

# Village of La Grange



## VILLAGE BOARD MEETING

MONDAY, OCTOBER 26, 2009

7:30 p.m.

Village Hall Auditorium

53 S. La Grange Road

La Grange, IL 60525

Elizabeth M. Asperger  
Village President

Robert N. Milne  
Village Clerk

VILLAGE OF LA GRANGE  
BOARD OF TRUSTEES REGULAR MEETING

Village Hall Auditorium  
53 South La Grange Road  
La Grange, IL 60525

AGENDA

Monday, October 26, 2009 – 7:30 p.m.

1. CALL TO ORDER AND ROLL CALL  
*President Elizabeth Asperger*  
*Trustee Bill Holder*  
*Trustee Mike Horvath*  
*Trustee Mark Kuchler*  
*Trustee Mark Langan*  
*Trustee Tom Livingston*  
*Trustee James Palermo*
  
2. PRESIDENT'S REPORT  
*This is an opportunity for the Village President to report on matters of interest or concern to the Village.*
  - A. Appointment to West Suburban Mass Transit District
  
3. PUBLIC COMMENTS REGARDING AGENDA ITEMS  
*This is the opportunity for members of the audience to speak about matters that are included on this Agenda.*
  
4. OMNIBUS AGENDA AND VOTE  
*Matters on the Omnibus Agenda will be considered by a single motion and vote because they already have been considered fully by the Board at a previous meeting or have been determined to be of a routine nature. Any member of the Board of Trustees may request that an item be moved from the Omnibus Agenda to Current Business for separate consideration.*
  - A. Ordinance – Amending Section 135.01 of the La Grange Code of Ordinances to Prohibit Video Gaming
  
  - B. Ordinance – Creating an Additional Class H Liquor License – Knead Marketplace, Inc., 13 S. La Grange Road
  
  - C. Award of Construction Contract – Enhanced Pedestrian Crossing – 47<sup>th</sup> Street and 9<sup>th</sup> Avenue

- D. Ordinance – Amendment to the Village Code Regarding Intersection Sight Distance Requirements
  - E. Ordinance – Change in Parking Restrictions/ Burlington Avenue Between Waiola Avenue and Ashland Avenue
  - F. Purchase – Replacement and Upgrade of Fire Department Base Radio and Receivers
  - G. Minutes of the Village of La Grange Board of Trustees Regular Meeting Monday, September 28, 2009
  - H. Consolidated Voucher 091012
  - I. Consolidated Voucher 091026
5. CURRENT BUSINESS  
*This agenda item includes consideration of matters being presented to the Board of Trustees for action.*
6. MANAGER’S REPORT  
*This is an opportunity for the Village Manager to report on behalf of the Village Staff about matters of interest to the Village.*
7. PUBLIC COMMENTS REGARDING MATTERS NOT ON AGENDA  
*This is an opportunity for members of the audience to speak about Village related matters that are not listed on this Agenda.*
8. EXECUTIVE SESSION  
*The Board of Trustees may decide, by a roll call vote, to convene in executive session if there are matters to discuss confidentially, in accordance with the Open Meetings Act.*
9. TRUSTEE COMMENTS  
*The Board of Trustees may wish to comment on any matters.*
10. ADJOURNMENT

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The Village of La Grange is subject to the requirements of the Americans with Disabilities Act of 1990. Individuals with disabilities who plan to attend this meeting and who require certain accommodations so that they can observe and/or participate in this meeting, or who have questions, regarding the accessibility of the meeting or the Village’s facilities, should contact the Village’s ADA Coordinator at (708) 579-2315 promptly to allow the Village to make reasonable accommodations for those persons.

**PRESIDENT'S REPORT**

VILLAGE OF LA GRANGE  
Administrative Offices

**BOARD REPORT**

TO: Village Clerk, Board of Trustees and Village Attorney  
FROM: Elizabeth M. Asperger, Village President  
DATE: October 26, 2009  
RE: **APPOINTMENT TO WEST SUBURBAN MASS TRANSIT DISTRICT**

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Richard Holly has served the Village as the West Suburban Mass Transit District (WSMTD) Trustee for 7 years. In May 2009, Mr. Holly was appointed to serve on the Community and Economic Development Commission.

To fill this vacancy as WSMTD Trustee, I hereby submit the appointment of Curtis Linder for your approval. Mr. Linder resides at 119 Bassford Avenue, and has indicated his willingness to serve as a Trustee of the WSMTD.

A copy of his resume has been submitted to you under separate cover.

I recommend that this appointment be approved.

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**OMNIBUS VOTE**

VILLAGE OF LA GRANGE  
Administrative Offices

**BOARD REPORT**

TO: Village President, Village Clerk,  
Board of Trustees and Village Attorney

FROM: Robert J. Pilipiszyn, Village Manager  
Andrianna Peterson, Assistant Village Manager

DATE: October 26, 2009

RE: **ORDINANCE – AMENDING SECTION 135.01 OF THE LA GRANGE  
CODE OF ORDINANCES TO PROHIBIT VIDEO GAMING**

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Earlier this year, the State of Illinois enacted legislation which authorizes video gaming in establishments including bars, restaurants, and fraternal organizations. The State adopted a corresponding tax on this amusement activity to generate a new source of income to fund the Illinois Jobs Now! capital projects plan.

The Village of La Grange currently regulates amusement devices through the Village Code of Ordinances. Significant among those regulations is that the number of such devices is limited to one juke box per establishment and two other automatic amusement devices per establishment; or three automatic amusement devices per establishment. The Code, however, does not clearly prohibit video gaming devices of the type in the new State law.

Staff recommends that the Village prohibit the new devices authorized under the new State law for two reasons. First, because we already restrict the number of devices currently, this activity is a very limited accessory use to the principal business. It is because of this restriction that we do not have video game arcades as a stand-alone permitted use. Second, we believe that video gaming is not an appropriate use in a family-oriented community like La Grange.

Village Attorney Mark Burkland has prepared the attached amendment to the Village Code of Ordinances which adds video gaming devices to the list of prohibited gambling activities. The proposed amendment does not affect the Village's regulations of charitable games and raffles conducted in accordance with State law, as currently authorized in Section 135.02 of the Village Code.

If enacted, the Village will send notices to appropriate businesses advising them of the prohibition.

We recommend approval of the ordinance.

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VILLAGE OF LA GRANGE

ORDINANCE NO. \_\_\_\_\_

AN ORDINANCE AMENDING SECTION 135.01  
OF THE LA GRANGE CODE OF ORDINANCES  
TO PROHIBIT VIDEO GAMING

WHEREAS, the newly enacted Illinois Video Gaming Act, 230 ILCS 40/1 *et seq.* (the "*Video Gaming Act*") allows the use of video gaming terminals in certain establishments throughout the State; and

WHEREAS, Section 5 of the Video Gaming Act defines video gaming terminals as "any electronic video game machine that, upon insertion of cash, is available to play or simulate the play of a video game, including but not limited to video poker, line up, and blackjack, as authorized by the [Illinois Gaming] Board utilizing a video display and microprocessors in which the player may receive free games or credits that can be redeemed for cash;" and

WHEREAS, Section 27 of the Video Gaming Act provides that a municipality may pass an ordinance prohibiting video gaming within the corporate limits of the municipality; and

WHEREAS, the President and Board of Trustees of the Village of La Grange have determined that the best interests of the Village and its residents will be served by amending the La Grange Code of Ordinances to expressly prohibit video gaming terminals as defined in the Video Gaming Act;

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

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

Section 2. Amendment of Code of Ordinances Section 135.01. Section 135.01, titled "Definitions," of Chapter 135, titled "Gambling Offenses," of the La Grange Code of Ordinances is hereby amended in its entirety so that Section 135.01 will hereafter be and read as follows:

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§ 135.01 DEFINITIONS; GAMBLING PROHIBITED

(A) Definitions. The follows terms have the definitions herein ascribed to them:

(1) Gambling Device means (A) any clock, tape machine, slot machine, or other machine or device for the reception of money or other thing of value on chance or skill or upon the action or which money or other thing of value is staked, hazarded, bet, won or lost, and (B) any mechanism, furniture, fixture, equipment or other device designed primarily for use in a gambling place; and (C) any video gaming terminal as defined in the Illinois Video Gaming Act, 230 ILCS 40/5. The term "Gambling Device" does not include the following, as defined by Illinois law at 720 ILCS 5/28-2(a):

- (a) Coin-in-the-slot operated mechanical devices;
- (b) Vending machines;
- (c) Crane games; and
- (d) Redemption machines.

(2) Lottery means any system, scheme, or procedure whereby one or more prizes are distributed by chance among persons who have paid or promised consideration for a chance to win such prizes, whether such system, scheme, or procedures is called a lottery, raffle, gift, sale, or some other name. The term "Lottery" does not include lotteries authorized by Illinois law or specifically authorized by this Code under Section 135.02.

(3) Policy Game means any system, scheme, or procedure whereby a person promises or guarantees by any instrument, bill, certificate, writing, token, or other device that any particular number, character, ticket, or certificate will in the event of any contingency in the nature of a lottery entitle the purchaser or holder to receive money, property, or evidence of debt.

(B) Gambling prohibited. Except as specifically authorized by Illinois law or this Code, all of the following acts, actions, and undertakings are unlawful:

- (1) To gamble.
- (2) To conduct or participate in any lottery or policy game, or to make a bet, or to buy or sell any chance or tickets in any gambling game, arrangement, or device.
- (3) To use any gambling device.
- (4) To possess or expose for public use any gambling device with the intent to use that gambling device for an unlawful purpose.
- (5) To conduct or participate in any lottery or policy game.
- (6) To maintain or to patronize any establishment maintained for a gambling house or resort.

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(7) To advertise any gambling house or resort in any street, alley, or other public area or right of way within the Village.

Section 3. Effective Date. This Ordinance will be in full force and effect from and after its passage, approval, and publication in pamphlet form in the manner provided by law.

PASSED this \_\_\_\_ day of \_\_\_\_\_ 2009.

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

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

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

ABSTAIN: \_\_\_\_\_

APPROVED THIS \_\_\_\_ day of \_\_\_\_\_ 2009.

\_\_\_\_\_  
Elizabeth Asperger, Village President

ATTEST:

\_\_\_\_\_  
Robert Milne, Village Clerk

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VILLAGE OF LA GRANGE  
Administrative Offices

**BOARD REPORT**

TO: Village President, Village Clerk,  
Village Board of Trustees and Village Attorney

FROM: Robert J. Pilipiszyn, Village Manager  
Andrianna Peterson, Assistant Village Manager

DATE: October 26, 2009

RE: **ORDINANCE - CREATING AN ADDITIONAL CLASS H LIQUOR LICENSE,  
KNEAD MARKETPLACE, INC., 13 S. LA GRANGE ROAD**

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The Village recently received an application for a Class H liquor license from Knead Marketplace, located at 13 S. La Grange Road. A Class H Bring-Your-Own License authorizes the licensee to allow customers to carry their own beer and wine into a "BYO-Authorized Establishment" to be consumed within the licensed premises, but only in conjunction with the service of a meal.

Bring-Your-Own service and consumption is limited to beer and wine only and does not authorize the sale of alcoholic liquor by the Licensee. An establishment that allows Bring-Your-Own for its customers must secure, maintain, and provide evidence to the Village that it has insurance coverage. A background check and proof of sellers and servers training is also required.

No BYO-Authorized Establishment may permit any customer to leave the establishment with any open beer container or any open wine container except only a single wine bottle that has been sealed as provided by law.

On Monday, October 19, 2009, the Liquor Commission met to review the application submitted by Knead Marketplace, Inc. Prior to that meeting, the Village had conducted a background investigation which did not produce any information which would preclude the issuance of a liquor license. It was the recommendation of the Liquor Commission that an additional Class H liquor license be created. (A copy of the minutes from that meeting is attached for your reference.)

Attached for your consideration is a proposed ordinance creating an additional Class H liquor license. Also attached for your information is the list of current liquor license holders by classification. If the ordinance is approved, the Liquor Commissioner will issue the new Class H Bring-Your-Own liquor license to Knead Marketplace, Inc.

We recommend that the proposed ordinance be approved.

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ORDINANCE NO. O-09- \_\_\_\_

CREATING AN ADDITIONAL CLASS H LIQUOR LICENSE

PUBLISHED IN PAMPHLET FORM BY AUTHORITY OF THE BOARD OF TRUSTEES OF THE VILLAGE OF LA GRANGE, COUNTY OF COOK, STATE OF ILLINOIS, THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2009.

