

Village of Hampshire
Village Board Meeting
Thursday May 5, 2016 – 7:00 PM
Hampshire Village Hall – 234 S. State Street

AGENDA

1. Call to Order
2. Establish Quorum (Physical and Electronic)
3. Pledge of Allegiance
4. Citizen Comments
5. Approval of Minutes –April 21, 2016
6. Village President's Report
 - a) Appointment to Police Commission- Maureen A. McGreevy
 - b) Resolution – In support of FRA crew size rule
 - c) Purchase Snow Plow
 - d) Reappoint Chip Hessenflow –Police Pension Board expires May 2018
 - e) Discussion Route 72 & Getzelman Road improvements
8. . Village Board Committee Reports
 - a) Economic Development
 - b) Finance
 1. Accounts Payable
 - c) Planning/Zoning
 - d) Public Safety
 - e) Public Works
 - f) Village Services
 - g) Fields & Trails
- 9) New Business
- 10) Announcements
- 11) Executive Session:
- 12) Any items to be reported and acted upon by the Village Board after returning to open session
- 13) Adjournment

The Village of Hampshire, in compliance with the Americans With Disabilities Act, requests that persons with disabilities, who require certain accommodations to allow them to observe and/or participate in the meeting(s) or have questions about the accessibility of the meeting(s) or facilities, contact the Village at 847-683-2181 to allow the Village to make reasonable accommodations for these persons

VILLAGE OF HAMPSHIRE - BOARD OF TRUSTEES

Meeting Minutes – April 21, 2016

The regular meeting of the Village Board of Hampshire was called to order by Village Clerk Linda Vasquez at 7:00 p.m. in the Village of Hampshire Village Board Room, 234 S. State Street, on Thursday April 21, 2016.

Present: Mike Armato, George Brust, Martin Ebert, Jan Kraus, Toby Koth, Mike Reid

Absent: Village President Jeff Magnussen

Staff & Consultants present: Village Finance Director Lori Lyons, Village Attorney Mark Schuster and Hampshire Police Chief Brian Thompson

A quorum was established.

The Pledge of Allegiance was said.

At this time Village Clerk Vasquez asked for a motion to appoint a trustee as Temporary Chairman.

Trustee Kraus moved to appoint Trustee Brust as Temporary Chairman.

Seconded by Trustee Koth
Motion carried by voice vote
Ayes: All
Nays: None
Absent: Magnussen

Citizen Comment

Don Stites addressed the board on his neighbors downspout, he did what needed to be done on his property but he believes the water spout flowing towards the street and sidewalk would help relieve the standing water, and asked when will this be taking place.

Karen Goode – lives on Mill Street the property east of her looks like a garbage dump, Hampshire Police Chief Brian Thompson will go over there and give them a reminder to clean up around there.

Trustee Koth moved, to approve the minutes of April 7, 2016.

Seconded by Trustee Kraus
Motion carried by voice vote
Ayes: All
Nays: None
Absent: Magnussen

PUBLIC HEARING

Temporary Chairman Brust called the Public hearing to order at 7:11 p.m.

The hearing is to allow residents to provide comment on the FY 2016/17. The notice was published in the Daily Herald Newspaper and was made available for residents to look at.

Finance Director Ms. Lyons presented a synopsis of 2016/2017 budget highlighted some key points.

Thanked everyone for their help with the budget.

Trustee Reid is not happy about raising the water rates to the residents.

No public comments were made

Temporary Chairman Brust closed the public hearing at 7:24 p.m.

The regular meeting was called to order at 7:24 p.m.

TEMPORARY CHAIRMAN REPORT

Approval of the Fiscal Budget for May 1, 2016 to April 30, 2017.

Trustee Ebert, moved to approve the Fiscal Budget 2016-2017.

Seconded by Trustee Kraus
Motion carried by roll call vote
Ayes: Armato, Brust, Ebert, Koth, Kraus
Nays: Reid
Absent: Magnussen

Ordinance Adopting the Budget for the Village of Hampshire for the Fiscal Year Beginning May 1, 2016 and Ending April 30, 2017.

Trustee Kraus moved, to approve Ordinance 16-12; Adopting the Budget for the Village of Hampshire for the Fiscal Year Beginning May 1, 2016 and Ending April 30, 2017.

Seconded by Trustee Ebert
Motion carried by roll call vote
Ayes: Armato, Brust, Ebert, Koth, Kraus, Reid
Nays: None
Absent: Magnussen

Fund Transfers

Trustee Ebert moved to approve fund transfer of \$100,000.00 from the General Fund with the funds transferred as stated: \$12, 264.17 transfer to the Capital Improvements Fund to bring the deficit balance to zero, plus \$87,735.83 will be transferred to the Equipment Replacement Fund to bring the fund balance to \$97,454.97.

Seconded by Trustee Reid
Motion carried by roll call vote
Ayes: Armato, Brust, Ebert, Koth, Kraus, Reid
Nays: None
Absent: Magnussen

Proclamation- Municipal Clerks Week May 1-7

Temporary Chairman Brust read the proclamation and congratulated the Village Clerk Vasquez.

Proclamation – Arbor Day April 29, 2016

Temporary Chairman Brust read the proclamation and tree will be planted in Orris Ruth Park on Friday April 29 at 10:30 a.m.

VILLAGE BOARD COMMITTEE REPORTS

a. Economic Development

Trustee Brust announced the Home and Business Expo was not well attended and hopefully make new arrangements to have it in town next year.

b. Finance

Accounts Payables

Trustee Kraus moved, to approve accounts payable in the amount of \$205,157.13 to be paid on or before April 26, 2016.

Seconded by Trustee Reid
Motion carried by roll call vote
Ayes: Armato, Brust, Ebert, Koth, Kraus, Reid
Nays: None
Absent: Magnussen

c. Planning/Zoning

No report

Public Safety

Trustee Reid is trying to set up some dates and times to meet with the Fire Department to discuss procedures of painting of the fire hydrants.

e. Public Works

No report

f. Village Services

Trustee Kraus reported a Village Service committee meeting will be held on May 5 at 6 p.m. to discuss refuse collection.

g. Field & Trails

Trustee Koth reported May 19th ay 6 pm a Fields and Trails meeting to pick the winner of renaming Memorial Park.

Adjournment

Trustee Kraus moved, to adjourn the Village Board meeting at 7:38 p.m.

Seconded by Trustee Ebert
Motion carried by voice vote
Ayes: All
Nays: None
Absent: Magnussen

Linda Vasquez, Village Clerk

MAUREEN A. McGREEVY
204 Old Mill Lane
Hampshire, IL 60140
847-683-7070

SUMMARY

Prior to my retirement, I was a team member of AT&T for 38 ½ years. Of that time 29 years was in a position of management. I am an enthusiastic, outgoing, highly motivated, dependable, and self-directed person who is able to organize, prioritize, and accomplish several projects simultaneously. My well-developed interpersonal skills enable me to communicate with various departments at multiple levels of management. I am very experienced in the process of interviewing, hiring, & rightful termination. Below is a list of my skill set, certifications, and additional courses I have completed.

SKILLS

04 / 1973 11 / 2011

My skill set includes:

Certificate in Human Resources, DePaul University.

- Labor Relations Process
- Interviewing
- Hiring
- Performance Management up to and including termination

Performance Management of craft professionals & managers

- Situational Leadership
- Planning
- Diversity
- Root cause analysis
- Certified Facilitator/Trainer
- Performance Improvement
- Written and verbal evaluations
- Body Language

Member of the Multi Department Customer Council

- A team of managers working through issues effecting several departments.

-Additional Community Activities

- Salvation Army Golden Diners Advisory Council President
- RunFurShelter Committee Member/ Co Chair Volunteers
- Hampshire Township Driver For Seniors

EDUCATION

Irving Crown High School, Class of 1970
Business classes at ECC

CERTIFICATIONS

- *Facilitation/Training
- *Labor Relations
- *Performance Management
- *Situational Leadership
- *MBTI
- *Human Resources, DePaul University

CLASSES

- *Motivational Leadership
- *Professional Communication Skills
- *Decision Making
- *Investments in Excellence
- *Enhanced Team Dynamics
- *Managing In A New Organization
- *Managing Development and Diversity
- *Leadership
- *Managing In A Downsizing Environment
- *Human Diversity in Education
- *Business Communications
- *Body Language

REFERENCES Provided upon request.

MAUREEN
MCGREEVY

maureen1@ameritech.net

April 18, 2016

Dear Village President Magnussen,

I am writing to express my interest in the Police Commission position that I heard had an opening. As a seasoned professional with over 38 years in Customer Service and Human Resources, I believe I can bring a solid foundation of experience, leadership skills, and professional integrity to this role.

