Power Heated Sideview Mirrors with	
☐	Memory-Rain Sensing Wipers-Memory Drivers Seat	
☐	51G-ST Sun and Sound Package-ST-Model Only-Includes: B&O Sound System-	2,815.00
☐	Front Multi-contour Seats-Panoramic Roof	
☐		
☐	43H-Panoramic Fixed Glass Roof-req 2 nd Row Capt. Chairs	1,593.00
☐	60S-Black Painted Roof-ST and Platinum Model Only	4,601.00
☐	61E-Securicode Keyless Entry Keypad	428.00
☐	64Y-20" Carbonized Gray Aluminum Wheels-(req. K8D and Active Comfort	1,311.00
☐	Package-NA with Base Model and 2 nd Row Bench)	
☐	649-20" Luster Nickel Aluminum Painted Wheels-(req. K8D and Active Comfort	1,311.00
☐	Package-NA with Base Model and 2 nd Row Capt Chairs)	
☐	64D-Bright Machined Aluminum Wheels-Platinum Only	745.00
☐		
☐		
☐		
☐		

Options-Interior

☐	68A-Active Comfort Package-Heated Steering Wheel-Remote Start-Power Pass Seat	2,956.00
☐	Req. 64Y/649 Wheels	
☒	17U-Second Row 35/30/35 Bench-na with 21B	N/C
☐	16B-Front and Second Row Floor Liners (With Carpet mats)	188.00
☒	16A-Front and Second Row Floor Liners (Without Carpet Mats)	150.00
☐	21B-Platinum Lux Leather Package-req. K8H-na with 17U 2 nd row Bench	1,593.00
☐		

Color/Trim Selections

☐	Exterior Colors	
☐		
☐	AZ-Star White Met. Tri-Coat	747.00
☐	A3-Space White Metallic	
☐	K1-Vapor Blue Metallic	465.00
☒	M7-Carbonized Gray Metallic	
☐	T9-Marsh Gray- ST-Line and ST Models Only	
☐	D4-Rapid Red Clearcoat-ST-Line, ST and Platinum Models Only	465.00
☐	UM-Agate Black Metallic	
☐	YZ-Oxford White-Active Model Only	
☐		
☐	Interior Colors	
☐		
☒	SH/8H-Dark Space Gray- Active Model	
☐	S7/8H-Space Gray-Active Model	
☐	EW/AW-Onyx-St-ST-Line	
☐	C6-Mojave Dusk/Onyx-Platinum	
☐		

Miscellaneous Options

☐	4-Corner LED Amber Strobes	1,595.00
☐	Rustproofing (Does Not Include Undercoating)	395.00
☐	Delivery Over 65 Miles	160.00
☐	Certificate of Origin (Customer to Complete Licensing)	N/C
☐	License and Title- Municipal	203.00
☒	Passenger Title and Plates	351.00
☐		



Title Name: Village of Mount Prospect

Title Address: 50 S Emerson St

Title City: Mount Prospect

Title Zip Code: 60056

License Plate Desired: Passenger

Contact Name: Kevin DeLuca - Vehicle Maintenance Sup.

Phone Number: 847-870-5640

PO Number:

FIN Code:

Tax Exempt Number: E99981475

Total Dollar Amount: \$39,651

Delivery Address: 1700 W Central Rd., Mount Prospect, IL. 60056

Additional Information / Notes:

Authorized Signature: _____

Date: _____



IMPORTANT ORDERING INFORMATION

Orders require a signed original Purchase Order and Tax-Exempt Letter.

Submit documents to:

Currie Motors Commercial Center

10125 W Laraway

Frankfort, IL 60423

Main Phone: (815)464-9200

Contacts:

Tom Sullivan

Email: tsullivan@curriemotors.com

Phone: (815) 464-9200

Nic Cortellini

Email: ncortellini@curriemotors.com

Phone: (815) 464-9200

Note: Production is based upon plant scheduling and commodity restrictions and is subject to cancellation.

Payment is due at the time of delivery.

Village of Mount Prospect
Vehicle/Equipment Condition Evaluation Form

Unit # I-22/622 Assigned Dept./Div. MPPD

Year: 2016 Make: Dodge Model: Durango Mileage: 101,608

Hours: NA Date of Evaluation: 11-20-2025 Performed By: Kevin DeLuca

System	Diagnosis	Estimated Repair Cost
Engine	Fair	
Transmission	Fair	
Differential	Fair	
Exhaust System	Fair	1,000
Cooling System	Fair	
Brakes	Fair	1,000
Tires	Poor	1,000
Steering	Fair	
Suspension	Fair	1,000
HVAC	Good	
Electrical	Good	
Body/Frame	Good	
Interior	Fair	
Other- describe		
Total Estimated Repair Cost		\$4,000

Diagnosis Code	Code Description
Good	Systems are functioning well and no major repairs are expected.
Fair	Some major repairs are needed, but unit can remain in service a little longer in current condition.
Poor	Major repairs are required as soon as possible to ensure unit safety and reliability.