WHEREAS, the Board of Trustees has ordained Chapter 111 of its Code of Ordinances, which empowers, regulates, and provides for licensing of the sale and consumption of alcoholic beverages; and

WHEREAS, Chapter 111 of the Village Code of Ordinances provides for a category of license, known as a "Class H", the purpose of which is to authorize "Bring-Your-Own"; and

WHEREAS, the Village has received a request for such a license; and

WHEREAS, the Liquor Commissioner has indicated her intention to grant a Class H license to a current Applicant at such time as such a license becomes available; and

WHEREAS, the President and the Board of Trustees have determined that it is in the best interests of the Village that a license be available to said Applicant;

NOW THEREFORE BE IT ORDAINED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF LA GRANGE, COUNTY OF COOK, STATE OF ILLINOIS AS FOLLOWS:

Section 1 - That the number of Class H licenses, as defined and set forth in Chapter 111 of the La Grange Code of Ordinances as amended on August 10, 2009, be amended by changing the number of existing licenses and raising it by one additional license, and that this new license shall be added to the list of outstanding and/or available licenses which is kept and certified by the Village Clerk pursuant to section 111.16A of the Village Code of Ordinances.

Section 2 - This Ordinance will be in full and force and effect immediately after its passage, approval and publication in pamphlet form for review at the La Grange Village offices and the La Grange Public Library.

**ADOPTED** this 26<sup>th</sup> day of October, 2009 pursuant to a roll call vote as follows:

**AYES:** \_\_\_\_\_  
**NAYS:** \_\_\_\_\_  
**ABSENT:** \_\_\_\_\_

**APPROVED** by me this 26<sup>th</sup> day of October, 2009.

\_\_\_\_\_  
Elizabeth M. Asperger, Village President

ATTEST: \_\_\_\_\_  
Robert N. Milne, Village Clerk

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LA GRANGE LIQUOR COMMISSION  
SPECIAL MEETING

53 South La Grange Road  
First Floor Conference Room  
La Grange, IL 60525

Monday, October 19, 2009 – 6:05 p.m.

MINUTES

1. Call to Order and Roll Call

A meeting of the La Grange Liquor Commission was convened at 6:10 p.m. by Liquor Commissioner Elizabeth Asperger. Present and constituting a quorum were:

Present: Liquor Commissioner Elizabeth Asperger and Commissioner Mark Langan

Absent: Commissioner Mark Kuchler

Also Present: Assistant Village Manager Andrianna Peterson

2. Approval of the Minutes from the Liquor Commission meeting on September 14, 2009.

It was moved by Commissioner Langan and seconded by Commissioner Asperger to approve the minutes of September 14, 2009, as submitted. The motion carried on a voice vote.

3. Liquor License Request / Liquor License Applicant / Knead Marketplace, Inc.

Commissioner Asperger indicated that Chris Spagnola and Mary Libisch are applying for a Class H liquor license for Knead Marketplace at 13 S. La Grange Road. A Class H Bring-Your-Own License authorizes the licensee to allow customers to carry their own beer and wine into a "BYO-Authorized Establishment" to be consumed within the licensed premises, but only in conjunction with the service of a meal. Commissioner Asperger indicated this is the first applicant for the new BYO category of license.

Mr. Spagnola and Ms. Libsch noted that they will be expanding their hours to offer dinner on Thursday, Friday and Saturday evenings. The Class H Bring-Your-Own license would give patrons the option of bringing their own beer and wine to compliment their meal. Mr. Spagnola indicated that they plan to market the expanded hours and requested Bring-Your-Own option via their electronic mailing list and other advertising sources.

After discussion, it was moved by Commissioner Langan and seconded by Commissioner Asperger, that the Liquor Commission recommend to the Village Board of Trustees at their

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Minutes of the Liquor Commission  
Monday, October 19, 2009 – Page 2

next regularly scheduled meeting that a Class H Liquor License be created and such license be issued by the Liquor Commissioner to Knead Marketplace located at 13 S. La Grange Road.

4. Adjournment

It was moved by Commissioner Langan and seconded by Commissioner Asperger that the meeting of the Liquor Commission be adjourned. The motion carried on a voice vote and the meeting was adjourned at 6:27 p.m.

Submitted by  
Andrianna Peterson  
Assistant Village Manager

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

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**LIQUOR LICENSE HOLDERS - 2009-10**

**NEW CLASS (#O-09-22)**

<u>Class A-1 (\$500)</u>	<u>Restaurant License serving beer and wine only, providing that more than 60% of the revenue is from the sale of food; allows consumption of bring-your-own.</u> Antonino's 701 West Hillgrove Avenue Grapevine 9 West Hillgrove Avenue Lucca's Pizzeria 108 West Burlington Avenue Noodles & Company 1 East Burlington Avenue Q Barbeque 70 S. La Grange Road Sushi House 120 B West Calendar Yau's Place 110 W. Burlington
<u>Class A-2 (\$2,000)</u>	<u>Restaurant License selling a full-line of alcoholic beverages and includes a lounge or bar area, providing that more than 60% of the revenue is from the sale of food; allows consumption of bring-your-own.</u> Al's Char House 32 South La Grange Road The Applewood Smokehouse 8 W. Burlington Aurelio's Pizza 11 W. Calendar Avenue Bacino's 36 South La Grange Road Chequers 100 West Burlington Avenue Francesca's 75 South La Grange Road Magic Wok 23 West Harris Avenue Mambo Grill 25 W. Calendar Court Marconi's 15 Calendar Court Nicksons 30 S. La Grange Road Palmer Place 56 South La Grange Road Santiago's 9 South La Grange Road
<u>Class A-3 (\$1,250)</u>	<u>Restaurant License selling a full-line of alcoholic beverages but includes only a service bar, providing that more than 60% of the revenue is from the sale of food; allows consumption of bring-your-own.</u> Chipotle Mexican Grill, Inc. 1 South La Grange Road Prasino 93 South La Grange Road Thipi Thai 50 South La Grange Road
<u>Class B (\$500)</u>	<u>General retail sales of beer and wine incidental to other sales.</u> Bacino's 36 South La Grange Road DeVries Super Market 806 Arlington Grapevine 9 West Hillgrove Avenue 7-Eleven 6 East 47th Street 7-Eleven 201 West Hillgrove Avenue Trader Joe's 25 N. La Grange Road
<u>Class C-1 (\$1,000)</u>	<u>Food boutique allows sales of wine in its original package &amp; sales of wine by the glass; providing that more than 50% of the revenue is from the sale of goods other than liquor.</u> None
<u>Class C-2 (\$1,000)</u>	<u>Wine boutique allows sales of wine and beer in its original package &amp; sales of wine by the glass.</u> None

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- Class C-3 (\$500)      Retail cabaret for a retail store that also has a cabaret limited to four events per month; providing that more than 50% of the revenue is from the sale of goods other than liquor.  
None
- Class C-4 (\$500)      Movie theater allows sales and service of alcoholic beverages at public or private events; providing that more than 50% of the revenue is from the sale of goods other than liquor.  
None
- Class D-1 (\$150)      Tasting license grocery store (must hold a Class B general retail sales).  
None
- Class D-2 (\$150)      Tasting license retail store (must hold a Class B general retail sales).  
None
- Class E (no fee)      Business single event authorizes service (not sale) of alcoholic beverages by a retail, service, or other business establishment (that does not regularly sell alcoholic beverages) at a single special event such as a grand opening or special promotion. Limits of 4 to a business in any 12-month period. The availability of alcoholic beverages at such an event may not be advertised.
- Class F-1 (\$500)      Fraternal club allows sales and service of alcoholic beverages and bring-your-own beer and wine.  
American Legion                      900 South La Grange Road
- Class F-2 (\$100)      Private membership organization authorizes only service of alcoholic beverages and bring-your-own beer and wine at private events; limited to 4 private events in a calendar year, excluding bring-your-own events.  
None
- Class G-1 (\$500)      General caterer license authorizes the service of alcohol as a part of a catering business that maintains a business facility within the Village providing that more than 60% of the revenue is from the sale of food.  
La Belle Gourmet, Ltd.              14 - 16 West Calendar Avenue  
Palmer Place                              56 South La Grange Road  
Q Barbeque                                70 S. La Grange Road
- Class G-2 (no fee)      Temporary caterer license applies to restaurants and stores that maintain their principal business facility in the Village; providing that more than 60% of the revenue is from the sale of food; no more than one G-2 may be issued to a business annually.
- Class H (\$250)      Bring your own beer and wine restaurants (without Class A License).  
None
- Class H (\$100)      Bring your own beer and wine other (in meal preparation services stores; in crafts-making stores; in retail stores having a private event or a structured instruction class).  
None

4-B.5

VILLAGE OF LA GRANGE  
Department of Public Works

**BOARD REPORT**

TO: Village President, Village Clerk, Board of Trustees, and Village Attorney

FROM: Robert J. Pilipiszyn, Village Manager  
Ryan Gillingham, Director of Public Works

DATE: October 26, 2009

RE: **AWARD OF CONSTRUCTION CONTRACT – ENHANCED  
PEDESTRIAN CROSSING – 47<sup>th</sup> STREET AND 9<sup>th</sup> AVENUE**

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The Village is actively engaged in a strategy of evaluating and improving pedestrian safety throughout the Village. Part of the strategy towards improving pedestrian safety involves enhancing pedestrian crossings within IDOT roadway corridors (i.e. 47<sup>th</sup> Street, La Grange Road, and Ogden Avenue.) Proposed improvements to the pedestrian crossings include posting additional advanced warning signage, installing advanced warning pavement markings, installing dual flashing pedestrian activated yellow beacons and other recommend design elements. The first three crossings that have been identified for enhancements include the following crosswalk locations:

- 47<sup>th</sup> Street and 9<sup>th</sup> Avenue
- La Grange Road and 52<sup>nd</sup> Street
- 47<sup>th</sup> Street and Waiola Avenue

The pedestrian crossing at 47<sup>th</sup> Street and 9<sup>th</sup> Avenue has been identified to receive the upgrades first, and the improvements will serve as a template for other intersections. The Village Board previously approved a contract with the Village's traffic engineering consultant, KLOA, Inc., to design the improvements. The plans and specifications were completed and permits were obtained from IDOT for this work. One of the goals of this project is to construct the improvements as soon as possible. Since time is of the essence, competitive proposals were solicited from several area contractors known to be capable of performing this work. The following table summarizes the quotes received for the installation of the pedestrian improvements at 47<sup>th</sup> Street and 9<sup>th</sup> Avenue:

CONTRACTOR / LOCATION	BASE QUOTE	PAVEMENT MARKER INSTALLATION	TOTAL
Meade Electric, McCook, IL	\$17,260.00	\$10,800.00	\$28,060.00
Lyons Pinner Electric / La Grange, IL	\$19,234.50	\$9,290.00	\$28,524.50

The Village Board also approved various materials for advance purchase, since delivery of some of the items required eight or more weeks. Included in the advance purchase with

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Traffic Control Protection was the purchase of the illuminated pedestrian signs, flashing beacons, ground mounted pavement flashers, pedestrian push buttons and other required equipment to operate the pedestrian crossing system at 47<sup>th</sup> Street and 9<sup>th</sup> Avenue. The proposal from Traffic Control Protection included the installation of the ground mounted pavement flashers in the amount of \$11,575.00. Once the engineering drawings were completed, we met with both Lyons Pinner Electric and Meade Electric to obtain quotes for the project. Both contractors stated that they are capable of performing the pavement marker installation as well and have installed this equipment on past projects. Therefore in order save the Village money and to make the coordination of the installation of this system easier, we requested that the contractors provide a proposal to install the pavement markers, which is noted in the above table.

Based on the low quote received and their experience in this type of work, we recommend awarding the construction contract to Meade Electric. We also recommend that the contract with Meade Electric include installing the pavement markers (since their price is less than Traffic Control Protection) as well as for coordination purposes since this would make one contractor responsible for the entire pedestrian crossing installation. We have conferred with Village Attorney Mark Burkland and he has advised that that the previously Board approved contract with Traffic Control Corporation for the installation of the in-pavement flashers in the amount of \$11,575 can be eliminated administratively.

In summary we recommend that the Village Board waive the formal bidding process and authorize staff to enter into a contract with Meade Electric for the installation of the pedestrian crossing improvements at 47<sup>th</sup> Street and 9<sup>th</sup> Avenue in amount of \$28,060.00. The final amount of the contract will be based on the actual work performed by the contractor at the unit prices listed in the contract. Funds are budgeted for 47<sup>th</sup> Street improvements in FY2010-11. At the end of the year we will prepare a budget amendment to recognize cumulative budget expenditures for pedestrian safety improvement activities pursuant to Board direction.