In my last position as Area Manager at AT&T, I developed and maintained a consistent track record of achieving and exceeding my organizational & individual goals. I am a certified facilitator and I have expertise in interviewing, hiring, and performance management up to and including termination.

I believe in being involved in the community and volunteer work. In 2013 I became President of The Salvation Army Golden Diner Advisory Board and prior to that I was a board member and delivered meals to homebound seniors. Driving seniors to Doctor appointments and activities through the Hampshire Township is another community service I am involved in. I also sit on a committee for the non-profit organization RunFurShelter, a dedicated volunteer group in the Fox Valley, raising funds to feed, shelter, and provide medical needs for pets.

I would welcome the opportunity to meet with you and discuss this with you how my skills and experience can positively contribute to your team, Thank you for your time and consideration. I look forward to hearing from you.

Sincerely,

Maureen McGreevy

Maureen McGreevy

Cc: George Brust

Ray Sabin

16- Resolution in support of FRA crew size rule

WHEREAS, the safe operation of freight and passenger trains is vital not only to interstate commerce but also to the health and welfare of local communities, and the Village of Hampshire, County of Kane supports efforts to keep train operations safe in our (Illinois, U.S.A.);

WHEREAS, the Federal Railroad Administration (FRA) has published a notice of proposed rulemaking (NPRM) to require minimum staffing on trains, a factor vital to ensuring safe train operations;

WHEREAS the FRA NPRM proposes two alternate options for permitting a railroad to operate with fewer than a two-person crew, the first of which is stronger because it requires FRA review and approve prior to commencement of those operation as opposed to after;

WHEREAS, polling across the nation shows overwhelming bi-partisan support of two-person crews, with 83 to 87 percent of those polled in favor of mandating that trains be operated by a crew of at least two qualified individuals;

WHEREAS, national studies show that a minimum of two onboard crew members is vital to operate a train safely and minimize the likelihood of train-related accidents;

WHEREAS, the FRA proposal for a two-person minimum train crew recognizes that, while technologies like Positive Train Control (PTC) can improve safety, they do not perform several important physical and cognitive functions currently performed by a second crewmember;

WHEREAS, attending to a disabled train in a timely manner, opening a blocked crossing for an emergency vehicle to pass, and providing timely and accurate information to emergency responders are vital functions train crews perform;

WHEREAS, a railroad's use or reliance on new, innovative technology for its operations should not place new risks or burdens on local communities;

WHEREAS, metropolitan Chicago is the one of nation's largest and most significant rail hubs, making rail safety an important consideration for many of the region's municipalities and counties with rail lines within their boundaries;

WHEREAS, the Chicago metropolitan region is home to some 1,500 public at-grade highway-rail crossings, which account for some 7,800 hours of motorist delay each weekday;

WHEREAS, over 280 collisions have occurred at the Chicago metropolitan region's highway-rail grade crossings between 2009-14, resulting in 65 fatalities and 146 injuries;

WHEREAS, rail safety issues have been particularly salient in recent years after a series of high-profile derailments, collisions, and releases of flammable liquids shipped by rail, as well as collisions at highway-rail grade crossings across the country and in Canada and has caused Canadian regulators to put in place a two-member crew requirement for any train transporting hazardous goods;

WHEREAS, virtually all trains in North America are already operated by crews of at least two individuals, making the economic impact of the FRA NPRM minimal;

WHEREAS, the public deserves the assurance that a thorough risk analysis has been completed, risks have been properly identified, and a rail carrier has mitigated these risks in advance of any approval for reduced crew staffing and borne the burden and cost to mitigate these risks;

THEN THEREFORE be it resolved, that the Village of Hampshire, County of Kane does hereby support the FRA's train crew staffing NPRM, and encourages the FRA to strengthen the rule to ensure that communities around railroads are protected and safe by requiring FRA review and approval before a railroad is allowed to operate with less than a two-person crew.

BE IT FURTHER RESOLVED that this resolution be filed with the United States Department of Transportation in the form of comments to Docket Number FRA-2014-0033 and Regulatory Identification Number 2130-AC48 in support of a strong federal rule.

ON THIS DAY, May 3rd, 2016

SIGNATURE _____

ISSUE SUMMARY & ACTION REQUEST

on FRA-2014-0033 – Proposed FRA Regulation on Train Crew Staffing

ISSUE SUMMARY: On March 15, 2016 the Federal Railroad Administration (FRA) released a proactive and forward-looking Notice of Proposed Rulemaking (NPRM) that would institute minimum two-man crew size requirements for trains operating in the United States with certain enumerated exceptions for operations the FRA believes will pose minimal public safety risks. The FRA has become concerned that the railroads plan to phase in more operations that rely upon using only one crew member without properly considering and evaluating the risks associated with downsizing crew sizes. The FRA is seeking public comment about the proposed rules by May 16, 2016.

BACKGROUND: Currently, the FRA does not regulate minimum train crew sizes, as it has long been an industry operating practice to staff trains with two (or more) crew members. With the advent of mandated technology advances like Positive Train Control (PTC), however, the FRA is learning that railroads are increasingly seeking to substitute technology for a second trained “failsafe” crew member aboard the nation’s freight and passenger trains. Because there are many cognitive and manual functions undertaken by two crew members that cannot be accomplished by a combination of one crew member with the assistance of technology, the FRA is seeking to address any potential risk proactively *before* public safety is endangered by the widespread railroad adoption of one-crew member train operations that fail to achieve the same level of safety that is achieved through the use of two-person crews.

The NPRM contains two main provisions. The first provision establishes a general rule that each train operating in the country be assigned at least a two-person crew. The rule goes on to identify exceptions to this rule in various existing situations that the FRA considers low-risk, including for trains that are hauling less than 20 carloads of hazardous materials; for small railroads with trains operating at less than 25 mph; for tourist or other excursion trains; or, for trains assisting in railroad operations (e.g., track maintenance, train assistance, or moving locomotives). The second provision defines the role and responsibilities of the second crew member on a moving train to insure that this crew member has the experience and knowledge necessary to serve as an effective asset to the train’s crew team as incidents arise during train movements.

The new FRA rules are proposing two ways to handle railroad petitions to the FRA for use of one-person crews, for either the continuation of operations that were in existence as of January 1, 2015 or for the initiation of new operations. ***Option 1*** would require a railroad to submit an application to the FRA, which would then be reviewed and approved or rejected within 90 days of receipt. Existing one-person train operations would be allowed to continue during the 90-day review period. ***Option 2*** would require a railroad to submit documentation to the FRA demonstrating the safety of its proposed one-person train operations, but it would not require FRA approval before beginning or continuing any grandfathered operations. The FRA, however, would reserve the right to investigate subsequent safety issues and to discontinue unsafe single crew member train operations. ***Option 1 pre-approval*** places the burden of proving safety on the petitioning railroad before such operations commence (or continue if they were in existence prior to 2015) in order to obtain an affirmative sign-off from the FRA. ***Option 2 allows the railroad to commence single crew member operations*** as long as the railroad has submitted an “FYI” petition to the FRA and an officer of the company attests that the railroad undertook a safety evaluation of the operation covered in the petition.

In the NPRM, the FRA has explained the functions of crew members and its concerns surrounding operating trains with just one crew member based on knowledge gleaned from two major rail accident investigations and reviews of relevant crew-related safety research. The FRA’s concerns include cognitive overload when one crew member needs to operate a complex and heavy train while maintaining situational awareness of what is happening outside the train locomotive; potential for increases in impaired operation associated with drug use, alcohol use, fatigue, and unauthorized use of distracting electronics by the one crew member; the inability of a single crew member who is operating the train to operate manual switches or serve as a flagger if a crossing gate fails while in route; and, the extent to which a single crew member can perform necessary public safety duties in cases of train accidents and malfunctions.

In a 2014 research report conducted by the FRA involving five public surveys, the agency found that 77% of all respondents support federal legislation requiring freight trains to be operated by a crew of two. Another finding was that an overwhelming majority of those polled (between 83 to 87 percent in each of the five surveys) had the opinion that, generally speaking, when it comes to railroad safety and operations, a train operated by one operator cannot be as safe as a train operated by a crew of two individuals. While the public intuitively believes this to be the case, the FRA – as the experienced federal regulator of safe railroad operations – clearly shares these public concerns.

ISSUES OF CONCERN TO LOCAL GOVERNMENTS: Agencies of local government serve as first responders in the event of a public safety threat associated with railroad operations. Whether it be malfunctioning crossing gates, traffic back-ups stemming from blocked crossings, or in worst case scenarios of a rail derailment involving a hazmat release. As such, local governments are critical stakeholders in a railroad's train staffing decisions.