Appendix - B
Village of Mount Prospect
Vehicle/Equipment Evaluation Summary Report

Unit # I-22 / 622 Assigned Dept./Div. MPPD

Year: 2016 Make: Dodge Model: Durango Mileage: 101,608

Date of Evaluation: 11-20-2025 Performed By: K DeLuca

Ratings:

Unit age: 10 Base Policy Age: 8 Points: 3

Mileage/Hrs: 101,608/NA Base Policy Mileage/Hrs: 70,000/7,000 Points: 4

Maintenance Cost:

Repair and Maintenance Cost: \$ 12,800 ÷ Purchase Price: \$ 30,947

Repair and Maintenance Percentage of Purchase Price: 41 % Points: 4

Condition Evaluation: (*attach Vehicle Condition Evaluation Form*)

Estimated Repair Cost: \$ 4,000 ÷ Current Book Value: \$ 9,000

Repair Cost Percentage of Current Book Value: 44 % Points: 4

Total Ownership Cost Per Mile:

(Lifetime Fuel + R&M + Purchase Price) \$ 59,324

Less Salvage Value \$ 9,000

Net Lifetime Costs \$ 50,324.00

Divided by Mileage/Hours 101,608.

Operating Cost Per Mile/Hour \$.49mi/NAhr

Total Points: 15

Comments and other considerations:

Superintendent's recommendation:

~~This equipment has exceeded its life expectancy replacement is recommended~~

Total Point Evaluation: A point total equaling or exceeding eleven (11) indicates that the vehicle should be recommended for replacement. The point total is used to rank its replacement priority. The larger the number the higher the replacement priority will be.

Village of Mount Prospect
Vehicle/Equipment Condition Evaluation Form

Unit # P-3 Assigned Dept./Div. MPPD

Year: 2021 Make: Ford Model: Explorer/ Hybrid Mileage: 84,241

Hours: 3,000 Date of Evaluation: 11-20-2025 Performed By: Kevin DeLuca

System	Diagnosis	Estimated Repair Cost
Engine	Good	
Transmission	Fair	1,000
Differential	Good	
Exhaust System	Fair	1,000
Cooling System	Fair	
Brakes	Fair	1,500
Tires	Fair	
Steering	Fair	
Suspension	Fair	2,000
HVAC	Good	
Electrical	Good	
Body/Frame	Fair	
Interior	Fair	1,000
Other- describe	Hybrid Battery Fair	
Total Estimated Repair Cost		\$6,500

Diagnosis Code	Code Description
Good	Systems are functioning well and no major repairs are expected.
Fair	Some major repairs are needed, but unit can remain in service a little longer in current condition.
Poor	Major repairs are required as soon as possible to ensure unit safety and reliability.

Appendix - B
Village of Mount Prospect
Vehicle/Equipment Evaluation Summary Report

Unit # P-3 Assigned Dept./Div. MPPD

Year: 2021 Make: Ford Model: Explorer Hybrid Mileage: 84,241

Date of Evaluation: 11-20-2025 Performed By: K DeLuca

Ratings:

Unit age: 5 Base Policy Age: 5 Points: 2

Mileage/Hrs: 84,241/3000 Base Policy Mileage/Hrs: 70,000/7,000 Points: 3

Maintenance Cost:

Repair and Maintenance Cost: \$ 16,569 ÷ Purchase Price: \$ 40,693

Repair and Maintenance Percentage of Purchase Price: 40 % Points: 4

Condition Evaluation: (attach Vehicle Condition Evaluation Form)

Estimated Repair Cost: \$ 6500 ÷ Current Book Value: \$ 10,000

Repair Cost Percentage of Current Book Value: 65 % Points: 4

Total Ownership Cost Per Mile:

(Lifetime Fuel + R&M + Purchase Price) \$ 72,532

Less Salvage Value \$ 10,000

Net Lifetime Costs \$ 62,532.00

Divided by Mileage/Hours 84,241/3,000

Operating Cost Per Mile/Hour \$.74mi/20.00hr

Total Points: 13

Comments and other considerations:

Constant use of patrol cars make reliability a necessity. Prolonging life span increases downtime for more expensive and involved repairs.