U-C.1

VILLAGE OF LA GRANGE  
Department of Public Works

**BOARD REPORT**

TO: Village President, Village Clerk, Board of Trustees, and Village Attorney

FROM: Robert J. Pilipiszyn, Village Manager  
Ryan Gillingham, Director of Public Works

DATE: October 26, 2009

RE: **ORDINANCE — AMENDMENT TO THE VILLAGE CODE REGARDING  
INTERSECTION SIGHT DISTANCE REQUIREMENTS**

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The ability for motorists to have an unobstructed view of other vehicles, cyclists, and pedestrians at an intersection is critical to avoiding accidents and overall public safety. The available sight distance at an intersection must be sufficient to allow drivers to see potential conflicts. Specified areas along intersection approach legs and across their included corners should be clear of obstructions that might block a driver's view. These specified areas are known as clear sight triangles. The dimensions of the legs of the sight triangles depend on the design speeds of the intersecting roadways and the type of traffic control used at the intersection.

Chapter 155 of the Municipal Code, Clear Sight Area, establishes the regulations for defining the intersection sight distance. This section of the code was last updated in 1996. It was developed to address developments on corner lots where fences, bushes and other obstructions limited the ability of the driver to see at an intersection. As part of the Village's overall efforts towards improving pedestrian and vehicle safety, staff recently reviewed this ordinance and found that it was not consistent with the most current guidance published by American Association of State Highway and Transportation Officials (AASHTO) in their publication titled *A Policy on Geometric Design of Highways and Streets, 2004, Fifth Edition*. The calculation of the clear sight area in the manual is based on many factors including the type of traffic control at the intersection, travel speed and roadway geometry. The current code mainly relies on the functional classification of the street (i.e. local, collector, arterial) in determining the clear sight area. The main difference between the current code and AASHTO regulations is that the AASHTO code assumes that a motorist will stop at a stop sign and will look in both directions before proceeding into the intersection. The current code assumes that vehicles in all directions must have the same intersection sight distance, and does not factor the presence of a stop sign into the clear sight area calculation.

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Board Report - Ordinance – Amendment to the Village Code  
Regarding Intersection Sight Distance Requirements  
October 26, 2009 – Page 2

Based on the differences between AASHTO and the current Village code, the Village requested that Heuer and Associates review and make recommendations for updating Chapter 155 of the Municipal Code, Clear Sight Area. Their analysis is attached for your reference. In summary, the report recommends that the Village Code be updated to reflect the most current AASHTO standards related to intersection sight distance. The updated code proposes regulations for intersection sight distance for the various conditions that will most likely be encountered within Village intersections. Specifically, the proposed code provides guidance for partial stop control intersections on both local and collector routes. The sight distance is longer for intersections on collector routes because a vehicle entering an intersection is expected to be able to maneuver without causing an oncoming vehicle on the collector road to change speed or direction. However on local roads, the stopping sight distance is utilized since it represents the minimum distance required for a motorist to anticipate and avoid collisions while in the approach to an intersection.

While many intersections within the Village share similar features, such as two-way stop control, each intersection is unique due to roadway geometry, adjacent structures, trees, and other factors that may influence the intersection sight distance. For intersections that do not fit into either of the standards described above, the proposed code modifications also indicate that the guidelines recommended by AASHTO will be utilized in determining intersection sight distance for these intersections.

The attached ordinance, which incorporates the above recommendations, has been prepared for your consideration. Based on the recommendations made in the attached report, we recommend its approval.

4-D.1

September 11, 2009

PH: 708-492-1000  
FAX: 708-492-0700

Mr. Ryan C. Gillingham, P.E.  
Director of Public Works  
Village of La Grange  
53 South La Grange Road  
La Grange, Illinois 60525

Re: Analysis and Recommendation - Intersection Clear Sight Area  
Update of Chapter 155 of the Municipal Code

Dear Mr. Gillingham:

Pursuant to our discussion, we have evaluated the Clear Sight Area ordinance and have prepared the following discussion and recommendations.

Background

The subject ordinance was originally drafted in 1996 to address permit administration issues raised by residential construction projects planned for corner parcels. In this regard, the construction of fencing and landscaping proposed by some property owners elevated concerns over public safety within roadway intersections. However, without adequate written regulation in place to address this situation, permit administration was challenged. Subsequently, technical guidelines were drafted and ultimately incorporated as part of Ordinance 0-96-03, creating Chapter 155 of the Municipal Code.

The technical guidelines were developed to present three simplified traffic control circumstances that generally correspond to the three main types of intersections typically found within local roadway systems. In this regard, the intersection traffic is either unregulated, under stop sign control, or under the control of traffic signals. Within the Village of La Grange nearly all of the roadway intersections are under stop sign control,

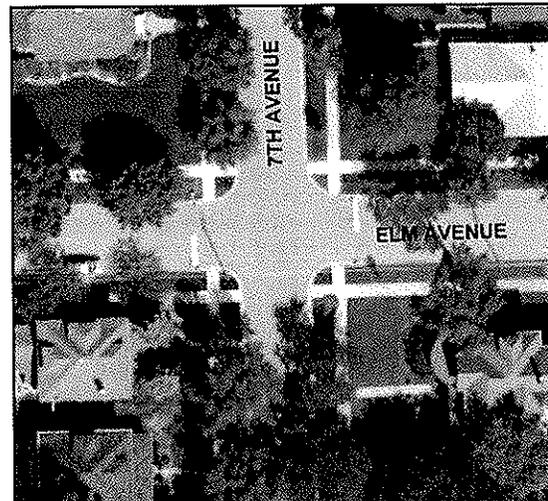


Figure 1 - Typical Local Roadway Intersection with two-way stop control.

mostly in a two-way configuration. Very few are unregulated, and seventeen are under traffic signal control, primarily at the intersections involving the regional arterial roadway system under the jurisdiction of the Illinois Department of Transportation. The following **Table 1** has been prepared to detail the distribution of the types of intersections within or adjoining the Village limits. **Exhibit A** which is attached to this report, has also been prepared to provide a spatial perspective for the location of the various types of traffic control measures employed at the intersections within the community.

TABLE 1 - Village of La Grange Intersection Classifications		
Type of Traffic Regulation	Quantity	Percent
No Traffic Control	6	1.73%
One-way Stop Sign Control	118	34.10%
Two-way Stop Sign Control	158	45.66%
Three-way Stop Sign Control	11	3.18%
Four-way Stop Sign Control	36	10.40%
Automated Signal System Control	17	4.91%
Total Roadway Intersections . . . . .	346	100.00%

While visibility issues potentially affect all intersections, the need for clear sight area regulation occurs primarily at intersections under partial stop sign control, where traffic traveling on a designated secondary roadway must yield to the right-of-way of the designated primary roadway or cross-street. The roadway traffic stopped at a stop sign or traffic signal is usually in close proximity to the intersection and should be able to see all cross-traffic and potential conflicts from that vantage point. In this position the driver of the vehicle should be able to see approaching traffic from each leg of the intersection and based upon an assessment of conditions, proceed into and through the intersection. The traffic traveling along the primary roadway must also be able to see stopped vehicles and pedestrians at the intersection in order to determine whether a potential conflict warrants special action. While the driver might be able to assume that a stopped vehicle or an approaching vehicle will yield to on-coming traffic, there remains a degree of uncertainty or risk, such that the ability to see the opposing traffic is necessary to the avoidance of an accident.

Clear Sight Area Triangle

The clear sight area is typically defined by a triangular area, in which the two sides of the triangle extend along the roadway segments from their point of intersection. The sides of

4-D.3

the triangular area are delineated by either the edge of pavement or the center of the travel lane. The edge of pavement offers a more conservative dimensional value, however since the perspective of the driver of the vehicle is used for most traffic regulation, the center of the travel lane is considered to be more appropriate and is typically applied in practice. The hypotenuse of the triangle defines the intersection sight line that should remain clear of visual obstruction. The area of the triangle represents the clear sight area which must remain largely unobstructed to achieve the traffic visibility and safety objectives.

#### Clear Sight Area Parameters

The designation of an intersection's clear sight area is determined using a number of parameters relating to the ability of a motorist to stop a vehicle and avoid a potential conflict. Such parameters include the vehicular travel speed, the roadway geometry, the roadway gradients, the roadway surface conditions, and the type of traffic control measure in place. Such parameters should be considered on a case by case basis when evaluating and specifying clear sight lines for an intersection.

Travel Speed - Travel speed is the most critical parameter in determining the dimensions of a clear sight area, since the distance that a vehicle needs to stop to avoid a collision, is largely governed by vehicle speed. Within the Village of La Grange travel speed is uniformly regulated by ordinance to 25mph along local streets unless otherwise posted. The posted maximum travel speed along the arterial corridors crossing the Village is typically 30mph, except for La Grange Road where 20mph is posted through the business district, 25mph is posted through the historic district, and 35mph is posted south of 47th Street. Overall, however the relatively low and uniform travel speeds minimize the distance required to stop and minimizes the dimensions of the required sight area.

Road Geometry - Within the Village of La Grange nearly all roadways intersect at right angles, which minimizes the affects on visibility related to geometry. Roadways that intersect at acute angles present greater visibility challenges as the driver must more radically adjust viewing angle to be able to see approaching traffic. Within the Village the roadways aligned with the railroad corridors, Ogden Avenue, or certain other roadways create angular relationships. However, along those corridors where the roadway intersection are not perpendicular, the angular perspective is generally within 15 degrees of normal, and

4-D.4

thereby offers minimal impact on sight area dimensions. The uniform intersection geometry minimizes the significance of this parameter on sight area dimensions within the Village.

- Road Gradients - The roadway approach gradients at most intersections within the Village are fairly level, typically less than 4 percent. This minimizes the affects on traffic stopping distance and thereby minimizes the sight area dimension requirements. However in those locations where more adverse gradients exist, considerations will need to be made on a case by case basis to account for the gradient affects.
- Travel Conditions - During periods of inclement weather, pavement surfaces provide less skid resistance and affect the vehicle stopping distance. While this parameter can be critical to stopping distance, it is usually considered on a case by case basis for intersections encumbered by gradient or geometric issues.
- Traffic Control - The traffic control measures can affect the function and dimension of the intersection clear sight areas, as the speed relationship between stopped and moving vehicles is considered. Vehicles stopped at an intersection are typically visible to all intersection quadrants, and have a similar advantage in seeing the moving traffic. The presence of traffic control measures therefore minimizes the dimensions of the required sight area triangle, and for the four-way stop controlled intersection it generally reduces the required sight area to the dimensional limits of the intersection area.

#### Published Guidelines

While there are no formal regulations for specifying the dimensions for clear sight areas, guidance is available through official publications issued by organizations such as the American Association of State Highway and Transportation Officials (AASHTO), which are usually adopted by IDOT for planning reference in the State of Illinois. Specifically the publication entitled *Policy on Geometric Design of Highways and Streets* provides technical reference that can serve as a general guide in setting local policy.

As noted in the AASHTO publication, designating and maintaining clear sight areas for traffic visibility in the approach to an intersection, is considered to be most critical for uncontrolled or yield controlled approach lanes, where traffic must be able to identify the

potential for conflict, and be able to slow or stop before a collision occurs. Clear sight area designations for the approach to intersections that operate under four-way stop sign or traffic signal control are generally less critical. This is due to the fact that the regulation provided by the stop sign or traffic signal is the determining factor for whether a vehicle slows and stops to avoid conflict.

However, since the vast majority of the intersections in the Village operate under partial stop sign control, in either two-way or one-way configuration, traffic visibility and clear sight area remains critical to safe movements through the intersection. In this regard, once a vehicle is stopped at a stop sign, the driver must be able to see and determine whether there is a potential for conflict before proceeding into the intersection. Similarly the approaching traffic must be able to see whether a vehicle is moving into the intersection from the stop position. The geometric relationship created by the stopped vehicle and the approaching vehicle defines the sight distance triangles applicable to the intersection.