The quarter-century history of federal hindsight efforts to insure that flammable hazmat (like crude oil) be hauled in robust tank cars clearly serves as a cautionary tale in support of the FRA's current efforts to take a proactive approach when it comes to insuring that adequately staffed trains operate on the nation's 140,000-mile rail network. In the wake of a series of crude train derailments, the FRA described in Emergency Order 28 the chilling lack of non-compliance by railroads when it comes to train securement rules, so local governments believe that allowing industry to make staffing decisions without proper regulatory oversight in advance constitutes a clear and unacceptable risk to public safety. As a result, the Option 2 approach lacks the proactive regulatory review and approval that should be mandatory before any train operates with a single crew member.

Furthermore, local governments urge FRA to strengthen the train crew staffing rules laid out in FRA-2014-0033 by requiring that all trains hauling any number of carloads of flammable and/or explosive hazmat have at least a two-member crew. This would harmonize the U.S. with Canada's rules for crew sizes on all trains carrying dangerous goods.

ACTION REQUEST OF LOCAL GOVERNMENTS: In support of the FRA's approach to crew staffing levels, local governments across the country should weigh in on the positions described above. To that end, a sample resolution is attached that local units of government can adopt and forward to the FRA to indicate their support for new crew staffing rules that best protect public safety interests.

Once adopted, a copy of your government's resolution should be uploaded electronically **BY MAY 16, 2016** to docket FRA-2014-0033 by going to <https://www.regulations.gov/#!home> and typing "FRA-2014-0033" into the search box. Then please forward a copy of the resolution to your Members of Congress in the Senate and the House of Representatives.

Any questions you may have on this matter can be directed to FightRailCongestion@gmail.com. Thank you!

AGENDA SUPPLEMENT

TO: President Magnussen and Village Board

FROM: Lori Lyons, Finance Director

FOR: May 5, 2016 Village Board Meeting

RE: Purchase Snow Plow

Background. The FY17 operating budget included funds to acquire a new Snow Plow/Dump Truck via a five year term note plus a trade of the 2012 International Terra Star truck. The state bid price for a 2017 International 7400 is \$139,195 which includes options, freight, license and title.

Analysis. Rush Truck Centers, Springfield, has decline to take the Terra Star on trade, therefore it is proposed that the Village put a down payment of \$39,195 on the truck and finance \$100,000 over four years with \$25,000 payments of principal due annually plus interest. Financing quotes have been obtained but are only honored for approximately 60 days, and payment is not required until delivery. It is estimated that ordering now will result in delivery in the October – November time frame. The Terra Star will be retained until sold.

Recommendation. Staff requests ratification of the 2017 International 7400 truck purchase from Rush Truck Centers through the state contract at a cost of \$139,195.00.



New Truck Proposal
Single Axle Dump Truck Specifications
State of Illinois Solicitation # 227888 - Contract # PSD4018132

David Starrett

CONTACT NAME _____
 Village of Hampshire

BUYER INFORMATION _____
 234 S. State Street

ADDRESS _____
 Hampshire, IL 60140

CITY/ STATE/ ZIP _____
 847-683-9489 847-980-9795 cell dstarrett@hampshireil.org

PHONE/ FAX/ EMAIL _____
 E9996-0745-07 Kane

FEIN # / TAX EXEMPT # / COUNTY _____

Contact: Kevin Burdell
 Municipal Fleet Sales
 401 South Dirksen Pkwy Springfield, IL 62703
 Ofc: 217-718-2312
 Email: BurdellK@rushenterprises.com

Please Circle Cab Color:
 Red-2303 / IDOT Orange / Omaha Orange
 School Bus Yellow / Blue / Blue Met-6E12
 Green-6047 / White / Black

2017 INTERNATIONAL 7400 SFA 4X2 / 160" WHEELBASE/ 85" CAB TO AXLE
 120,000 PSI/ 2,654,000 RBM single frame rail w/ 20" front frame extension
N9 275HP/ 860# TORQUE w/ GRID HEATER
3000RDS Allison Six (6) speed trans. w/ T-Handle & External Trans. Cooler
 Extended Life Oil Pan/ Transmission TCM mounted inside cab
 Transmission temp. gauge/ Hour meter/ Plow light Switch
 Warning Lights & Alarm for Low Coolant, Low Oil PSI, Engine Temp.
 "Winter/Summer" Air Cleaner w/ In-Dash Filter Minder
 Horton Two-Speed Fan Drive/ Front Engine PTO/ Block Heater
16,000# Front Axle & Suspension w/ 2000# aux. overloads & HD shocks
21,000# Rear axle with 23,500# susp. & 4500# Multi-leaf aux / SPL type drivelines
 Air Brakes w/ 13.2 compressor/ Bendix air dryer/ DV2 Heated drain valve
 Automatic slack adjusters/ Oil bath wheel seals/ Stationary front grille
 Trailer brake package w/ 7-way ABS trailer plug/ Bodybuilder wires @ BOC
 Tilt & Telescoping steering / Leece-Neville 190 amp alternator/ Delco starter
 100 gallon 26" diameter alum fuel tank (driver side) w/ fuel water separator
 9.5 gallon DEF tank mounted driver side
 Three (3) Batteries @ 1950 CCA w/ battery box mounted right side BOC
 Horizontal muffler mounted under cab w/ vert. exhaust pipe & 36" turn out
 Air horn/ Jump start stud/ L.E.D. cab marker lights/ Air ride cab
 AM/FM/WB radio / Air conditioning / Cigar lighter
 Black heated mirrors w/ Black heated fender-mounted convex mirrors
 Air ride driver seat with armrest/ Fixed passenger seat/ Daytime lights
 315/80R22.5 Continental (20PLY) STEER TIRES w/ Gray Powder coat wheels
 11R22.5 Continental (14PLY) DRIVE TIRES w/ Gray Powder Coat Wheels

Sales price	\$73,010.00
Options	\$2,432.00
Body price	\$63,350.00
Freight	\$300.00
Sub-total	\$139,092.00
Trade	_____
License/ Title	\$103.00
Total	\$139,195.00

Omit Front PTO Adaptor Plate	\$	(141)
Trans Dipstick - move to right side	\$	49
Heated Windshield	\$	505
Cowl Tray Cover	\$	160
S.S. fuel tank straps	\$	209
front tow hooks	\$	59
Locking rear diff (21K)	\$	487
N9 315hp / 950 torque	\$	1,104

PLEASE CIRCLE DESIRED GEAR RATIO:

6.14 (67 mph) / 6.43 (64 mph) / 6.83 (60 mph) / 7.17 (57 mph)

Please include copy of tax exempt form w/ your order.
 All prices are F.O.B. 401 S. Dirksen Pkwy. Springfield, Illinois
 Payment in full is due at time of delivery.

Kevin Burdell- Municipal Fleet Sales Representative

Signature of Buyer _____ Purchase Order Number (if applicable) _____



Illinois Department of Transportation

Office of Planning & Programming / Bureau of Programming
2300 South Dirksen Parkway / Springfield, Illinois 62764

April 8, 2016

The Honorable Jeffrey R. Magnussen
Village President
Village of Hampshire
234 South State Street
Hampshire, IL 60140-0457

Dear Village President Magnussen:

The Illinois Department of Transportation (Department) is in the process of finalizing preliminary engineering and environmental studies (Phase I) for the proposed improvement of Illinois Route 72 and State Street/Getzelman Road, in the Village of Hampshire, Kane County. A location map is attached for your reference. This improvement is included in the Department's FY 2016-2021 Proposed Highway Improvement Program. Our current engineering efforts are targeted to enable a contract letting in the middle years of our current multi-year program contingent upon plan readiness, land acquisition, and funding availability through our future annual legislative appropriations. This will serve as a Letter of Intent between the Village of Hampshire (Village) and the Department confirming your concurrence with the proposed improvement plan and the cost participation responsibilities for the subject project.

The general scope of work for this project consists of intersection reconstruction, culvert replacement, a new shared-use path along the south side of Illinois Route 72, new sidewalk along the east side of State Street/Getzelman Road, and the replacement of temporary traffic signals with permanent traffic signals. The proposed geometry is enclosed for your information. This scope of work was discussed in greater detail at the meeting between the Department and the Village on August 9, 2013.

Based on previous coordination with the Village, specific items identified by the Department requiring cost participation by the Village include traffic signals, emergency vehicle pre-emption (EVP) devices, bicyclist and pedestrian accommodations, roadway lighting and utilities relocation.

Traffic Signals

Replacement of the existing temporary traffic signals with permanent traffic signals is proposed at Illinois Route 72 and State Street/Getzelman Road. The total cost of the traffic signal work at this intersection is \$315,000. As outlined in the attached Exhibit A, funds provided by the Federal Highway Administration (FHWA) may be used for 80% of the traffic signal costs with the Department and Village sharing in the remainder of the cost, based on the percentage of approach leg jurisdiction. If federal funds are not used, the FHWA share will be assumed by the Department. The Village has jurisdiction of the north and south legs at the intersection with Illinois Route 72. Therefore the cost of the traffic signals to the Village is \$36,225, including a 15% engineering fee.