Superintendent's recommendation:

~~This equipment has exceeded its life expectancy replacement is recommended~~

Total Point Evaluation: A point total equaling or exceeding eleven (11) indicates that the vehicle should be recommended for replacement. The point total is used to rank its replacement priority. The larger the number the higher the replacement priority will be.

Village of Mount Prospect
Vehicle/Equipment Condition Evaluation Form

Unit # P-7 Assigned Dept./Div. MPPD

Year: 2020 Make: Dodge Model: Charger Mileage: 85,732

Hours: 11,000 Date of Evaluation: 11-20-2025 Performed By: Kevin DeLuca

System	Diagnosis	Estimated Repair Cost
Engine	Fair	3,000
Transmission	Fair	5,000
Differential	Fair	
Exhaust System	Fair	1,000
Cooling System	Fair	
Brakes	Fair	1,000
Tires	Fair	1,000
Steering	Fair	
Suspension	Fair	2,000
HVAC	Good	
Electrical	Good	
Body/Frame	Fair	
Interior	Poor	1,000
Other- describe		
Total Estimated Repair Cost		\$14,000

Diagnosis Code	Code Description
Good	Systems are functioning well and no major repairs are expected.
Fair	Some major repairs are needed, but unit can remain in service a little longer in current condition.
Poor	Major repairs are required as soon as possible to ensure unit safety and reliability.

Appendix - B
Village of Mount Prospect
Vehicle/Equipment Evaluation Summary Report

Unit # P-7 Assigned Dept./Div. MPPD

Year: 2020 Make: Dodge Model: Charger Mileage: 85,732

Date of Evaluation: 11-20-2025 Performed By: K DeLuca

Ratings:

Unit age: 6 Base Policy Age: 5 Points: 3

Mileage/Hrs: 85,732/11,000 Base Policy Mileage/Hrs: 70,000/7,000 Points: 4

Maintenance Cost:

Repair and Maintenance Cost: \$ 33,664 ÷ Purchase Price: \$ 26,154

Repair and Maintenance Percentage of Purchase Price: 128 % Points: 4

Condition Evaluation: (attach Vehicle Condition Evaluation Form)

Estimated Repair Cost: \$ 14,000 ÷ Current Book Value: \$ 9,000

Repair Cost Percentage of Current Book Value: 155 % Points: 4

Total Ownership Cost Per Mile:

(Lifetime Fuel + R&M + Purchase Price) \$ 90328

Less Salvage Value \$ 9,000

Net Lifetime Costs \$ 81,328.00

Divided by Mileage/Hours 85,732/11,000

Operating Cost Per Mile/Hour \$.95mi/7.39hr

Total Points: 15

Comments and other considerations:

Constant use of patrol cars make reliability a necessity. Prolonging life span increases downtime for more expensive and involved repairs.

Superintendent's recommendation:

~~This equipment has exceeded its life expectancy replacement is recommended~~

Total Point Evaluation: A point total equaling or exceeding eleven (11) indicates that the vehicle should be recommended for replacement. The point total is used to rank its replacement priority. The larger the number the higher the replacement priority will be.

Village of Mount Prospect
Vehicle/Equipment Condition Evaluation Form

Unit # P-9 Assigned Dept./Div. MPPD

Year: 2020 Make: Ford Model: Explorer/ Hybrid Mileage: 144,950

Hours: 5,000 Date of Evaluation: 11-20-2025 Performed By: Kevin DeLuca

System	Diagnosis	Estimated Repair Cost
Engine	Fair	
Transmission	Fair	5,000
Differential	Fair	2,000
Exhaust System	Fair	1,000
Cooling System	Fair	
Brakes	Fair	1,000
Tires	Fair	
Steering	Fair	
Suspension	Fair	2,000
HVAC	Good	
Electrical	Good	
Body/Frame	Fair	
Interior	Poor	2,000
Other- describe	Hybrid Battery Fair	
Total Estimated Repair Cost		\$13,000

Diagnosis Code	Code Description
Good	Systems are functioning well and no major repairs are expected.
Fair	Some major repairs are needed, but unit can remain in service a little longer in current condition.
Poor	Major repairs are required as soon as possible to ensure unit safety and reliability.