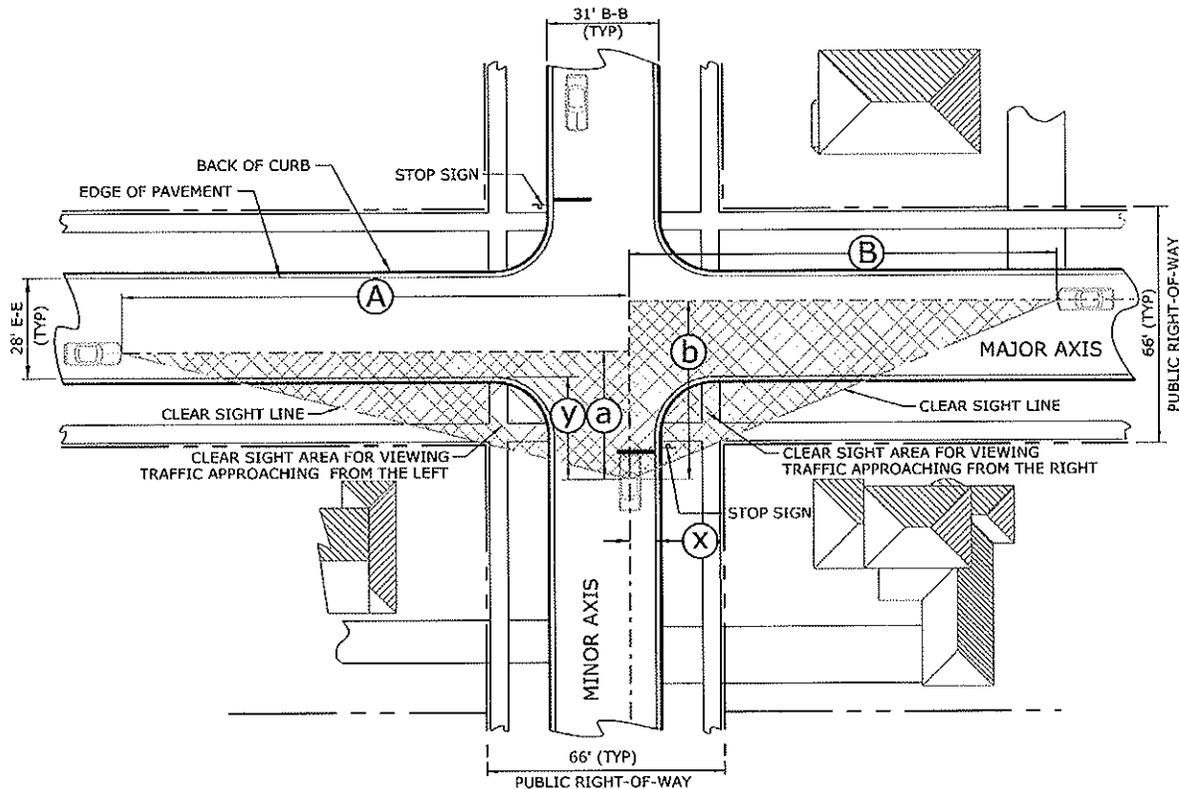


Figure 2 - Clear Sight Areas for Two-Lane Road Intersections with Two-Way Stop Sign Control

4-D.6

Depicted by the cross-hatch pattern in **Figure 2**, are generalized sight area triangles relating to the left and right viewing perspectives that govern the specification of clear sight areas. In order to provide visual reference, the figure has been prepared as an overlay of a typical residential street intersection found in the Village of La Grange, where the roadway pavement width measures about 28 feet from edge to edge, and traffic is controlled by a two-way stop sign configuration. Stop sign control typically creates a travel priority for the major axis roadway that is configured without stop control, and minor axis roadway where stop control is specified. In the figure, dimension (A) is the sight distance along the major axis roadway for traffic movements approaching from the left, while dimension (B) is the sight distance along the major axis for right approach movements. Dimension (a) represents the corresponding distance along the minor axis that is used to define the clear sight line for the left side, while dimension (b) is the distance along the minor axis associated with the right side sight line. Dimensions (x) and (y) represent the edge of travel lane offset distances defining the position of the observing motorist at the key vertex of the sight area triangle.

In practice the value for the minor axis dimension (y) often varies due to driver behavior. While a motorist should be expected to stop at a stop sign before proceeding, it is widely understood that drivers often move closer to the edge of pavement before proceeding into the intersection. This repositioning improves visibility and changes the perspective angle, and reduces the effective area of the clear sight triangle. Studies of motorist behavior have found that drivers often position their vehicles to within 7 feet of the edge of pavement. Considering that the vantage point of the driver is usually about 8 feet behind the front of a vehicle, the distance from the edge of pavement tends to approximate 15 feet. In general terms, the minimum distance from the edge of pavement that is recommended by AASHTO for defining the minor axis dimension is 18 feet. For the left approach traffic the minor axis dimension should be the sum of the edge of pavement offset and half the travel lane width. For the right approach traffic the minor axis dimension should reflect the sum of the edge of pavement offset and one and one-half times the travel lane width. This implies that for a typical 28 foot wide two-lane residential street, the minor axis dimension should be 25 feet for a left-side and 39 feet for right-side visibility.

It should be noted that there is a vertical component to the clear sight area not reflected in a two dimensional diagram. Since the area of visibility is assumed to extend vertically relative to the driver eye position, the clear sight area guidelines must also reference this parameter. Based upon institute references the driver eye position or viewing plane should be measured at a point that is 3.5 feet above the pavement surface for passenger cars. For larger truck type vehicles, the driver viewing plan is 7.6 feet above the pavement.

4-0.7

When evaluating clear sight areas objects that significantly obstruct the viewing plane within the sight area triangle should be removed. Shrubbery and other dense planting materials that potentially obstruct the viewing plane should not be permitted in the clear sight area. Trees and sign posts, which usually have relatively narrow profiles are usually permitted. However, low hanging branches should also be trimmed above the truck vehicle viewing plane. Sign panel areas should typically be installed above the viewing plane and minimized in width. In accordance with standards roadway traffic signs are typically installed with a ground clearance of 7 feet. Branch trimming should provide 8 feet of clearance at the sidewalk and 14 feet of clearance over the roadway pavement. Such practices ensure clear zones of visibility within the clear area.

In contrast to the minor axis, defining a sight distance along the major axis requires consideration of interrelated variables of travel speed, stopping distance, and traffic gap time. Studies conducted by transportation safety institutes have defined typical stopping distances for various vehicles and travel speeds to evaluate and set safety guidelines. The stopping distance parameter represents length of a roadway required by a motorist to react and stop a vehicle before reaching and impacting a stationary object, and essentially defines the minimum length dimension for sight distance along the major axis. However in order to compensate for the affects of competing traffic movements, the determination of sight distance must also account for the duration (and length) of a traffic gap that permits a vehicle to safely merge with or cross the major axis traffic lane from a stopped position. Traffic studies have found that a passenger car will typically require a gap time of about 7.5 seconds to successfully complete a left hand turn into a two lane roadway from a stopped position. The gap time for right-turn movements is slightly less, approximating 6.5 seconds due to a difference in travel distance. The travel time required to cross the intersection tends to be equal to the right-turn time, so this time is applied for this case.

In all cases, due to the gap time factor, the sight distance for a turning movement is greater than the stopping distance. In this regard, using the noted typical time intervals as constants, the sight distance is considered to be equal the distance traveled by a vehicle traveling along the major axis over the 7.5 second or 6.5 second gap and merge time. Given this time relationship the distance is in essence determined as a function of the travel speed along the major axis roadway.

For the range of travel speeds, that might be expected to occur within the Village, the following **Table 2** has been prepared to display the computed minor axis and major axis clear sight distances using the methodology prescribed by AASHTO. As shown in the table, for a typical local street with a 25mph travel speed, the stopping distance for a

4-0.8

vehicle is 155 feet under normal roadway gradient and surface conditions. At an intersection where merge time must also be considered, the corresponding sight distance will approximate 280 feet for a left-turn movement, and 240 feet for a right-turn or thru traffic movement.

Average Travel Speed (mph)	Stopping Sight Distance (ft)	Minor Axis Reference Observer Position (ft)					Clear Sight Distance (ft)		
		x	y	z	a	b	Left Turn Movement	Right Turn Movement	Thru Movement
							A	B	C
20	115	7	18	3.5	25	39	225	195	195
25	155	7	18	3.5	25	39	280	240	240
30	200	7	18	3.5	25	39	335	290	290
35	250	7	18	3.5	25	39	390	335	335

Referring to **Figure 2**, the left-turn clear sight distance measured along the major axis which is labeled as dimension (A), corresponds to table column A. Similarly for the right-turn condition, table column B corresponds to the figure dimension (B). The dimension for the minor axis is a fixed value based on the position of the vehicle relative to the centerline of the major axis travel lane. The dimension values in table column C, which are associated with thru-traffic movements, are generally understood to be equivalent to the right-turn dimension, and is not specifically diagramed in the figure. While the table dimensions generally correspond to the labeled dimensions in the Figure, it should be noted that the figure is not scaled, and is only intended to aid conceptual understanding of the sight area configurations.

Recommended Guidelines

In applying the AASHTO recommendations to the typical two lane roadway intersections within the residential areas of the Village, we note that the clear sight distances appear unnecessarily large and inappropriate. The traffic typically traveling along residential streets is of such low volume that the time interval required for merging into the major axis roadway becomes irrelevant. For such low volume circumstances, the stopping sight distance parameter is the more appropriate dimension for defining the clear sight distance and area. Given this situation low volume local roadway intersections should employ the dimensions shown in the following **Table 3** relative to the adjoining **Figure 3**.

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TABLE 3 - Clear Sight Distance Dimensions For 2-Lane Local Road Intersection Movements									
Average Travel Speed (mph)	Stopping Sight Distance (ft)	Minor Axis Reference Observer Position (ft)					Clear Sight Distance (ft)		
		x	y	z	a	b	Left Turn Movement	Right Turn Movement	Thru Movement
							A	B	C
20	115	7	18	3.5	25	39	115	115	115
25	155	7	18	3.5	25	39	155	155	155
30	200	7	18	3.5	25	39	200	200	200
35	250	7	18	3.5	25	39	250	250	250