At our August 9, 2013 meeting, the Village expressed interest in installing emergency vehicle pre-emption (EVP) devices on the traffic signal. Based on coordination with the Village, any proposed EVP devices would be owned and maintained by the Hampshire Fire Protection District. A Letter of Intent will be sent to the Hampshire Fire Protection District outlining the cost participation responsibilities for the EVP devices. The estimated cost of the EVP devices is \$6,900 per signalized intersection, including a 15% engineering fee.

The cost share breakdown of traffic signal costs is outlined in the following table. The Village's share of the costs will be approximately \$36,225.

Location	Improvement	FHWA Cost	Division of Remaining Costs		Engineering Fee, 15%	Total Village Cost
			IDOT	Village		
Illinois Route 72 at State Street/Getzelman Road	Traffic Signal Installation/Modernization \$315,000	\$252,000 (80%)	\$31,500 (10%)	\$31,500 (10%)	\$4,725	\$36,225
Total Village Costs- Traffic Signals						\$36,225

Energy and Maintenance Costs for Traffic Signals

The existing Master Agreement with the Village will need to be revised to include the new traffic signal equipment. Future maintenance and electrical energy costs will be split by jurisdiction in accordance with our policy. Therefore, future financial participation for maintenance and electrical energy for the operation of the traffic signal shall be portioned as follows.

	Maintenance	Energy
Department	50%	50%
Village	50%	50%

Bicyclist and Pedestrian Accommodations

There are existing sidewalks along the east side of State Street north of the intersection and on the west side south of the intersection. There are no sidewalks along Illinois Route 72. As described in the attached Exhibit A, the Department is responsible for 100% of the cost for removal and replacement of existing sidewalk/paths affected by the roadway improvements.

According to Department policy, a separate shared-use path and/or sidewalk is required to accommodate bicyclists and pedestrians along, or short distances outside of, the project limits if the local agency is willing to participate in cost sharing and take maintenance responsibilities for the shared-use path. The local cost share for new pedestrian and bicyclist facilities is 20% of the construction cost, plus a 15% engineering fee. Based upon the meeting between the Department and the Village on August 9, 2013, the proposed improvement accommodates 900 feet of a new 8-foot shared-use path along the south side of Illinois Route 72, 365 feet of a new 5-foot sidewalk along the east side of State Street north of Illinois Route 72, and additional crosswalk accommodations along the east and south legs of the intersection to connect to the Village's existing sidewalk system. The estimated cost of the new facilities is \$44,275. The Village's portion would be approximately \$10,185, which includes a 15% engineering fee. In addition, the Village must agree to accept long-term responsibility for the administration, control, reconstruction, and maintenance of the shared-use path and/or sidewalk.

If the Village chooses not to participate in the bicyclist or pedestrian accommodations, the Department requests that a local resolution indicating their non-participation be sent to the Department (see enclosed example). Without local agency cost participation, the Department will consider a means to accommodate bicyclist and pedestrian facilities in the future. At this time, this consists of the proposed installation of an 8-foot shelf along south side of Illinois Route 72. In the future, a path or sidewalk could be installed on the shelf via permit at 100% local cost.

Roadway Lighting

The existing roadway lighting, at the northwest corner of the intersection and along Illinois Route 72, is owned and maintained by ComEd. The existing roadway lighting at the southwest corner of the intersection is owned and maintained by the Village. Both systems are in conflict with the proposed improvement, do not meet Illuminating Engineering Society (IES) Standards and should be removed or upgraded to current standards. It is our understanding that the Village has a lighting agreement with ComEd. The Village will need to request that ComEd pursue the removal of the existing substandard lighting. As outlined in the attached Exhibit A, all costs and long-term maintenance associated with roadway lighting within the corporate limits of a municipality are a local responsibility.

If the Village chooses to upgrade the existing lighting system, all existing roadway lighting will need to be removed and replaced to meet IES standards. The total estimated cost for lighting is \$130,525, including a 15% engineering fee. In addition, the Village must agree to accept long-term responsibility for the administration, control, and maintenance of the roadway lighting. Given the relatively high cost of lighting, the limited scope of the improvements, and the general funding constraints, the Department requests that this work be done by the Village via permit. Further coordination regarding lighting installation will be required in Phase II with the Bureau of Design. Please contact Ken Eng, Bureau Chief of the Bureau of Design at (847) 705-4211. For more information about permits along state highways, contact Yeleina Haydel, Kane County Permit Coordinator, at (847) 705-4149.

Utility Relocation

Public utilities, installed in the highway right-of-way via permit and requiring relocation, will be relocated at no expense to the Department. The Village will be responsible for relocation of its facilities in conflict with the Illinois Route 72 at State Street/Getzelman Road improvements. Facilities subject to the previously stated condition may include, but may not be limited to watermain and fire hydrants as well as storm, sanitary and/or combined sewers. A potential for conflicts exists along the south side of Illinois Route 72 west of State Street / Getzelman Road. However, a more detailed study of conflicts will be initiated during Phase II, contract plan preparation.

Summary of Estimated Costs

The estimated total cost responsibility for the Village, based on the available information collected during the Phase I process is approximately \$176,935 as outlined in the following table. However, this estimate does not include the cost of utilities, which should be pursued independently by the Village.

Improvement	Village Cost	Engineering Fee (15%)	Total Village Cost
Traffic Signals	\$31,500	\$4,725	\$36,225
Sidewalk	\$2,555	\$385	\$2,940
Shared-use path	\$6,300	\$945	\$7,245
Roadway Lighting	\$110,000	\$16,500	\$126,500
Lighting Removal	\$3,500	\$525	\$4,025
Total Village Costs			\$176,935

The Honorable Jeff Magnussen
April 8, 2016
Page 5

At the end of this Letter of Intent, there is an area where you can state your concurrence to the cost participation items outlined above. This Letter of Intent will be used as a basis during Phase II, contract plan preparation, to develop a project agreement between the Village and the Department. Please return an original signed copy of this letter within 90 days so we may maintain our project schedule.

If you have any questions or need additional information, please contact me or Carlos Feliciano, In-House Studies Unit Head, at (847) 705-4106.

Very truly yours,



John Fortmann, P.E.
Region One Engineer

Attachments

cc: Doug Maxeiner, Village of Hampshire Administrator
Bill Robinson, Hampshire Fire Chief
Stan Walker, Hampshire Township Commissioner
Carl Schoedel, P.E., Kane County Engineer

Project and Environmental Studies
Illinois Route 72 and State Street/Getzelman Road
Kane County

Concur with project scope:
 Yes
 No

Concur with traffic signals scope,
cost, energy and maintenance costs:
 Yes
 No

Concur with roadway lighting scope,
costs, and long-term maintenance:
 Yes
 No

Concur with sidewalk path scope,
costs, and long-term maintenance:
 Yes
 No

Concur with shared-use path scope,
costs, and long-term maintenance:
 Yes
 No

Name: _____

Signature: _____

Title: _____

Date: _____

Comments:

SUGGESTED RESOLUTION LANGUAGE FOR NON-PARTICIPATING LOCAL AGENCIES

WHEREAS, The Illinois Department of Transportation (Department) has the power to approve and determine the final plans, specifications and estimates for all State highways; and

WHEREAS, the Department's projects must adequately meet the State's transportation needs, exist in harmony with their surroundings, and add lasting value to the communities they serve; and

WHEREAS, the Department must embrace principles of context sensitive design and context sensitive solutions in its policies and procedures for the planning, design, construction, and operation of its projects for new construction, reconstruction, or major expansion of existing transportation facilities by engaging in early and ongoing collaboration with affected citizens, elected officials, interest groups, and other stakeholders to ensure that the values and needs of the affected communities are identified and carefully considered in the development of transportation projects; and

WHEREAS, Bicyclist and pedestrian ways must be given full consideration in the planning and development of transportation facilities, including the incorporation of such ways into State plans and programs; and

WHEREAS, The State's complete streets law requires bicyclist and pedestrian ways to be established in or within one mile of an urban area in conjunction with the construction, reconstruction, or other change of any State transportation facility, except in pavement resurfacing projects that do not widen the existing traveled way or do not provide stabilized shoulders, or where approved by the Secretary of Transportation based upon documented safety issues, excessive cost or absence of need; and

WHEREAS, During the development of highway projects throughout the State, the Department gives consideration to accommodating bicyclists and pedestrians on a need-basis; and

WHEREAS, The Department has presented the Village, for its consideration, a bicyclist and/or pedestrian improvement with funding to be split 80% State, 20% local with maintenance to be provided by the Village; therefore, be it

RESOLVED, That the Village hereby rejects the Department's proposed bicyclist and/or pedestrian improvement and acknowledges that such rejection will result in a cancellation of the proposed improvement; and be it further

RESOLVED, That a suitable copy of this resolution be presented to the Project Engineer associated with the proposal, or his or her equivalent, within the Department.