Appendix - B
Village of Mount Prospect
Vehicle/Equipment Evaluation Summary Report

Unit # P-9 Assigned Dept./Div. MPPD

Year: 2020 Make: Ford Model: Explorer Hybrid Mileage: 144,950

Date of Evaluation: 11-20-2025 Performed By: K DeLuca

Ratings:

Unit age: 6 Base Policy Age: 5 Points: 3

Mileage/Hrs: 144,950/5,000 Base Policy Mileage/Hrs: 70,000/7,000 Points: 4

Maintenance Cost:

Repair and Maintenance Cost: \$ 32,350 ÷ Purchase Price: \$ 40,693

Repair and Maintenance Percentage of Purchase Price: 79 % Points: 4

Condition Evaluation: (*attach Vehicle Condition Evaluation Form*)

Estimated Repair Cost: \$ 13,000 ÷ Current Book Value: \$ 8,000

Repair Cost Percentage of Current Book Value: 162 % Points: 4

Total Ownership Cost Per Mile:

(Lifetime Fuel + R&M + Purchase Price) \$ 98,174

Less Salvage Value \$ 8,000

Net Lifetime Costs \$ 90,174.00

Divided by Mileage/Hours 144,950/5,000

Operating Cost Per Mile/Hour \$.62mi/18.00hr

Total Points: 15

Comments and other considerations:

Constant use of patrol cars make reliability a necessity. Prolonging life span increases downtime for more expensive and involved repairs.

Superintendent's recommendation:

~~This equipment has exceeded its life expectancy replacement is recommended~~

Total Point Evaluation: A point total equaling or exceeding eleven (11) indicates that the vehicle should be recommended for replacement. The point total is used to rank its replacement priority. The larger the number the higher the replacement priority will be.

Village of Mount Prospect
Vehicle/Equipment Condition Evaluation Form

Unit # I-30/630 Assigned Dept./Div. MPPD

Year: 2013 Make: Ford Model: Taurus Mileage: 50,197

Hours: NA Date of Evaluation: 11-20-2025 Performed By: Kevin DeLuca

System	Diagnosis	Estimated Repair Cost
Engine	Good	
Transmission	Good	
Differential	Good	
Exhaust System	Fair	1,000
Cooling System	Fair	
Brakes	Fair	1,000
Tires	Poor	1,000
Steering	Good	
Suspension	Fair	1,000
HVAC	Good	
Electrical	Good	
Body/Frame	Fair	
Interior	Good	
Other- describe	Corrosion to brake lines and fuel lines	
Total Estimated Repair Cost		\$4,000

Diagnosis Code	Code Description
Good	Systems are functioning well and no major repairs are expected.
Fair	Some major repairs are needed, but unit can remain in service a little longer in current condition.
Poor	Major repairs are required as soon as possible to ensure unit safety and reliability.

Appendix - B
Village of Mount Prospect
Vehicle/Equipment Evaluation Summary Report

Unit # I-30/630 Assigned Dept./Div. MPPD

Year: 2013 Make: Ford Model: Taurus Mileage: 50,197

Date of Evaluation: 11-20-2025 Performed By: K DeLuca

Ratings:

Unit age: 13 Base Policy Age: 10 Points: 4

Mileage/Hrs: 50,197/NA Base Policy Mileage/Hrs: 85,000 Points: 1

Maintenance Cost:

Repair and Maintenance Cost: \$ 8,260 ÷ Purchase Price: \$ 24,000

Repair and Maintenance Percentage of Purchase Price: 34 % Points: 4

Condition Evaluation: (attach Vehicle Condition Evaluation Form)

Estimated Repair Cost: \$ 4,000 ÷ Current Book Value: \$ 7,000

Repair Cost Percentage of Current Book Value: 57 % Points: 4

Total Ownership Cost Per Mile:

(Lifetime Fuel + R&M + Purchase Price) \$ 39,882

Less Salvage Value \$ 7,000

Net Lifetime Costs \$ 32,882.00

Divided by Mileage/Hours 50,197.00

Operating Cost Per Mile/Hour \$.65mi/NAhr

Total Points: 13

Comments and other considerations:

Superintendent's recommendation:

~~This equipment has exceeded its life expectancy replacement is recommended~~

Total Point Evaluation: A point total equaling or exceeding eleven (11) indicates that the vehicle should be recommended for replacement. The point total is used to rank its replacement priority. The larger the number the higher the replacement priority will be.



Item Cover Page

Subject

Meeting

Fiscal Impact (Y/N)

Dollar Amount

Budget Source

Category

Type

As submitted

December 16, 2025 - REGULAR MEETING OF THE MOUNT PROSPECT VILLAGE BOARD

VILLAGE MANAGER'S REPORT

Presentation

Information

Discussion

Alternatives

Staff Recommendation

Attachments

None