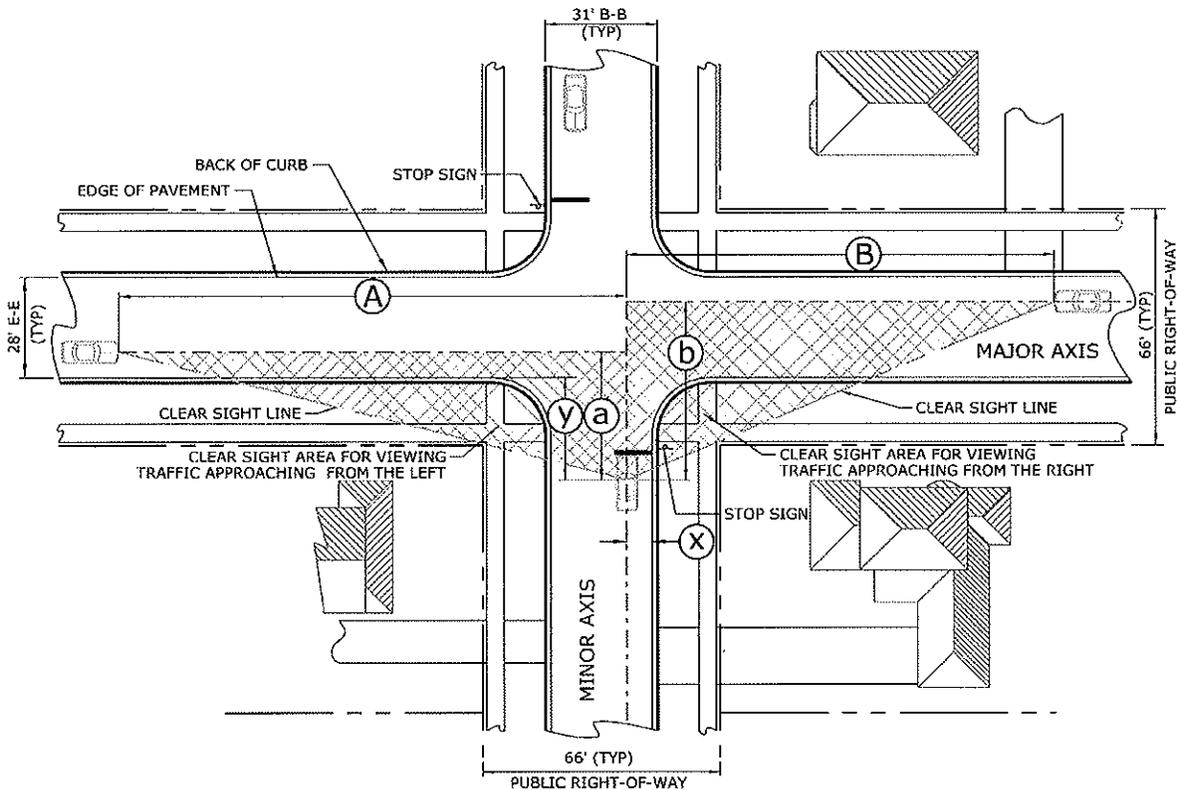


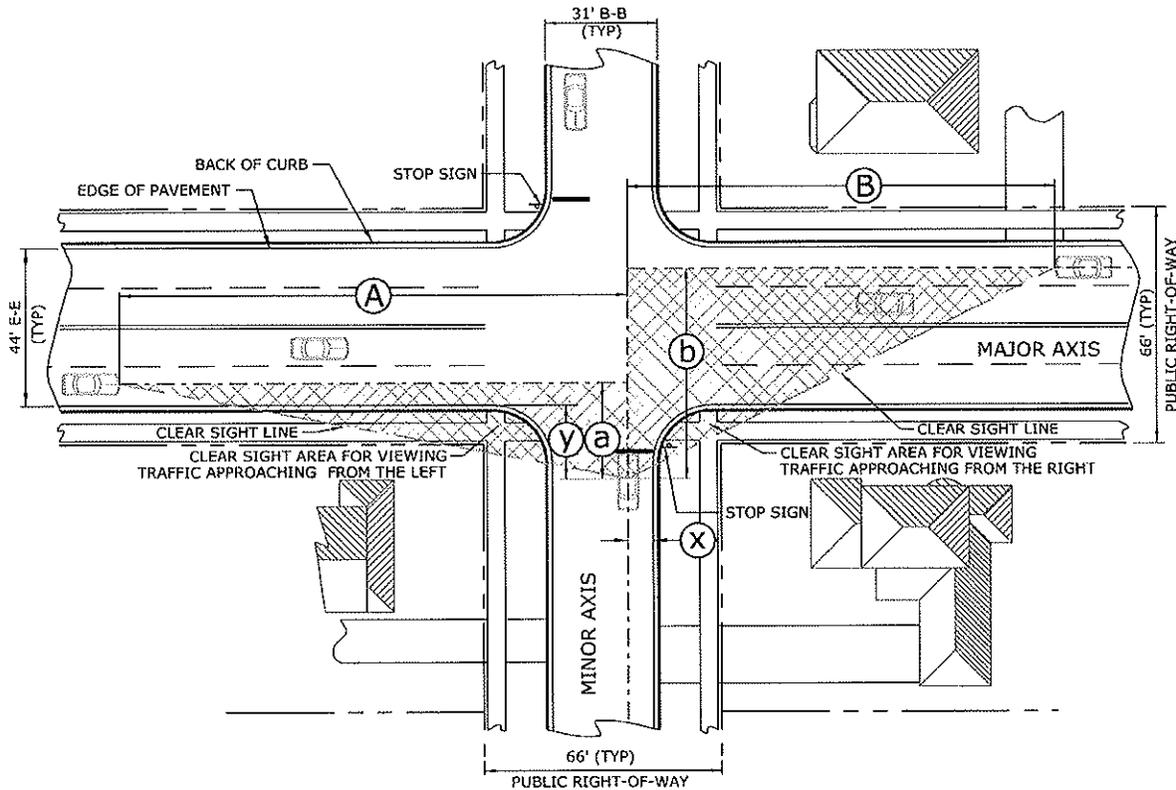
Figure 3 - Clear Sight Areas for Local Two-Lane Road Intersections with Two-Way Stop Sign Control

However, where local two-lane roadways intersect four-lane arterial roadways, such as along Ogden Avenue, La Grange Road, and 47th Street, traffic volumes for the major axis

4-0-10

roadways are much greater, and the clear sight distance should incorporate the merge time factor recommended by AASHTO, shown in the following **Table 4** and **Figure 4**.

TABLE 4 - Clear Sight Distance Dimensions For Local 2-lane to Arterial 4-lane Intersection Movements									
Average Travel Speed (mph)	Stopping Sight Distance (ft)	Minor Axis Reference Observer Position (ft)					Clear Sight Distance (ft)		
		x	y	z	a	b	Left Turn Movement	Right Turn Movement	Thru Movement
							A	B	C
20	115	7	18	3.5	23	56	225	195	195
25	155	7	18	3.5	23	56	280	240	240
30	200	7	18	3.5	23	56	335	290	290
35	250	7	18	3.5	23	56	390	335	335



**Figure 4** - Clear Sight Areas for Two / Four Lane Road Intersections with Two-Way Stop Sign Control

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The posted travel speed for the four-lane arterial roadway forming the major axis of the intersection shown by example in the preceding **Figure 4**, should be used to define the sight distance dimensions. By local ordinance the speed for arterial roadways crossing the Village is 30mph unless otherwise posted. This speed is also the minimum speed defined by State statute for public roadways. The sight distance dimensions recommended for this travel speed have been highlighted in **Table 4**.

### Conclusions

In concluding this report, it is noted that the 1996 ordinance was drafted to present a simplified guideline in order to minimize complexity and judgement choices in its enforcement. The form of the ordinance generally reflected the perspective that was common at that time. However through its tendency toward oversimplification, the sight line guidelines have been found to impose a condition that does not fairly account for urban land use characteristics, traffic control measures, road configurations, and motorist behavior. As a result the 1996 ordinance inadvertently creates a circumstance where the specified clear sight lines cross the space of private property and conflict with established land uses. This situation is regarded as unnecessary and inappropriate in most locations, since in practice the vehicular clear sight lines are not being compromised.

The use of a single fixed clear sight area specification is not appropriate for all locations, given the variability of intersection conditions and the traffic volume characteristics of the intersecting roadways. In particular, it is noted that those intersections involving roadways with high traffic volumes and degrees of congestion should involve the consideration of accessible gaps in traffic that the low volume and more residential intersections do not require. As a result the policy enforced by Village ordinance, should provide specific guidance for the two primary intersection conditions that are typical of the local roadway system, and also employ the practical application of the AASHTO guidelines in keeping with local practice and good judgement.

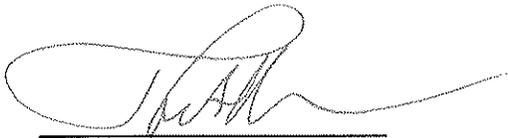
Given the various parameters summarized in this report, sight distance dimensions specified by ordinance should be adopted to reflect the values shown in **Table 3** and in **Table 4**. In their general application, the values shown in the tables should be able to be utilized without special interpretation at most intersections across the Village. From the defined observer vantage point, the sight lines should then be able to be extended through the space of the public right-of-way and be relatively unobstructed by the landscaping associated with private property. If special circumstance is identified that creates an exception, then the judgement of Village professional staff should be employed.

Analysis and Recommendation - Intersection Clear Sight Area  
Update of Chapter 155 of the Municipal Code  
September 11, 2009  
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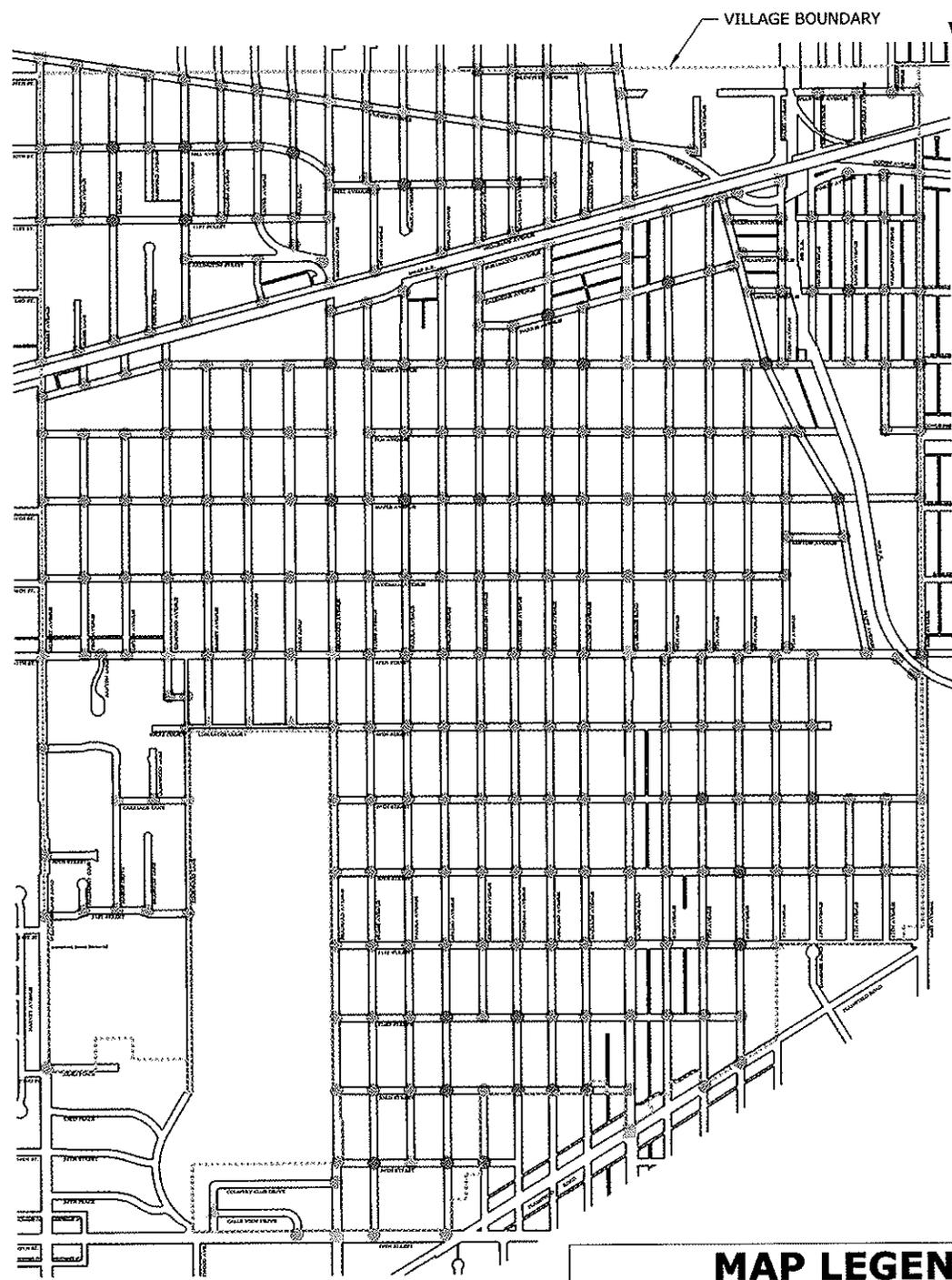
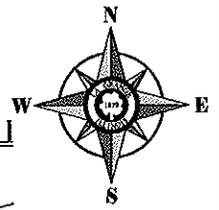
We hope that this report and attached draft of the amending ordinance satisfies the planning requirements for this matter and aids in the update of the municipal code. Should there be any questions, please feel free to call.

Very truly yours,

HEUER AND ASSOCIATES

A handwritten signature in black ink, appearing to read 'T. Heuer', written over a horizontal line.

Thomas A. Heuer, P.E.  
Principal Engineer



MAP LEGEND		
SYMBOL	DESCRIPTION	TOTAL
●	ONE WAY STOP CONTROLLED INTERSECTION	118
●	TWO WAY STOP CONTROLLED INTERSECTION	158
●	THREE WAY STOP CONTROLLED INTERSECTION	11
●	FOUR WAY STOP CONTROLLED INTERSECTION	36
■	TRAFFIC SIGNAL CONTROLLED INTERSECTION	17
▲	UNCONTROLLED INTERSECTION	6

**HEUER AND ASSOCIATES**  
 Consulting Engineers  
 2315 Enterprise Drive • Suite 102 Westchester, IL 60154-5811 708-462-1000

**VILLAGE OF LA GRANGE  
 CONTROLLED INTERSECTION MAP**

SCALE:	Not to Scale	SHEET 1 OF 1
DRAWN BY:	H&A	
CHECKED BY:	H&A	
PROJECT NO.:	2009.071	
DATE:	8/31/2009	

4-0.14

VILLAGE OF LA GRANGE

ORDINANCE NO. \_\_\_\_\_

AN ORDINANCE AMENDING CHAPTER 155  
OF THE LA GRANGE CODE OF ORDINANCES  
REGARDING INTERSECTION SIGHT LINES

WHEREAS, the President and Board of Trustees of the Village of La Grange have determined that it is necessary and in the best interests of the Village and its residents to amend Chapter 155 of the La Grange Code of Ordinances regarding intersection sight distance, to improve the ability of motorists approaching or waiting at intersections to avoid conflict with other motorists, cyclists, or pedestrians approaching or entering the intersection;

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

Section 1. Recital. The foregoing recital is incorporated herein as a finding of the President and Board of Trustees.