Exhibit "A"

TRAFFIC SIGNAL PARTICIPATION

The cost participation associated with traffic signal installation, modernization, or relocation will be in accordance with 92 Ill. Adm. Code 544 "Financing of Traffic Control Signal Installations, Modernization, Maintenance, and Operation on Streets and Highway under State Jurisdiction."

Traffic signals may be installed only where conditions meet warrants established in the current Illinois Manual on Uniform Traffic Control Devices. If a new signal installation is warranted, it may be included within the roadway improvement.

Current IDOT policy requires that IDOT and Local Agency (ies) share the responsibility for installation, modernization, and relocation of traffic signals. The installation, modernization, and relocation of pedestrian signals associated with traffic signal improvements will also require the Department and Local Agency (ies) to share financial responsibility. The eligible share of the cost to each agency will be in proportion to the number of intersection approaches that the agency maintains. Generally, traffic signal costs are 80% Federal and 20% non-Federal based on established cost participation policy (90% Federal and 10% non-Federal for safety projects). IDOT will participate in the non-Federal portion for the State-owned legs of an intersection. At locations where all legs of an intersection are State-owned, IDOT will participate in 100% of the cost of the traffic signal installation, modernization, or relocation. Closely spaced new or modernized traffic signals within the improvement limits generally require signal coordination or hardware interconnection for the purpose of providing vehicle progression. IDOT will be financially responsible for 100% of coordination or interconnection costs.

IDOT will be financially responsible for 100% of the installation and modernization of traffic signals at ramp terminals of ramps connecting to or from a State highway.

The entire cost of installing push button ("Fire pre-emption") and emergency vehicle pre-emption equipment is the responsibility of the requesting local fire district or municipality.

The entire cost of installing, modernizing, relocating, maintaining and energizing private benefit signals is the responsibility of the private benefit agency being served by the traffic signals. However, IDOT will enter into a formal agreement for a private benefit signal installation only with the local jurisdictional or governmental agency.

It should be noted that an agency involved might voluntarily assume responsibility for another agency's share of the cost in order to expedite the installation or modernization.

When warrants are met for school crossing signals at public road intersections, the eligible share to each agency for the installation and modernization cost shall be split on a 50/50 basis or in proportion to the number of intersection approaches that each agency maintains.

TRAFFIC SIGNAL MAINTENANCE

At intersections lying wholly outside the Corporate Limits of any municipality, IDOT will be responsible for the maintenance of the signals.

At intersections lying wholly or partially within the Corporate Limits of one or more municipalities, IDOT will assume the following costs for the maintenance of traffic signals on State highways within municipalities:

- (A) The total costs for all signals at the intersections of two or more State highways.
- (B) The total costs for all signals at the intersections along State highways that have an average daily traffic in excess of 35,000 vehicles per day as shown on the latest published edition of the traffic volume (AADT) map. The District Engineer will determine the limits of this section within the municipality.
- (C) The total costs for all signals located at the terminals of ramps connecting to or from a State highway.
- (D) At all other intersections IDOT and the municipalities will share in the cost of signal maintenance. The cost to the municipalities will be in proportion to the number of approaches that they maintain.

ENERGY CHARGES

The division of financial responsibility for the energy charges will be as follows:

- (A) At intersections lying wholly outside the Corporate Limits of any municipality, IDOT will pay the energy charges for the operation of the signals.
- (B) At intersections lying wholly within the Corporate Limits of a municipality, IDOT and the municipality will share the energy charges according to the proportionate number of intersection approaches maintained by each agency.
- (C) At intersections lying partially within the Corporate Limits of one or more municipalities, the municipalities will be responsible for the energy charges.

Traffic Signal Master Agreements, consummated by IDOT, give municipality defined maintenance and energy responsibilities required for the operation of traffic signals. New traffic signal improvements shall contain maintenance and energy provisions in the improvement agreement adding the new traffic signals to said Master Agreement. Existing traffic signals to be modernized or relocated, shall contain maintenance and energy provisions in the improvement agreement indicating traffic signal maintenance and energy responsibilities for given traffic signal(s) shall continue to be as outlined in the Master Agreement. Certain circumstances, such as jurisdictional transfers of roadway segments affecting signalized intersections with the improvement limits, could result in a revision to maintenance and energy responsibilities contained in the Master Agreement for a given traffic signal(s). An amendment to the Master Agreement would be required.

IDOT does not share in maintenance costs for school crossing signals unless specified otherwise in the Master Agreement or if the school crossing signals are installed at public road intersections for which the maintenance costs shall be shared in proportion to the number of intersection approaches that each agency maintains.

PARKING LANES

If a new parking lane is added, IDOT will participate in 50% of the cost if the ADT is greater than 5,000 vehicles per day and if the pavement composition and lane width meets the IDOT criteria. The municipality would assume the total cost (100%) of the parking lane if the pavement composition or lane width does not meet IDOT criteria or if the ADT is less than 5,000 vehicles per day.

If an exclusive existing parking lane requires resurfacing, IDOT will participate in 50% of the milling and resurfacing costs for parking with lane widths equal to or less than the adjacent travel lanes. The municipality will assume the total cost (100%) of the milling and resurfacing costs for that portion of the parking that is greater than the width of the adjacent travel lane. The municipality will also assume 100% of any base repair cost for the entire width of the existing parking as well as any patching and curb and gutter repairs. If the municipality declines to participate, a very minimal amount of resurfacing would be done IDOT expense. (Minimal amount of resurfacing is defined as a taper across the parking lane ranging from approximately 1½ inch thick adjacent to the through lane to 1 inch or less adjacent to gutter line).

IDOT will assume the total cost (100%) associated with the milling and resurfacing of parking lanes when parking is eliminated during one or more peak hours.

The municipality is responsible for the total cost (100%) of reconstructing existing parking and any adjacent curb and gutter.

The State will not consider an improvement of a State-maintained highway unless the proposed parking or existing parking adjacent to the traffic lanes is parallel parking except as provided under Chapter 95 1/2 Art. 11-1304(c) (Illinois Revised Statutes).

Parking prohibition ordinances will be required through areas where there are no parking lanes.

ROADWAY MAINTENANCE

The State will assume the maintenance cost associated with the through traffic lanes, turning lanes, and the curb and gutter adjacent to these traffic lanes. The municipality will assume the maintenance cost associated with all other facilities including but not limited to items such as storm sewers, parkways, exclusive parking lanes, curb and gutter adjacent to the parking lanes, sidewalks, landscape features, appurtenances, etc.

UTILITY RELOCATION

Municipal utilities, installed by permit and requiring relocation, will be relocated at no expense to the Department.

Municipal utilities installed prior to the Department's assuming maintenance of the roadway will be relocated, if required, at IDOT expense.

The cost of any improvement to, or betterment of municipal utilities, would be the entire financial responsibility (100%) of the local agency.

ROADWAY LIGHTING

Existing highway lighting that is owned and maintained by the municipality, will be relocated and upgraded to current standards. New lighting, proposed by the municipality, may be incorporated into the total improvement plans.

The cost of the above work would be the entire financial responsibility of the local agency.

PEDESTRIAN AND BICYCLE FACILITIES

Sections 17 Bicycle and Pedestrian Accommodations and 48-2.04 Sidewalks of the IDOT Bureau of Design and Environment Manual establish the criteria to determine pedestrian and bicycle needs. Maintenance responsibilities as well as State and local agency participation toward the cost of these facilities included as part of a roadway construction contract on a State route shall be in accordance with Sections 5-03 and 5-05 of the Bureau of Design and Environment Manual as follows.

Maintenance Responsibilities – The Municipality will maintain any new or replacement sidewalks the Department provides in conjunction with the highway improvement project, excluding those constructed on structures. The Municipality will also maintain any bicycle paths associated with the State highway project other than that portion of the bicycle path carried on state structures. The State will assume the maintenance responsibilities for On-Road Bicycle Lanes or Wide Outside Lane and Widened Shoulders constructed as bicycle accommodations.

Cost Participation

1. New and Deteriorated Sidewalks – Use the criteria in Chapters 17 and 48 to determine the warrants for sidewalks. If these criteria are met and the Local Agency agrees to maintain the sidewalks, proportion the improvement costs associated with new or deteriorated sidewalks as follows:
 - a. New Sidewalks – Proportion the cost between the State and Local Agency at 80/20 for new sidewalks within the project termini or for short distances outside the project termini as may be required to connect sidewalks to significant pedestrian generators (e.g., schools, transit facilities). The Phase I Study Report will document the need for sidewalk construction.
 - b. Deteriorated Sidewalks – The Local Agency will pay 100% of the cost to remove existing deteriorated sidewalks. Proportion the cost 80/20 between the State and Local Agency for deteriorated sidewalk replacement when associated with a highway project. Local Agency will pay 100% of the cost of decorative sidewalks.
 - c. Sidewalk Removal and Replacement – The State is 100% financially responsible for removing and replacing existing sidewalks if such a need is caused by the construction of an IDOT highway improvement.
2. Bicycle Accommodations – Use the criteria in Chapter 17 to determine the warrants for bicycle accommodations. If these criteria are met and the Local Agency agrees to maintain the bicycle accommodation as appropriate, proportion the improvement costs associated with the bicycle accommodations as follows:
 - a. On-Road Bicycle Lanes – Proportion the cost 80/20 between the State and Local Agency for the construction of new on-road bicycle lanes as indicated by the facility selection criteria contained in Chapter 17.

- b. Wide Outside Lanes and Widened Shoulders – The State will pay 100% of all costs for wide outside lanes or widened shoulders indicated for bicycle accommodation.
 - c. New Paths – Proportion the cost 80/20 between the State and Local Agency for construction of new paths within the project termini or for short distances outside the project termini as may be required to connect paths to significant bicycle traffic generators (e.g., schools, transit facilities). The Phase I Study Report will document the need for path construction.
 - d. Path Removal and Replacement – The State is 100% financially responsible for removing and replacing existing paths if such a need is caused by the construction of an IDOT highway improvement.
 - e. Adjustment of Existing Paths – If an existing path requires adjustment due to an IDOT improvement, the State will pay 100% of the adjustment cost. The Department will construct the replacement in accordance with IDOT path criteria. The Local Agency is 100% financially responsible for path adjustments that are caused or initiated by a work request from the Local Agency.
 - f. Paths Above and Beyond Selection Criteria – If facility selection criteria for side paths are not met and the Local Agency still requests side path installation, the Local Agency is 100% financially responsible for all costs for installation of the path above those costs for the improvement identified in the selection criteria, including any necessary right-of-way and construction.
 - g. Paths on Structures - The State will pay 100% of all costs for bicycle and pedestrian accommodations on structures and approaches. The Local Agency will pay 100% of the cost difference of a separate bicycle and pedestrian structure if bicyclists and pedestrians could have been safely accommodated on the roadway structure, or request grade separation when at-grade crossings are considered safe.
3. Utility Adjustments and Other Items – Proportion the cost 80/20 between the State and Local Agency for reimbursable utility adjustments as defined in Chapter 6, Section 6-1.03 of the BDE Manual, as well as pedestrian barriers, retaining walls, and other collateral items that are required solely for pedestrian and bicycle accommodations not necessitated by the IDOT project. The Local Agency is responsible for 100% of the costs for right-of-way, utility adjustments, barriers, retaining walls, and other collateral items that are not required solely for the pedestrian and bicycle accommodations.

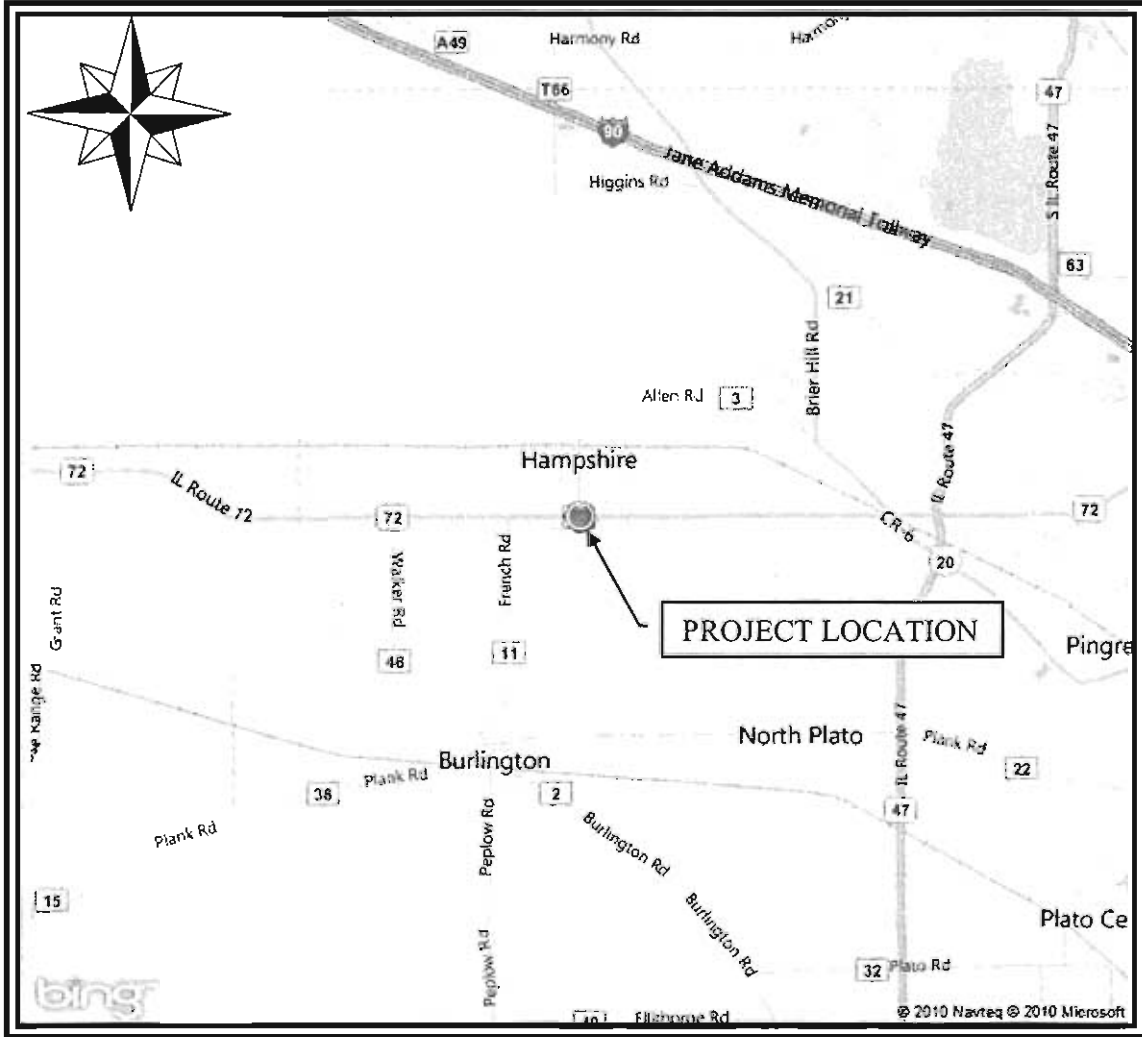
4. Right-of-Way – Proportion the cost 80/20 between the State and Local Agency for right-of-way if acquired solely for sidewalk construction. Also, the Local Agency will pay 100% of the construction costs for sidewalks associated with the construction of on-system parking not necessitated by the IDOT project. The State will pay 100% for right-of-way if additional right-of-way is required to construct an IDOT-proposed highway cross section.
5. Local Agency Does Not Accept Maintenance Responsibilities – If the Local Agency does not agree to maintain the sidewalk, the State will not construct it, even if it is warranted. However, the State will take reasonable actions to not preclude future additions of sidewalk at such locations.
6. Local Agency Does Not Choose To Participate – If the local agency chooses not to participate financially in the bicycle or pedestrian accommodation, the Department will request that that local agency pass a local resolution indicating their non-participation and have this noted in the Phase I Project Report.

ADDITIONAL WORK

IDOT would be receptive to considering additional highway related work items suggested and paid for by the local agency for incorporation within the improvement, providing that the additional work items would not delay the implementation of the project. Such items could include lighting, over-size storm sewer, utilities, emergency vehicle pre-emption equipment etc.

The local agency may be expected to provide plans, specifications, and estimates for such additional work that is requested to be incorporated into the contract plans for the State-owned portion of the project. Said plans and specifications shall be of such quality to facilitate inclusion in the contract package and shall be available in a timeframe consistent with anticipated contract processing schedules and deadlines.