Section 2. Amendment of Code of Ordinances Chapter 155. Chapter 155, titled "Clear Sight Area," of the La Grange Code of Ordinances is hereby amended in its entirety so that Chapter 155 will hereafter be and read as follows:

**Chapter 155**

**INTERSECTION SIGHT LINES**

**§ 155.001 DEFINITIONS**

For the purpose of this Chapter, the following definitions will apply unless the context clearly indicates or requires a different meaning.

**CLEAR SIGHT AREA.** A triangular shaped region that formed by street intersections, or street and driveway intersections, or street and alleyway intersections and that is defined by the clear sight line established between two points set relative to the intersection, in accordance with this Chapter and in accordance with the guidelines recommended by the American Association of State Highway and Transportation Officials (AASHTO) in the AASHTO 2004 *Policy on Geometric Design of Highways and Streets*.

**CLEAR SIGHT LINE.** The line established between two points that are defined along intersecting travel lanes, in positions specified by the clear sight distance parameter. The line

41-0.15

forms the hypotenuse of the triangular shaped region known as the clear sight area, and the line represents the furthest distance of unobstructed view defined for the intersection quadrant.

**CLEAR SIGHT DISTANCE.** The dimension measured along the axis of each intersecting travel lane from the point of intersection, along which a motorist may expect to have an unobstructed view of the intersection and the approaching lanes of traffic. Clear sight distances vary based on travel lane speed, travel lane geometry, and the travel lane priority established by the traffic control device utilized at an intersection.

**INTERSECTION SIGHT DISTANCE DIAGRAM.** A graphical representation of an intersection used to generally define the location of the key dimensions used in establishing the clear sight distances, clear sight areas, and clear sight lines associated with that intersection. In the diagram, Dimension (A) is the sight distance along the major axis roadway for traffic movements approaching from the left and Dimension (B) is the sight distance along the major axis for right approach movements. Dimension (a) represents the corresponding distance along the minor axis that is used to define the clear sight line for the left side and Dimension (b) is the distance along the minor axis associated with the right side sight line. Dimensions (x) and (y) represent the edge of travel lane offset distances defining the position of the observing motorist at the key vertex of the sight area triangle. The elevation of the vertex is Dimension (z) measured above the height above the roadway pavement.

**TRAFFIC CONTROL DEVICE.** Pavement markings, signs, and signal systems employed to regulate, warn, and guide traffic through an intersection in accordance with local codes and ordinances, State law, and the standards prescribed in the *Manual on Uniform Traffic Control Devices* and other technical guidance prepared or adopted by the Illinois Department of Transportation (IDOT).

**STOPPING SIGHT DISTANCE.** The length of a travel lane required by a motorist to react and stop a vehicle before reaching a stationary object. The stopping sight distance generally represents the minimum distance required for a motorist to anticipate and avoid collisions while in the approach to an intersection.

**POSITION OF OBSERVATION.** The point defined at the vertex of the clear sight area triangle where the driver of a vehicle can fully view and evaluate the clear sight area to the limits of the clear sight line, as defined by the clear sight distance. The position of observation is 3.5 feet above the elevation of the pavement, measured perpendicularly to the line of the nearest edge of pavement for the major axis roadway and the minor axis roadway.

**MAJOR AXIS.** The roadway segment that does not operate under stop control and functions as a collector route or an arterial route within the roadway system. Such roadways are typically assigned higher priority in the traffic movement hierarchy that occurs at an intersection.

**MINOR AXIS.** The roadway segment that operates under stop control and functions as a local route within the municipal roadway system.

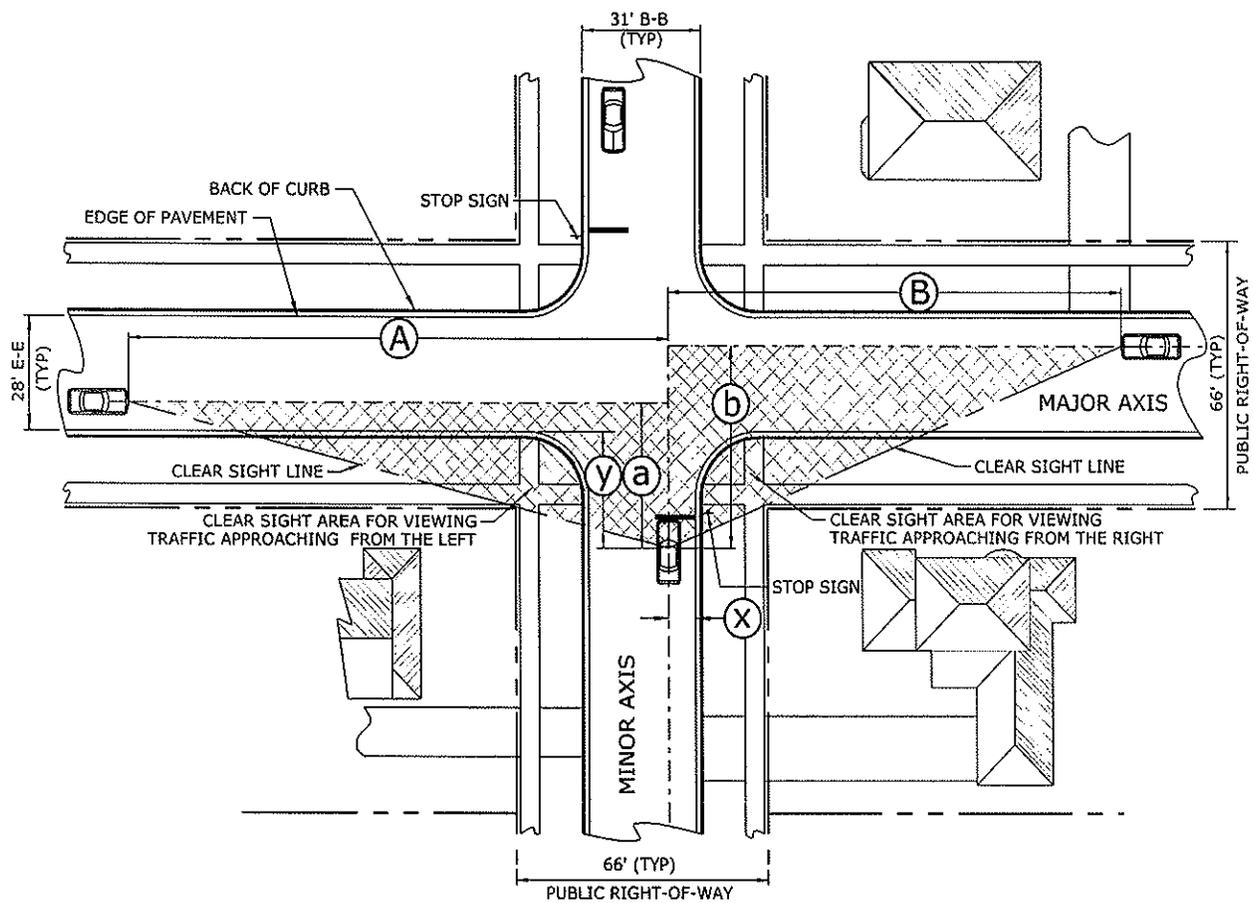
## § 155.002 INTERSECTIONS OF TWO-LANE LOCAL ROADWAYS

Intersections of two-lane local roadways operating under partial stop sign control are typically configured with signs on only two legs of the intersection. Such configurations create a minor and a major axis for the intersection based upon travel volumes and the functional

4-D-16

classification of the roadways. Clear sight distances for intersections of two-lane local roadways operating under partial stop sign control must satisfy the requirements of Table 1 relative to the speed limit of the major axis roadway. The requirements of Table 1 are depicted in Figure 1.

TABLE 1 - CLEAR SIGHT DISTANCE DIMENSIONS For 2-Lane Local Roadway Intersections							
Major Axis Speed Limit (mph)	Minor Axis Reference Dimensions (ft)					Clear Sight Distances (ft)	
	x	y	z	a	b	Left	Right
						A	B
20	7	18	3.5	25	39	115	115
25	7	18	3.5	25	39	155	155
30	7	18	3.5	25	39	200	200
35	7	18	3.5	25	39	250	250



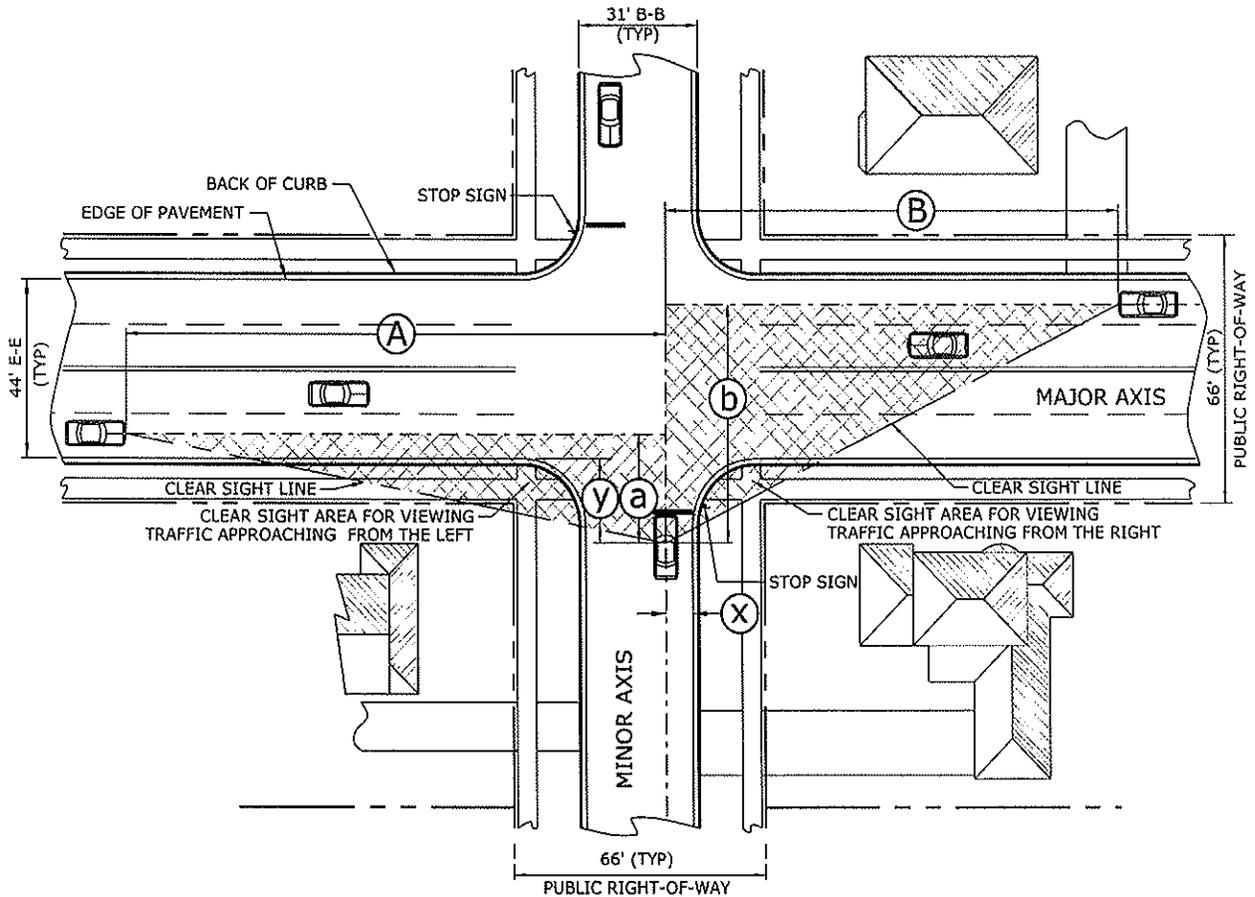
**Figure 1 - Intersection Sight Distance Diagram**  
for the intersection of two-lane local roadways under partial stop sign control

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**§ 155.003 INTERSECTIONS OF TWO-LANE LOCAL AND FOUR-LANE ARTERIAL ROADWAYS**

Intersections of two-lane local and four-lane arterial roadways are typically configured with stop signs only on the two-lane segments of the intersection. Such configurations reflect the differences in travel volumes and the functional classification of each roadway, and create a minor and a major axis for the intersection. Clear sight distances for intersections of two-lane local and four-lane arterial roadways must satisfy the requirements of Table 2 relative to the speed limit of the major axis roadway. The requirements of Table 2 are depicted in Figure 2.