LOCATION MAP



**IL Route 72, FAP 557
At State Street / Getzelman Road
Village of Hampshire, Kane County
P-91-557-11**

VILLAGE OF HAMPSHIRE

Accounts Payable

May 5, 2016

The President and Board of Trustees of the Village of Hampshire
Recommends the following Warrant in the amount of

Total: \$253,383.17

To be paid on or before
May 10, 2016

Village President: _____

Attest: _____

Village Clerk: _____

Date: _____

DATE: 05/03/16
 TIME: 15:01:10
 ID: AP441000.WOW

VILLAGE OF HAMPSHIRE
 DETAIL BOARD REPORT

INVOICES DUE ON/BEFORE 05/03/2016

INVOICE # VENDOR #	INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	P.O. #	DUE DATE	ITEM AMT
ALCO ALLEN'S CORNER GARAGE & TOWING							
7466	05/03/16	01	2003 INTERNATIONAL TRUCK	01-003-002-4110		05/03/16	942.83
				MAINTENANCE - VEHICLES			
						INVOICE TOTAL:	942.83
						VENDOR TOTAL:	942.83
BUBR BUCK BROTHERS, INC.							
70173	04/22/16	01	PARTS FOR O TURN	01-003-003-4680		04/22/16	561.22
				OPERATING SUPPLIES			
						INVOICE TOTAL:	561.22
						VENDOR TOTAL:	561.22
CEFL CENTURION FLEET SERVICES INC							
2872	05/03/16	01	SSA MOWER DECK WELDING & FAB	52-001-002-4999		05/03/16	216.30
				SSA EXPENSES			
						INVOICE TOTAL:	216.30
						VENDOR TOTAL:	216.30
CHAI CHAIRTECH LLC,							
MAY 2016	05/03/16	01	2 COMFORTASK CHAIRS	31-001-003-4650		05/03/16	80.00
				OFFICE SUPPLIES			
						INVOICE TOTAL:	80.00
						VENDOR TOTAL:	80.00
COED COMMONWEALTH EDISON							
MAY 2016	05/03/16	01	ACCT#5175128047	01-003-002-4260		05/03/16	975.86
				STREET LIGHTING			
		02	ACCT#2244132001	01-003-002-4260			1,682.14
				STREET LIGHTING			
		03	ACCT#0710116073	01-003-002-4260			70.93
				STREET LIGHTING			

DATE: 05/03/16
TIME: 15:01:10
ID: AP441000.WOW

VILLAGE OF HAMPSHIRE
DETAIL BOARD REPORT

INVOICES DUE ON/BEFORE 05/03/2016

INVOICE #	INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	P.O. #	DUE DATE	ITEM AMT
COED	COMMONWEALTH EDISON						
MAY 2016	05/03/16	04	ACCT#3461028010	01-003-002-4260		05/03/16	147.14
				STREET LIGHTING			
		05	ACCT#1329062027	01-003-002-4260			10.65
				STREET LIGHTING			
		06	ACCT#0524674020	01-003-002-4260			16.07
				STREET LIGHTING			
		07	ACCT#4623084055	01-003-002-4260			34.84
				STREET LIGHTING			
		08	ACCT#0657057031	01-003-002-4260			155.95
				STREET LIGHTING			
		09	ACCT#4997016005	30-001-002-4260			157.02
				UTILITIES			
		10	ACCT#9705026025	30-001-002-4260			568.16
				UTILITIES			
		11	ACCT#6987002019	30-001-002-4260			125.31
				UTILITIES			
		12	ACCT#0495111058	30-001-002-4260			59.70
				UTILITIES			
		13	ACCT#2599100000	30-001-002-4260			455.85
				UTILITIES			
		14	ACCT#2289551008	30-001-002-4260			82.57
				UTILITIES			
		15	ACCT#2676085011	30-001-002-4260			2,788.79
				UTILITIES			
		16	ACCT#0255144168	30-001-002-4260			481.40
				UTILITIES			
		17	ACCT#2323117051	30-001-002-4260			64.52
				UTILITIES			
		18	ACCT#0729114032	31-001-002-4260			74.00
				UTILITIES			
		19	ACCT#7101073024	31-001-002-4260			390.10
				UTILITIES			
		20	ACCT#1939142034	31-001-002-4260			246.05
				UTILITIES			
						INVOICE TOTAL:	8,587.05
						VENDOR TOTAL:	8,587.05

DATE: 05/03/16
 TIME: 15:01:10
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VILLAGE OF HAMPSHIRE
 DETAIL BOARD REPORT

INVOICES DUE ON/BEFORE 05/03/2016

INVOICE # VENDOR #	INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	P.O. #	DUE DATE	ITEM AMT

CONSEEN CONSTELLATION NEW ENERGY							
050316	05/03/16	01	ACCT#1-BQ-1A09 INV#31922417	30-001-002-4260		05/03/16	23.76
				UTILITIES			
		02	ACCT#1-EI-2889 INV#31851408	30-001-002-4260			1,878.79
				UTILITIES			
		03	ACCT#1-EI-1962 INV#32174958	31-001-002-4260			8,864.50
				UTILITIES			
		04	ACCT#1-EI-2497 INV#31951404	31-001-002-4260			352.67
				UTILITIES			
						INVOICE TOTAL:	11,119.72
						VENDOR TOTAL:	11,119.72
CUBE CULLIGAN OF BELVIDERE							
MAY 2016	05/03/16	01	ACCT#85662	01-001-002-4280		05/03/16	23.00
				RENTAL - CARPET-WATER COOL			
		02	ACCT#093732	30-001-002-4280			117.55
				RENTAL SERVICE			
		03	ACCT#104711	01-002-002-4280			116.50
				RENTALS			
						INVOICE TOTAL:	257.05
						VENDOR TOTAL:	257.05
DASC DAN SCHOMER							
MAY 2016	05/03/16	01	1 SUNSET MAPLE TREE	01-003-002-4210		05/03/16	150.00
				CONTRAC SER - TREE REPLACE			
						INVOICE TOTAL:	150.00
						VENDOR TOTAL:	150.00
EMQC EMQ CONSTRUCTION LLC							
7156	05/03/16	01	CONCRETE REPAIRS	01-003-002-4130		05/03/16	2,600.00
				MAINTENANCE - STREETS			
						INVOICE TOTAL:	2,600.00
						VENDOR TOTAL:	2,600.00

INVOICES DUE ON/BEFORE 05/03/2016

INVOICE # VENDOR #	INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	P.O. #	DUE DATE	ITEM AMT
FEDEX FEDEX							
5-398-24404	05/03/16	01	GEN OBLIGATION REFUNDING BOND	01-001-002-4320 POSTAGE		05/03/16	17.18
		02	GEN OBLIGATION REFUNDING BOND	05-001-002-4320 POSTAGE			126.62
						INVOICE TOTAL:	143.80
						VENDOR TOTAL:	143.80
GALL GALLS / QUARTERMASTER							
005066703	04/22/16	01	LAW PRO TWO TONE EXPLORERS	01-002-003-4690 UNIFORMS		04/22/16	249.60
		02	UNIFORMS	** COMMENT **			
						INVOICE TOTAL:	249.60
005244500	05/03/16	01	LONG SLEEVE TURTLENECK	01-002-003-4690 UNIFORMS		05/03/16	122.87
						INVOICE TOTAL:	122.87
						VENDOR TOTAL:	372.47
GEOBRU GEORGE BRUST							
042916	05/03/16	01	METRO WEST GENEVA 47MI	01-001-002-4290 TRAVEL EXPENSE		05/03/16	25.38
		02	METRO WEST SUGAR GROVE 57MI	01-001-002-4290 TRAVEL EXPENSE			30.78
						INVOICE TOTAL:	56.16
						VENDOR TOTAL:	56.16
HACH HACH COMPANY							
9885969	05/03/16	01	FILTER GLASS FBR 47 MM PK/100	31-001-003-4680 OPERATING SUPPLIES		05/03/16	168.44
						INVOICE TOTAL:	168.44
9894178	05/03/16	01	TNT TOTAL PHOSPHORUS 50 TEST	31-001-003-4680 OPERATING SUPPLIES		05/03/16	65.49
						INVOICE TOTAL:	65.49
						VENDOR TOTAL:	233.93

INVOICES DUE ON/BEFORE 05/03/2016

INVOICE # VENDOR #	INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	P.O. #	DUE DATE	ITEM AMT	
HDSUWA HD SUPPLY WATERWORKS LTD								
F270864	05/03/16	01	CREDIT	30-001-005-4960 METERS/EQUIPMENTS		05/03/16	-69.53	
							INVOICE TOTAL:	-69.53
F387246	05/03/16	01	SPEEDWAYS METER	30-001-005-4960 METERS/EQUIPMENTS		05/03/16	1,457.12	
							INVOICE TOTAL:	1,457.12
							VENDOR TOTAL:	1,387.59
HFOP HAMPSHIRE FRATERNAL ORDER								
MAY 2016	05/03/16	01	FLAG PURCHASE	01-001-003-4650 OFFICE SUPPLIES		05/03/16	145.56	
							INVOICE TOTAL:	145.56
							VENDOR TOTAL:	145.56
IEPAFISC ILLINOIS ENVIRONMENTAL								
MAY 2016	05/03/16	01	INTEREST	31-001-004-4792 IEPA INTEREST		05/03/16	24,809.54	
		02	PRINCIPAL	31-001-004-4793 IEPA PRINCIPAL			104,740.40	
							INVOICE TOTAL:	129,549.94
							VENDOR TOTAL:	129,549.94
IPODBA IPO/DBA CARDUNAL OFFICE SUPPLY								
580845-0	04/22/16	01	LABELS AVERY 5366	01-001-003-4650 OFFICE SUPPLIES		04/22/16	30.39	
							INVOICE TOTAL:	30.39
							VENDOR TOTAL:	30.39
LFON LEADS ONLINE								
224863	05/03/16	01	INVESTIGATION SYSTEM SERVICE	09-001-006-4800 EVIDENCE RELATED EXPENSE		05/03/16	2,837.33	
							INVOICE TOTAL:	2,837.33
							VENDOR TOTAL:	2,837.33

DATE: 05/03/16
 TIME: 15:01:10
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VILLAGE OF HAMPSHIRE
 DETAIL BOARD REPORT

INVOICES DUE ON/BEFORE 05/03/2016

INVOICE #	INVOICE DATE	ITEM #	DESCRIPTION	ACCOUNT #	P.O. #	DUE DATE	ITEM AMT

MAAM	MARIA	AMSTADT					
050316	05/03/16	01	MAIL BOX REPLACEMENT	01-003-004-4800 MISCELLANEOUS EXPENSE		05/03/16	25.00
						INVOICE TOTAL:	25.00
						VENDOR TOTAL:	25.00
MUMADI	MUNICIPAL	MARKING DISTRIBUTOR					
5067	04/22/16	01	ROLATAPE MODEL400 SERIES	01-003-003-4680 OPERATING SUPPLIES		04/22/16	151.50
		02	STEEL WHEEL	** COMMENT **			
						INVOICE TOTAL:	151.50
						VENDOR TOTAL:	151.50
OFDE	OFFICE	DEMO.					
83332703001	04/22/16	01	INK CARTRIDGE, BLAKE ON WHITE	01-002-003-4650 OFFICE SUPPLIES		04/22/16	58.84
						INVOICE TOTAL:	58.84
835307328001	04/22/16	01	COFFE, COFFEEMATE, SUGAR & KLEENE	01-002-003-4650 OFFICE SUPPLIES		04/22/16	68.43
						INVOICE TOTAL:	68.43
835307500001	04/22/16	01	COFFEE FILTERS	01-002-003-4650 OFFICE SUPPLIES		04/22/16	4.19
						INVOICE TOTAL:	4.19
						VENDOR TOTAL:	131.46
ORMA	ORCHARD	MANOR					
042016	04/22/16	01	IN MEMORY OF CHARLIE JOHNSON	01-001-004-4800 MISCELLANEOUS EXPENSE		04/22/16	150.00
						INVOICE TOTAL:	150.00
						VENDOR TOTAL:	150.00

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PAPU PADDOCK PUBLICATIONS							
HEARING*LI	04/22/16	01	PUBLIC NOTICE A PUBLIC HEARING	01-001-002-4340		04/22/16	21.00
				PRINT/ADV/FORMS			
						INVOICE TOTAL:	21.00
						VENDOR TOTAL:	21.00
PHCE PHENOVA CERTIFIED REFERENCE							
224716	05/03/16	01	DMRQA TESTING	31-001-002-4380		05/03/16	459.40
				OTHR PROF. SERVICES			
						INVOICE TOTAL:	459.40
						VENDOR TOTAL:	459.40
PRTI PRIME TIME FITNESS, LLC							
050316	05/03/16	01	LOAN PROCEEDS	08-008-006-4010		05/03/16	30,000.00
				LOANS			
						INVOICE TOTAL:	30,000.00
						VENDOR TOTAL:	30,000.00
RKQUSE RK QUALITY SERVICES							
4974	04/22/16	01	OIL CHANGE ON 2014 DODGE CHARG	01-002-002-4110		04/22/16	495.05
				MAINTENANCE - VEHL.			
						INVOICE TOTAL:	495.05
5025	05/03/16	01	2013 DODGE CHARGER WIPER BLADE	01-002-002-4110		05/03/16	44.11
				MAINTENANCE - VEHL.			
						INVOICE TOTAL:	44.11
5061	05/03/16	01	2013 DODGE CHARGER OIL CHANGE	01-002-002-4110		05/03/16	48.96
				MAINTENANCE - VEHL.			
						INVOICE TOTAL:	48.96
5064	05/03/16	01	2011 FORD EXPEDITION OIL CHANG	01-002-002-4110		05/03/16	38.46
				MAINTENANCE - VEHL.			
						INVOICE TOTAL:	38.46

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RKQUSE RK QUANTITY SERVICES							
5077A	05/03/16	01	2015 DODGE CHARGER OIL CHANGE	01-002-002-4110		05/03/16	30.36
				MAINTENANCE - VEHL.			
						INVOICE TOTAL:	30.36
5087	05/03/16	01	2014 DODGE CHARGER OIL CHANGE	01-002-002-4110		05/03/16	30.36
				MAINTENANCE - VEHL.			
						INVOICE TOTAL:	30.36
						VENDOR TOTAL:	687.30
SUBLAB SUBURBAN LABORATORIES, INC							
133559	05/03/16	01	INV#133559	30-001-002-4380		05/03/16	552.97
				OTHR PROF. SERVICES			
						INVOICE TOTAL:	552.97
133669	05/03/16	01	INV#133669	31-001-002-4380		05/03/16	77.00
				OTHR PROF. SERVICES			
						INVOICE TOTAL:	77.00
						VENDOR TOTAL:	629.97
TOBA TONY BACHERA							
050316	05/03/16	01	STEEL TOE BOOTS	31-001-003-4690		05/03/16	89.99
				UNIFORMS			
						INVOICE TOTAL:	89.99
						VENDOR TOTAL:	89.99
TRUN TREES UNLIMITED							
7101	05/03/16	01	REMOVE 1 TREE WARNER & 1 IN	01-003-002-4160		05/03/16	1,975.00
		02	ALLEY ON BALDWIN	MAINTENANCE-TREE REMOVAL			
				** COMMENT **			
						INVOICE TOTAL:	1,975.00
						VENDOR TOTAL:	1,975.00

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ULIN	ULINE						
76440607	05/03/16	01	NITRILE GLOVES	01-002-003-4680 OPERATING SUPPLIES		05/03/16	48.98
						INVOICE TOTAL:	48.98
						VENDOR TOTAL:	48.98
VAIN	VAFCON INCORPORATED						
1151339	05/03/16	01	RETROFIT OF RAW SEWAGE PUMP 1	31-001-002-4120 MAINT. EQUIP		05/03/16	15,000.00
						INVOICE TOTAL:	15,000.00
1161428	05/03/16	01	DIGESTER BLOWER PLC LOGIC	31-001-002-4120 MAINT. EQUIP		05/03/16	571.98
		02	INPROVEMENTS	** COMMENT **		INVOICE TOTAL:	571.98
						VENDOR TOTAL:	15,571.98
VICH	VIKING CHEMICAL COMPANY						
30951	05/03/16	01	CHEMICAL WELL 10/13	30-001-003-4680 OPERATING SUPPLIES		05/03/16	1,960.05
						INVOICE TOTAL:	1,960.05
						VENDOR TOTAL:	1,960.05
VWPD	VERIZON WIRELESS						
9763855069	05/03/16	01	ACCT#880495288-00001	01-002-002-4230 COMMUNICATION SERVICES		05/03/16	402.94
						INVOICE TOTAL:	402.94
						VENDOR TOTAL:	402.94
VVWH	VERIZON WIRELESS						
9763855070	05/03/16	01	ADM	01-001-002-4320 POSTAGE		05/03/16	65.80

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VWVH VERIZON WIRELESS							
9763855070	05/03/16	02	POLICE	01-002-002-4230		05/03/16	199.56
				COMMUNICATION SERVICES			
		03	STREETS	01-003-002-4230			84.75
				COMMUNICATION SERVICES			
		04	WATER	30-001-002-4230			28.41
				COMMUNICATION SERVICES			
		05	SEWER	31-001-002-4230			44.51
				COMMUNICATIONS SERVICES			
						INVOICE TOTAL:	423.03
						VENDOR TOTAL:	423.03
WAMA WASTE MANAGEMENT							
3499471-2011-0	05/03/16	01	ACCT#103-0003739-2011-5	29-001-002-4330		05/03/16	41,047.23
				GARBAGE DISPOSAL			
						INVOICE TOTAL:	41,047.23
						VENDOR TOTAL:	41,047.23
WINU WILSON NURSERIES, INC							
0287056-IN	05/03/16	01	1 PIN OAK FOR ARBER DAY	01-003-002-4130		05/03/16	337.00
				MAINTENANCE - STREETS			
						INVOICE TOTAL:	337.00
						VENDOR TOTAL:	337.00
						TOTAL ALL INVOICES:	253,383.17