TABLE 2 - CLEAR SIGHT DISTANCE DIMENSIONS For 2-Lane and 4-Lane Roadway Intersections							
Major Axis Speed Limit (mph)	Minor Axis Reference Dimensions (ft)					Clear Sight Distances (ft)	
						Left	Right
	x	y	z	a	b	A	B
20	7	18	3.5	23	56	225	195
25	7	18	3.5	23	56	280	240
30	7	18	3.5	23	56	335	290
35	7	18	3.5	23	56	390	335



**Figure 2 - Intersection Sight Distance Diagram**  
for the intersection of two-lane local and four-lane arterial roadways under partial stop sign control

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**§ 155.004 VISIBILITY ACROSS CLEAR SIGHT AREA**

No structure, except existing buildings, and no shrubs, bushes, or plantings may be maintained in any clear sight area in any manner that obstructs visibility across the clear sight area or in violation of the provisions of this Chapter.

**§ 155.005 MAXIMUM HEIGHT OF SHRUBS, OTHER VEGETATION, FENCES, AND OTHER STRUCTURES**

Subject to the limitations of Section 155.004 above, shrubs, bushes, and plantings within the clear sight area must be limited to a maximum height of 2½ feet above the ground elevation. Similarly, fences and other structures (excluding existing buildings) within the clear sight area, also must be limited to a maximum height of 2½ feet. Measurements of height must be made from the lowest grade around the object to the highest point of the object.

**§ 155.006 TREES AND OVERHANGING BRANCHES**

(a) Trees. Trees are exempt from the standards of this Chapter except as provided in Subsection (b) below and except if the Village Manager finds that a particular tree creates a hazardous sight condition in any clear sight area, in which case the Village Manager may order the tree, or part thereof, removed.

(b) Overhanging Branches of Trees and Bushes. Branches of trees and bushes that overhang in any clear sight area shall be trimmed to a height of not lower than 12 feet from the ground, or higher if necessary, to comply with Section 155.004.

**§ 155.007 DIRECTOR OF PUBLIC WORKS TO SUPERVISE, INSPECT, AND ENFORCE**

The Director of Public Works exercises supervision over, causes inspections to be made, and makes determinations regarding appropriate dimensions of all clear sight areas in accordance with generally accepted guidelines published by the American Association of State Highway and Transportation Officials (AASHTO) and local policy. When the Director determines that any tree, shrub, bush, planting, fence, or other structure is in violation of this Chapter, then the Director shall cause a notice to be issued in writing to the owner of the property upon which the violation exists, informing that owner of the violation and directing that owner to make alterations or repairs as are necessary to place the clear sight area in a safe and secure condition and to make the clear sight area comply with the requirements of this Chapter, within such reasonable time as may be stated in the notice.

**§ 155.008 PENALTY**

Whoever violates any provision of this Chapter is guilty of maintaining a nuisance and, on conviction of the violation, will be fined not less than \$50.00 nor more than \$500 for each offense. Each day that such violation continues, constitutes a separate offense.

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**§ 155.009      APPLICABILITY IF CONFLICT**

In the case of any conflict between any provision of this Chapter and any other Village code, ordinance, or regulation, the provision of this Chapter will apply and control.

Section 3.      This Ordinance Controls. To the extent that the provisions of this Ordinance conflict with, or are inconsistent with, the provisions of any other Village code, ordinance, or regulation, the provisions of this Ordinance will apply and control.

Section 4.      Effective Date. This Ordinance will be in full force and effect from and after its passage, approval, and publication in pamphlet form in the manner provided by law.

PASSED this \_\_\_\_ day of \_\_\_\_\_ 2009.

AYES:

NAYS:

ABSENT:

ABSTAIN:

APPROVED THIS \_\_\_\_ day of \_\_\_\_\_ 2009.

\_\_\_\_\_  
Elizabeth Asperger, Village President

ATTEST:

\_\_\_\_\_  
Robert Milne, Village Clerk

4-0-20

VILLAGE OF LA GRANGE  
Police Department

**BOARD REPORT**

TO: Village President, Village Clerk,  
Board of Trustees and Village Attorney

FROM: Robert J. Pilipiszyn, Village Manager  
Andrianna Peterson, Assistant Village Manager and  
Michael A. Holub, Chief of Police

DATE: October 26, 2009

RE: **ORDINANCE – CHANGE IN PARKING RESTRICTIONS/  
BURLINGTON AVENUE BETWEEN WAIOLA AVENUE AND  
ASHLAND AVENUE**

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The recent completion of the Central Business District Street Resurfacing Project has resulted in the creation of ten (10) additional parking spaces on the north side of Burlington Avenue east of Kensington Avenue. The additional spaces are a result of a changes to the parking configuration from parallel spaces to diagonal spaces. To date, these spaces have been designated as two (2) hour parking with the exception of the two (2) spaces closest to the Police Department which are designated as thirty (30) minute spaces.

Over the past year, the Community Economic Development Commission (CEDC) facilitated two meetings with building owners and business owners in the West End Business District in order to hear parking concerns and challenges impacting their businesses. Of specific concern to business owners was the lack of employee parking and a need for more convenient, short-term shopper parking. As a result, the CEDC echoed many of the business concerns in a series of recommendations to improve parking options in the West End Business District.

Guided by the recommendations, staff has evaluated ways that the new spaces could be designated. In order to facilitate additional employee and shopper parking in the West End, staff proposes to shift existing metered commuter parking east on Burlington Avenue between Kensington Avenue and Ashland Avenue, thereby freeing up non-commuter spaces on Burlington Avenue near Waiola Avenue.

To summarize, the recommendations include:

- On the north side of Burlington Avenue, east of Kensington, six stalls would be designated as metered parking with a 12 hour maximum to facilitate commuter parking. Seven stalls would be designated as two hour parking for customers and 2 stalls would remain as 30 minute parking.
- On the north side of Burlington Avenue just west of Ashland, all twelve of the spaces would be designated as 12 hour metered parking to facilitate commuters.

4-E

Ordinance – Change in Parking Restrictions /  
Burlington Avenue Between Waiola Avenue and Ashland Avenue  
Board Report – October 26, 2009 – Page 2

- On the north side of Burlington Avenue across from Waiola Avenue (just east of the pedestrian walkway), six spaces would be changed from metered stalls to two hour parking in order to better accommodate customers visiting nearby businesses.
  
- On the west side of Waiola Avenue, just south of Burlington Avenue, six existing parking stalls that are currently two hour parking would be re-designated as West End employee decal parking (WBD Employee Decal).

Village Board action in the form of an ordinance is required for the re-appointment of all of the proposed changes except for the metered spaces. As the Village Code does not currently provide guidance regarding authority to make amendments to current metered parking spaces, it is recommended that the Village Manager be authorized to make changes to metered parking as necessary and appropriate in the future.

We recommend that the ordinance be approved.

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4-E.1

VILLAGE OF LA GRANGE

ORDINANCE NO. \_\_\_\_\_

AN ORDINANCE AMENDING VARIOUS SCHEDULES OF CHAPTER 78 OF THE LA GRANGE CODE OF ORDINANCES REGARDING CERTAIN PARKING REGULATIONS

WHEREAS, the President and Board of Trustees of the Village of La Grange have determined that it is appropriate and useful to amend the traffic and parking regulations in the manner provided in this Ordinance;

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

Section 1. Recital. The foregoing recital is incorporated into this Ordinance as a finding of the President and Board of Trustees.

Section 2. Repeal of Two Schedule I, Section (B.1) Entries. Section (B.1) of Schedule I of Chapter 78, titled "Parking Shall Be Prohibited During Certain Hours On The Following Streets," of the La Grange Code of Ordinances is hereby amended to repeal the following two entries:

<i>Street</i>	<i>Side</i>	<i>Time</i>	<i>Location</i>
Burlington	North	6:00 a.m. to 9:00 a.m.	From 200 feet west of Kensington to Stone
		*                    *	*

<i>Street</i>	<i>Side</i>	<i>Time</i>	<i>Location</i>
Burlington	North	6:00 a.m. to 8:30 a.m.	From 78 feet west of Spring to 278 feet west of Spring.

Section 3. Repeal of Two Schedule II, Section (D) Entries. Section (D) of Schedule II, of Chapter 78, titled "Parking On The Following Streets Shall Be Limited To Two Hours During Certain Times," of the La Grange Code of Ordinances is hereby amended to repeal the following two entries:

<i>Street</i>	<i>Side</i>	<i>Time</i>	<i>Location</i>
Burlington	North	9:00 a.m. to 5:00 p.m., Monday through Saturday	From Kensington to 200 feet east of Kensington
		*                    *	*

4-E.2

<i>Street</i>	<i>Side</i>	<i>Time</i>	<i>Location</i>
Waiola	West	8:00 a.m. to 6:00 p.m.	From Elm to Burlington

Section 4. Addition of Two Schedule I, Section (B.1) Entries. Section (B.1) of Schedule I of Chapter 78, titled "Parking Shall Be Prohibited During Certain Hours On The Following Streets," of the La Grange Code of Ordinances it is hereby amended to add the following two entries:

<i>Street</i>	<i>Side</i>	<i>Time</i>	<i>Location</i>
Burlington	North	6:00 a.m. to 8:30 a.m.	From Waiola to 195 feet east of Stone.
		*                    *	*

<i>Street</i>	<i>Side</i>	<i>Time</i>	<i>Location</i>
Burlington	North	6:00 a.m. to 9:00 a.m.	From 195 feet east of Stone to Stone

Section 5. Addition of Two Schedule II, Section (D) Entries. Section (D) of Schedule II of Chapter 78, titled "Parking On The Following Streets Shall Be Limited To Two Hours During Certain Times," of the La Grange Code of Ordinances is hereby amended to add the following three entries:

<i>Street</i>	<i>Side</i>	<i>Time</i>	<i>Location</i>
Burlington	North	9:00 a.m. to 6:00 p.m.	From 278 west of Spring to Waiola
		*                    *	*

<i>Street</i>	<i>Side</i>	<i>Time</i>	<i>Location</i>
Waiola	West	8:00 a.m. to 6:00 p.m.	From 108 feet south of Burlington to Elm
		*                    *	*

<i>Street</i>	<i>Side</i>	<i>Time</i>	<i>Location</i>
Burlington	North	9:00 a.m. to 5:00 p.m.	From 98 feet east of Kensington to 190 feet east of Kensington

Section 6. Addition of One Schedule II, Section (F) Entry. Section (F) of Schedule II of Chapter 78, titled "Parking On The Following Streets Shall Be Limited To 30 Minutes During Certain Times," of the La Grange Code of Ordinances is hereby amended to add the following entry:

<b><i>Street</i></b>	<b><i>Side</i></b>	<b><i>Location</i></b>
Burlington	North	From 190 feet east of Kensington to 216 feet east of Kensington

Section 7. Addition of One Schedule I, Section (B.2.g) Entry. Section (B.2.g) of Schedule I, of Chapter 78, titled "Parking In The Following Area Shall Be Prohibited According To The Signs Posted," of the La Grange Code of Ordinances is hereby amended to add the following entry:

<b><i>Street</i></b>	<b><i>Side</i></b>	<b><i>Designated Sign</i></b>	<b><i>Location</i></b>
Waiola	West	WBD Decal Required 6:00 a.m. to 6:00 p.m.	Burlington to 108 feet south of Burlington

Section 8. Village Manager Authority to Designate Future Metered Spaces. The Village Manager is hereby authorized to designate, relocate, and otherwise adjust the location of metered parking spaces from time to time as the Village Manager determines to be necessary and appropriate.

Section 9. Effective Date. This Ordinance will be in full force and effect from and after its passage, approval, and publication in pamphlet form in the manner provided by law.

PASSED this \_\_\_\_ day of \_\_\_\_\_ 2009.

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

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

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

APPROVED this \_\_\_\_ day of \_\_\_\_\_ 2009.

\_\_\_\_\_  
Elizabeth M. Asperger, Village President

ATTEST:

\_\_\_\_\_  
Robert N. Milne, Village Clerk

4-E.4

VILLAGE OF LA GRANGE  
Police Department

**BOARD REPORT**

TO: Village President, Village Clerk,  
Board of Trustees and Village Attorney

FROM: Robert J. Pilipiszyn, Village Manager and  
Michael A. Holub, Chief of Police  
David W. Fleege, Chief of Police

DATE: October 26, 2009

RE: **PURCHASE – REPLACEMENT AND UPGRADE OF FIRE DEPARTMENT  
BASE RADIO AND RECEIVERS**

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The FY 2009/10 Emergency Telephone System Board (ETSB) budget provides for the replacement of the fire department base radio. The base radio is vital to operations of our 9-1-1 Communications Room. It is the only way for our dispatchers to efficiently dispatch fire and ambulance calls. The current base radio is a Motorola MSR2000 which is over thirty (30) years old. It is an antiquated system that can no longer be serviced with new parts. Recent repairs required replacing parts from other similar base radios that have been taken out of service. There are also no guarantees that repairs can be made in the future. Replacing this base radio with a new base radio also provides us with the ability to enhance reception at the south end of the village where our portable and mobile radio reception is lacking.

In addition to the base radio the fire department and police department is in need of adding two receivers, one for monitoring the Fire Ground Red (FGR) frequency and one for receiving the Illinois State Police Emergency Radio (ISPERN) frequency.

The FGR frequency is essential to the fire department for effectively managing fire scenes by providing a radio frequency that is only used for ground operations. More importantly it provides added safety for fire fighters who call for assistance. Currently, the 9-1-1 Communications Room does not monitor this frequency thereby causing a communication breakdown.

The ISPERN frequency is a state wide police radio frequency that alerts law enforcement agencies of emergencies ranging from major crimes to natural disasters and terrorist alerts and attacks. It is most often used (on a daily basis) to alert law enforcement agencies of major in-progress crimes and Amber Alerts. Last year our dispatch center lost the capability of monitoring ISPERN when the current receiver became inoperable and could not be fixed without major costs.

475

With these added receivers the 9-1-1 Communications Room will be able to monitor both the FGR and ISPERN frequencies providing added safety for our fire fighters and police officers and it will provide us with the earliest possible notice of an emergency.

Miner Electronics is our current and preferred vendor that we use to install and maintain our equipment in the 9-1-1 Communications Room. We continue to use Miner Electronics for repairs and maintenance as they have provided us with excellent service. We also consider them a sole source as they are the only company that can provide the fire and police departments with these specific needs in a timely manner.

Miner Electronics provided us with a proposal totaling \$23,782.42 which includes installation and a one year parts and labor warranty. The ETSB / New Equipment line item has earmarked \$10,500 for the base radio. Additional funds in the amount of \$13,282.42 for the two (2) receivers are available in ETSB Reserve Funds to cover the additional cost.

It is our recommendation that the Village Board waive the competitive bidding process and authorize staff to purchase the fire department base radio and the additional two receivers from Miner Electronics of Joliet, Illinois at a total cost of \$23,782.42. It is further understood that the current system will be removed and disposed of by Miner Electronics.

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4-F.1

## MINUTES

VILLAGE OF LA GRANGE  
BOARD OF TRUSTEES REGULAR MEETING  
Village Hall Auditorium  
53 South La Grange Road  
La Grange, IL 60525

Monday, September 28, 2009 - 7:30 p.m.

### 1. CALL TO ORDER AND ROLL CALL

The Board of Trustees of the Village of La Grange regular meeting was called to order at 7:30 p.m. by President Asperger. On roll call, as read by Village Clerk Robert Milne, the following were present:

PRESENT: Trustees Holder, Horvath, Langan, Kuchler, and Palermo

ABSENT: Trustee Livingston

OTHERS: Village Manager Robert Pilipiszyn  
Assistant Village Manager Andrianna Peterson  
Village Attorney Mark Burkland  
Finance Director Lou Cipparrone  
Community Development Director Patrick Benjamin  
Public Works Director Ryan Gillingham  
Fire Chief David Fleege  
Police Lieutenant Vic Arnold

### 2. PRESIDENT'S REPORT

#### A. Donation – Automated External Defibrillator

President Asperger introduced Rick Wright, Chief Executive Officer at Adventist La Grange Memorial Hospital and Ted Paarlberg, Regional Executive at Adventist Cardiovascular Network. President Asperger invited them to demonstrate how to use the Automated External Defibrillator. After the demonstration thanks were extended to both gentlemen as well as to Adventist La Grange Memorial Hospital for their generous donation. The Automated External Defibrillator will be placed at the La Grange Road train station.

#### B. Appointments – Design Review Commission

President Asperger noted that there are two vacancies on the Design Review Commission. President Asperger submitted the appointment of Mike Thurma to serve for a term to expire in 2012 and Carol Vizek to fill the unexpired term and serve on the Design Review Commission for a term to expire in 2011. Trustee Langan moved to approve the appointments, seconded by Trustee Holder. The motion was approved by voice vote.

President Asperger noted that with the cooperation of residents, the Police have made arrests in the recent residential burglaries. President Asperger encouraged residents to continue to report any suspicious activity.

Lastly, President Asperger reported that the Village has been selected for Honorable Mention by Arts Alliance Illinois for its 2009 Presidents' Arts Friendly Community Award.

3. PUBLIC COMMENTS REGARDING AGENDA ITEMS

4. OMNIBUS AGENDA AND VOTE

- A. Ordinance (#O-09-29) – Creating an Additional Class C-2 Liquor License, Prasino, 93 S. La Grange Road
- B. Ordinance (#O-09-30) – Design Review Permit (DRP) #76, 26 South La Grange Road, Burcor Properties / Jerry Burjan
- C. Award of Contract – 2009 Sewer Televising Program (United Septic, Inc. of Bristol, IL \$35,395.40)
- D. Award of Contract – Leaf Hauling and Disposal (Dutch Valley Landscaping of Monee, IL)
- E. Materials Purchase – Public Works Department / Residential Street Light Poles and Fixtures (Archibald & Meek \$13,872)
- F. Equipment Purchase – Finance Department / File Server and E-Mail Exchange Server (Current Technologies Corporation, Downers Grove, IL - \$24,346.57)
- G. Minutes of the Village of La Grange Board of Trustees Regular Meeting Monday, September 14, 2009
- H. Consolidated Voucher 090928 (\$659,736.01)

It was moved by Trustee Langan to approve items A, B, C, D, E, F, G and H of the Omnibus Agenda, seconded by Trustee Palermo.

4-6.1

Trustee Horvath inquired about equipment maintenance cost related to the file server and e-mail exchange server; item 4F. Finance Director Lou Cipparrone introduced representatives from Current Technologies Corporation who responded to Trustee Horvath's questions.

Trustee Holder and Trustee Palermo inquired about archive and back-up of data and Finance Director Cipparrone detailed the process.

Approved by roll call vote.

Ayes: Trustees Holder, Horvath, Kuchler, Langan, Palermo, and  
President Asperger  
Nays: None  
Absent: Trustee Livingston

## 5. CURRENT BUSINESS

### A. Presentation – FY 2008-09 Comprehensive Annual Financial Reports: Referred to Trustee Holder

Trustee Holder stated that the Comprehensive Annual Financial Report (CAFR) of the Village of La Grange for Fiscal Year May 1, 2008 to April 30, 2009 as prepared by the Finance Department has been reviewed by the auditors Sikich L.L.P. Copies of the audit report were previously sent to the Board under separate cover and are available for public inspection at the La Grange Public Library, in the Village Clerk's office, in the Finance Department as well as posted on the Village's website. Trustee Holder described a single operational deficiency regarding the Village's ratio of water billed as compared to water pumped. Trustee Holder noted that the Village has attempted to address this issue by scheduling leak studies annually rather than alternating years. Trustee Holder requested Mr. Dan Berg, a partner with Sikich L.L.P. to give a brief overview of the audit report.

Mr. Berg stated that Sikich L.L.P. has rendered an unqualified or "clean" opinion stating that Village financial statements for the year ended April 30, 2009 are prepared and presented in conformity with generally accepted accounting principles. Mr. Berg specifically noted attention to the management letter which identifies upcoming accounting pronouncements which need to be implemented in subsequent Comprehensive Annual Financial Reports. Mr. Berg expressed his availability to answer any questions about the process or the audit.

President Asperger indicated that no Village Board action is necessary and accepted the report. Staff was given a direction to submit the Comprehensive Annual Financial Report to the Government Finance Officers' Association for consideration of the Certificate of Achievement for Excellence in Financial Reporting. President Asperger noted the Village has received this prestigious

4-6.2

award for thirteen consecutive years and expressed her gratitude to Finance Director Lou Cipparrone and Assistant Finance Director Joe Munizza for their excellent financial management.

Trustee Langan commented that it is rewarding that the Village has reached the high standards of full disclosure and clearly communicate financial standards, but even more rewarding to maintain these standards for numerous years.

6. MANAGER'S REPORT

7. PUBLIC COMMENTS REGARDING MATTERS NOT ON AGENDA

None

8. EXECUTIVE SESSION

A. Closed Session – Personnel Matters

President Asperger noted that the Village Board would adjourn to closed session and not reconvene in open session.

It was moved by Trustee Langan and seconded by Trustee Holder to convene in the lower level conference room for Executive Session to discuss personnel matters.

Approved by roll call vote.

Ayes: Trustees Holder, Horvath, Kuchler, Langan, and Palermo  
Nays: None  
Absent: Trustee Livingston

9. TRUSTEE COMMENTS

10. ADJOURNMENT

At 8:05 p.m. the meeting adjourned to closed session.

\_\_\_\_\_  
Elizabeth M. Asperger, Village President

ATTEST:

\_\_\_\_\_  
Robert N. Milne, Village Clerk

\_\_\_\_\_  
Approved Date

4-6.3

**VILLAGE OF LA GRANGE**

Disbursement Approval by Fund

October 12, 2009

Consolidated Voucher 091012

<u>Fund No.</u>	<u>Fund Name</u>	<u>10/12/09 Voucher</u>	<u>10/02/09 Payroll</u>	<u>Total</u>
01	General	236,457.83	270,043.01	506,500.84
21	Motor Fuel Tax			0.00
22	Foreign Fire Insurance Tax	1,959.95		1,959.95
23	TIF			0.00
24	ETSB	2,221.65		2,221.65
40	Capital Projects	72,940.77		72,940.77
50	Water	161,214.60	36,349.44	197,564.04
51	Parking	10,604.09	24,249.73	34,853.82
60	Equipment Replacement	10,517.48		10,517.48
70	Police Pension			0.00
75	Firefighters' Pension	655.00		655.00
80	Sewer	18,388.17	10,656.96	29,045.13
90	Debt Service			0.00
91	SSA 4A Debt Service			0.00
93	SAA 269			0.00
94	SAA 270			0.00
		<u>514,959.54</u>	<u>341,299.14</u>	<u>856,258.68</u>

We the undersigned Manager and Clerk of the Village of La Grange hereby certify that, to the best of our knowledge and belief, the foregoing items are true and proper charges against the Village and hereby approve their payment.

\_\_\_\_\_  
Village Manager

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

\_\_\_\_\_  
President

\_\_\_\_\_  
Trustee

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Trustee

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Trustee

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Trustee

4-H

**VILLAGE OF LA GRANGE**

Disbursement Approval by Fund

October 26, 2009

Consolidated Voucher 091026

<u>Fund No.</u>	<u>Fund Name</u>	<u>10/26/09 Voucher</u>	<u>10/16/09 Payroll</u>	<u>Total</u>
01	General	114,623.36	275,686.82	390,310.18
21	Motor Fuel Tax			0.00
22	Foreign Fire Insurance Tax	7,820.12		7,820.12
23	TIF			0.00
24	ETSB	3,748.27		3,748.27
40	Capital Projects	3,000.00		3,000.00
50	Water	9,120.37	31,751.28	40,871.65
51	Parking	1,506.72	22,953.37	24,460.09
60	Equipment Replacement			0.00
70	Police Pension			0.00
75	Firefighters' Pension			0.00
80	Sewer	1,102.74	8,248.78	9,351.52
90	Debt Service			0.00
91	SSA 4A Debt Service			0.00
93	SAA 269			0.00
94	SAA 270			0.00
		<u>140,921.58</u>	<u>338,640.25</u>	<u>479,561.83</u>

We the undersigned Manager and Clerk of the Village of La Grange hereby certify that, to the best of our knowledge and belief, the foregoing items are true and proper charges against the Village and hereby approve their payment.

\_\_\_\_\_  
Village Manager

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

\_\_\_\_\_  
President

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Trustee

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